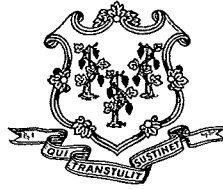


**State of Connecticut
GENERAL ASSEMBLY**



TRANSPORTATION COMMITTEE

Legislative Office Building, Room 2300
Hartford, CT 06106-1591
Tel. 860-240-0590
www.cga.ct.gov/tra

Transportation Committee

PUBLIC HEARING AGENDA

Friday, January 31, 2020

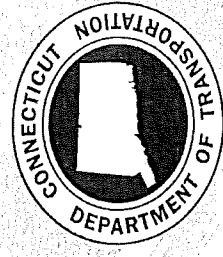
1:00 PM in Room 1E of the LOB

- I. PRESENTATION BY OPM SECRETARY MELISSA MCCAWE &
CTDOT COMMISSIONER JOE GIULIETTI
- II. DRAFT FOR REVIEW
 - a. LCO #373 "An Act Concerning the Sustainability of Connecticut's
Transportation Infrastructure"
- III. CLOSE OF MEETING

Presentation to the Transportation Committee

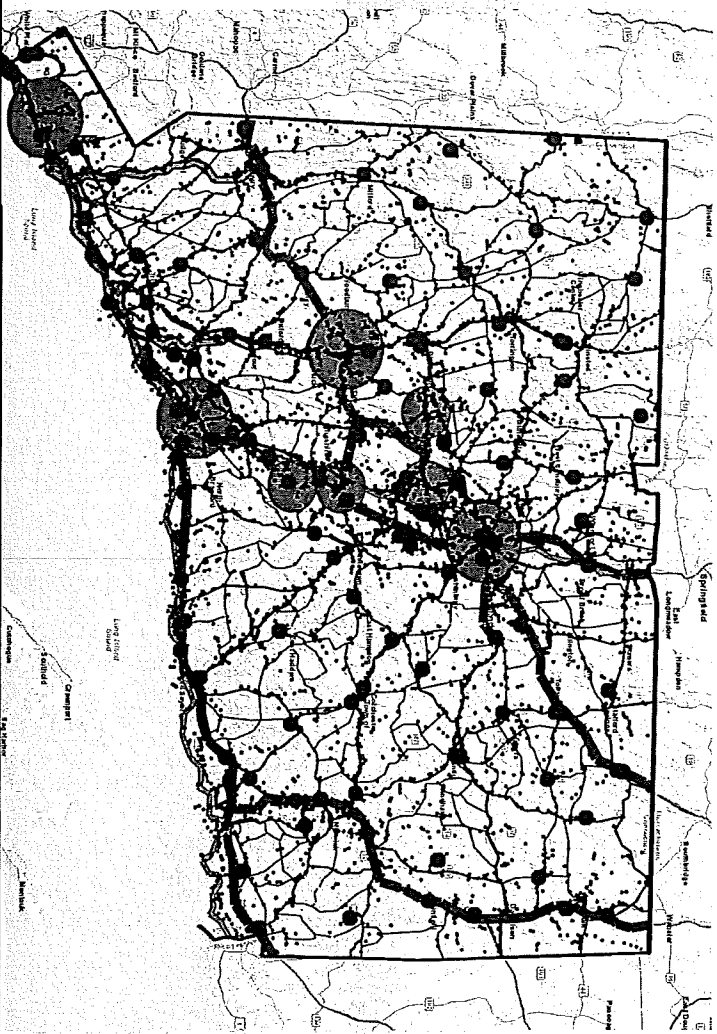
January 31, 2020

Commissioner Joseph Giulietti
Department of Transportation



Transportation Network in Connecticut

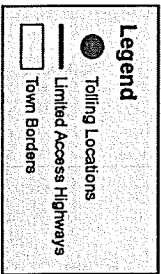
- 3719 Centerline Miles of State-Maintained Roadways
 - 103 Miles of State-Owned Rail Service
 - CTtransit Bus in 8 Service Areas
 - 488 Highway Buildings – CTDOT Owned
 - 2783 Traffic Signals
 - 4016 Roadway Bridges
- Other State Assets Include:
- 263,000 Signs
 - Pavement Markings
 - 163 Million LF of Line Striping
 - 2.2 Million SF of Symbol and Legends
 - 1625 Overhead Sign Supports
 - 600 Busses
 - 486 M8s & Rail Cars
 - 28 Locomotives
 - Service to 51 Rail Stations



Truck Tolling Program for Bridges


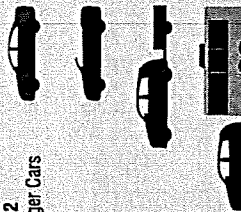
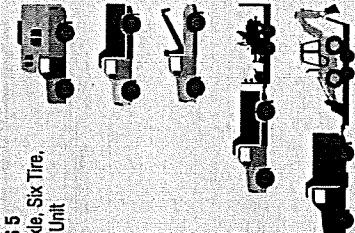
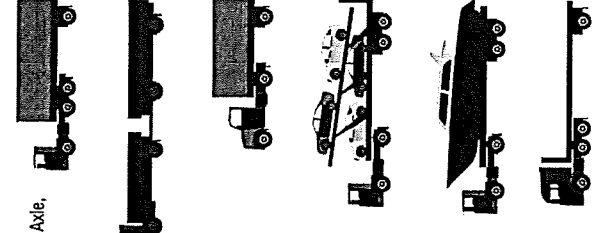
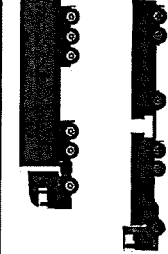
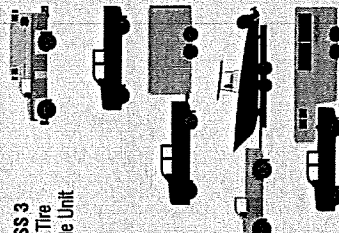
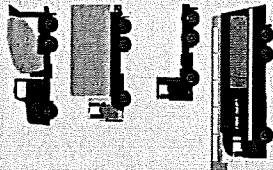
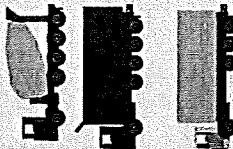
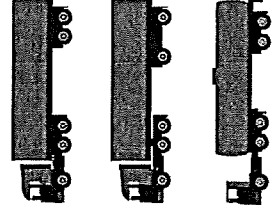
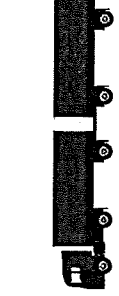
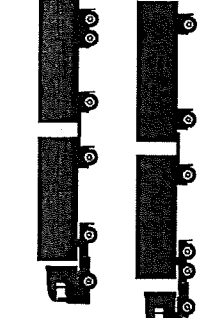
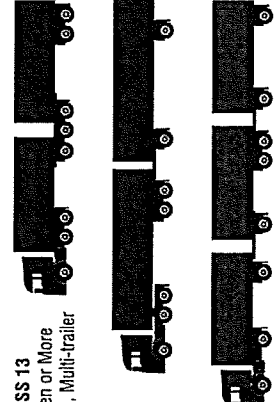
- **Tolling limited to tractor trailer trucks**
 - Excluding medium trucks reduces impacts to local businesses
- **Tolling limited to 12 locations**
- **All 12 locations require major bridge work* within next 5 years**
- **Trucks charged only once per gantry per direction per day**
- **Revenues will help pay for the bridge reconstruction**
 - Also frees up funds for other projects – Program Flexibility

* Includes: reconstruction, replacement, strengthening, or operation improvement

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GREY SHADING - NON TOLLED VEHICLES

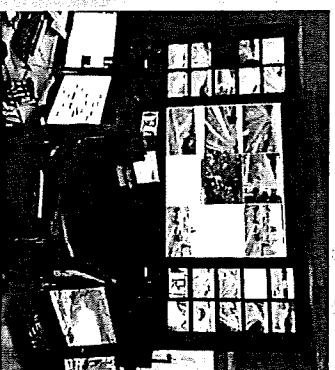
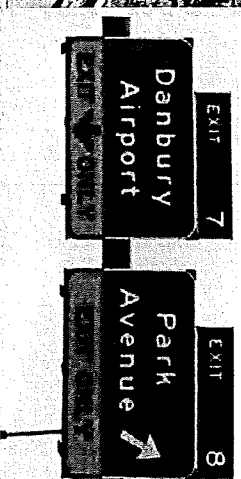
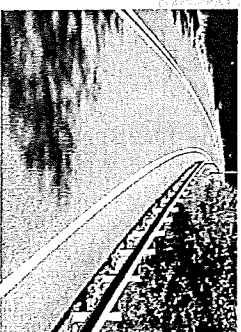
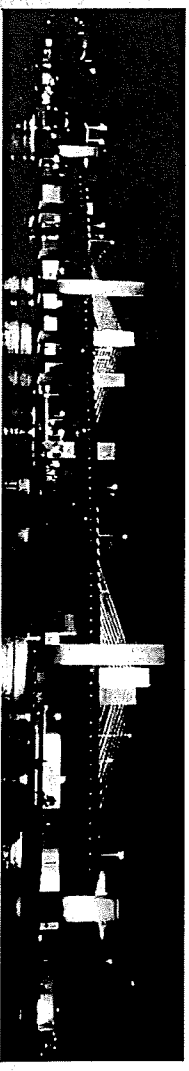
WHITE SHADING - TOLLED VEHICLES

<p>CLASS 1 Motorcycles</p> 	<p>CLASS 2 Passenger Cars</p> 	<p>CLASS 5 Two Axle, Six Tire, Single Unit</p> 	<p>CLASS 8 Four or Less Axle, Single Trailer</p> 	<p>CLASS 10 Six or More Axle, Single Trailer</p> 
<p>CLASS 3 Four Tire Single Unit</p> 	<p>CLASS 6 Three Axle Single Unit</p> 	<p>CLASS 7 Four or More Axle Single Unit</p> 	<p>CLASS 9 5-Axle Tractor Semitrailer</p> 	<p>CLASS 11 Five or Less Axle, Multi-trailer</p> 
<p>CLASS 12 Six Axle, Multi-trailer</p> 	<p>CLASS 13 Seven or More Axle, Multi-trailer</p> 			

Roadway System Initiatives

Key Goals

- Improve the Condition of Transportation Infrastructure
 - Focus on State-of-Good Repair Goals
- Focus on Congestion Relief and Crash Reduction Through Strategic Corridor Investments
 - Targeted improvements rather than large-scale expansion
- Improve Reliability and System Performance
 - Modernize Traffic Signal System

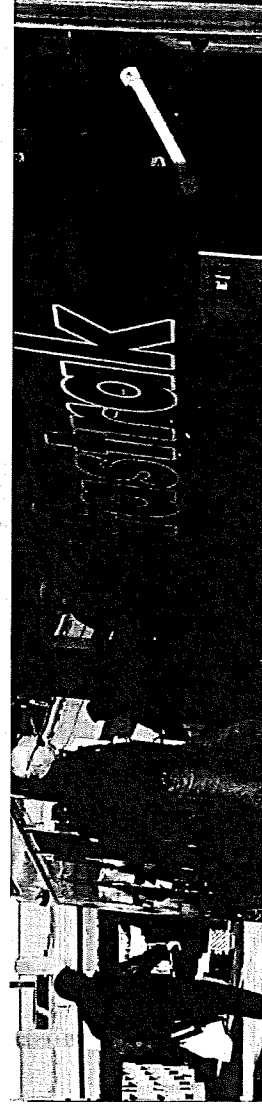


Bus System Initiatives

Key Goals

Improving Bus Service

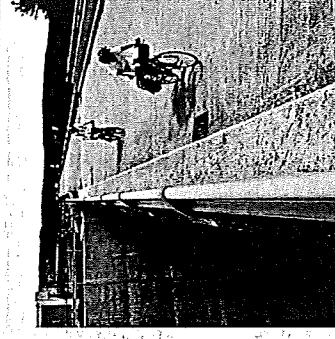
- Provide Bus Shelters and Other Amenities Statewide
- Continue Regular Bus Replacements and Begin Transition to Electric Buses
- Build New Bus Rapid Transit Corridors in the New Haven Area



Active Transportation Initiatives

Key Goals

- Continue to Integrate Active Transportation Elements into Roadway Projects
 - Multi-Modal Approach
 - Integrate Complete Streets Principles
 - Community Connectivity Program
 - Trail Program



Rail System Initiatives

Key Goals

Improving Rail Service

- Modernize Rail Fleet
 - 30 New High-Speed Locomotives
 - 132 New Rail Cars
- Upgrade Tracks for Faster Trip Times
- Replace Major Bridges to Improve Reliability
- Enable New Express Services within Connecticut and to New York City



TESTIMONY PRESENTED TO THE TRANSPORTATION COMMITTEE

January 31, 2020

Melissa McCaw

Secretary

Office of Policy and Management

Testimony Supporting

***AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S
TRANSPORTATION INFRASTRUCTURE***

Senator Leone, Representative Lemar and distinguished members of the Transportation Committee, thank you for the opportunity to offer testimony on AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE.

Special Transportation Fund

The Special Transportation Fund supports the operation and infrastructure of the Departments of Transportation and Motor Vehicles. Most importantly, the Special Transportation Fund pays for the debt service requirements of the state's Special Tax Obligation bonds, the state's primary source for funding the transportation infrastructure program.

These expenses are covered by a series of transportation related revenue sources such as the Motor Fuels Tax, Oil Companies Tax, Sales and Use Tax, and transportation fees, licenses, and fines. Each of these revenue sources are growing at a slow rate, certainly as compared to the rate of expenditures from the fund. Motor Fuels tax, currently the largest revenue source in the Special Transportation Fund, has been nearly flat over the last 10 years.

In FY 2010 Motor Fuels Tax ended the year at \$503.6 million. By FY 2019 that number had grown to just \$509.7 million, that's a growth rate of just 1.2% in 10 years. In comparison, debt service for the Special Tax Obligation bond has grown nearly 50% over the same period, from \$428 million in FY 2010 to \$642 million in FY 2019. Debt service now takes up approximately 40.0% of total expenditures as the cost of infrastructure projects continue to grow.

Over the short term the state has been able to cover the expenditure growth by consistently adding additional revenues to the Special Transportation Fund. The \$300 million Oil Companies tax was fully transferred into the fund from the General Fund starting in FY 2016. In addition, the state has transferred significant

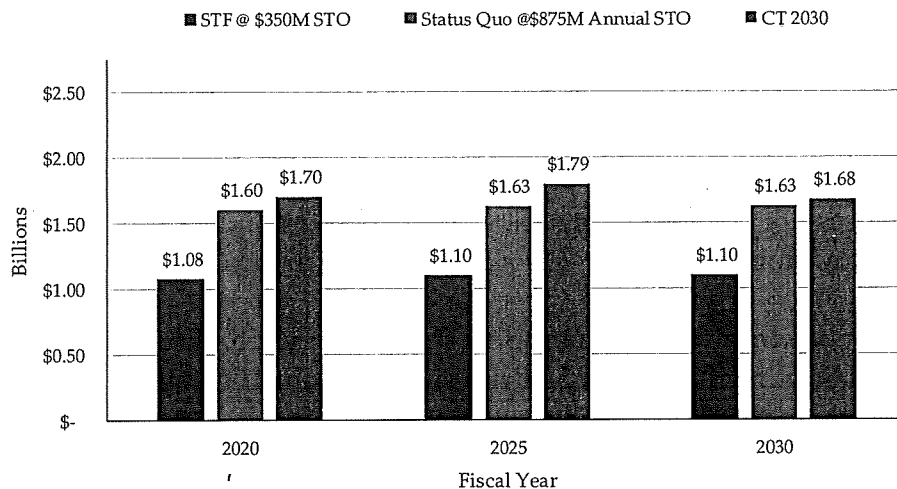
amounts of sales tax which has reached over \$400 million in FY 2020 and is expected to grow, as the Motor Vehicle Sales tax revenue is added, to over \$750 million by FY 2023. This has come at a corresponding loss to our state's General Fund.

Motor Vehicles Sales Tax Transfer (in millions)

Fiscal Year	Current Schedule	
	Transfer Level	Estimated Revenue
2020	17.0%	\$ 60.1
2021	25.0%	\$ 87.9
2022	75.0%	\$ 271.5
2023	100.0%	\$ 364.4

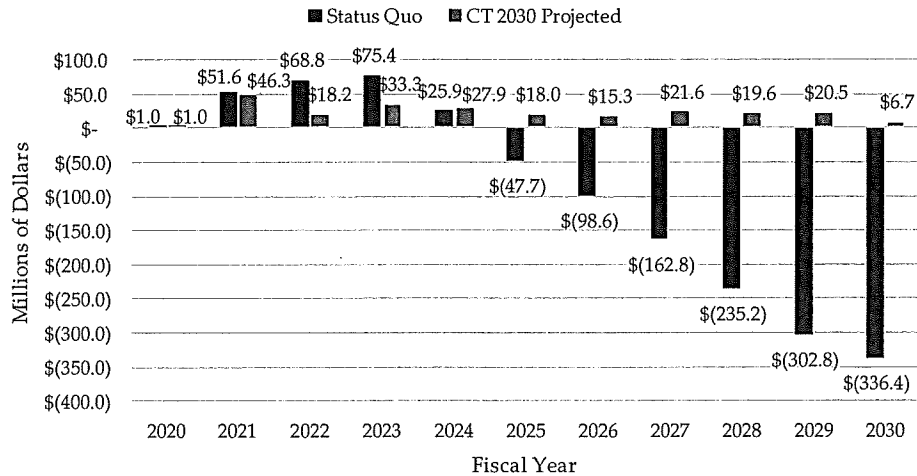
If one considers the next ten years, if the State is going to continue to have an annual infrastructure program that has \$875 million in STO bond issuance, coupled with the available \$750 million federal match, existing revenues are not sufficient. Let me be clear, with current trends, the STF will be in deficit starting FY 2025.

Status Quo vs. CT 2030 Projections



Over the next 10 years the expectation is that growth in expenditures will exceed the growth in revenues. Expenditures are estimated to be growing at a compound annual growth rate of over 4.0% compared to just 2.7% for revenues over the same period.

STF Operating Surplus/(Deficit) Status Quo vs. CT 2030



The proposed large commercial trucks bridge tolling program

As the Secretary of the Office of Policy and Management, I am hear today to testify to the financial of the proposed bill and transportation plan that is for your consideration today.

This proposal authorizes the Department of Transportation (DOT) to construct, maintain, and operate electronic tolls at 12 limited access highway bridges requiring construction, reconstruction or replacement. The tolls will only be imposed on large commercial trucks.

The bill authorizes DOT to set toll rates initially at between six and thirteen dollars. There will be no more than one toll per tolled bridge, per day in each direction.

Based on our projections, the toll revenue from this program will result in net annual revenue of \$172 million commencing in FY '23.

This program will also utilize the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing (RRIF) programs to stretch our transportation infrastructure dollars. The programs allow for lower interest rates and more flexible financing terms for certain projects. At a time of historic low interest rates, this allows for a more efficient use of taxpayer dollars.

CT2030 Capital Stack
(in millions)

<u>CT2030 Infrastructure Investments</u>	<u>Totals</u>
STO Debt Issuance	\$ 3,475.0
TIFIA Issuance	\$ 1,500.0
RRIF Issuance	\$ 3,240.0
Transportation Cash Finance Total	\$ 1,541.1
Federal Match	\$ 8,250.0
GO Debt Issuance	<u>\$ 1,100.0</u>
Total Infrastructure Program	<u>\$ 19,106.1</u>

More on the bill's provisions

DOT may propose toll rate changes to the Transportation Policy Council for any tolled bridge by the rate of inflation or a rate based on the construction cost index, whichever is greater. No proposed toll rate change shall become effective unless approved by the Transportation Policy Council.

The bill provides that the State enter into bond covenants in which the State will pledge not to charge tolls for any class of vehicle other than large commercial trucks traveling over the named bridges for the life of the bonds that cover the projects under the program.

DOT will prioritize projects on and in the immediate vicinity of the tolled bridges as well as projects to mitigate traffic diversions, which are expected to be minimal. For long haul truckers, time is money and we expect them to stay on the road and not divert just to beat a toll.

There will be annual reporting on the tolling program to the transportation committee by DOT.

The bill moves the Transportation Policy Council to the Legislative branch and adds members, creating a legislative majority.

Conclusion

Let's make this abundantly clear, the Special Transportation Fund (STF) needs a significant, reliable revenue stream. The current situation is untenable. The gas tax is not only regressive, but it is volatile and quickly becoming outmoded as cars travel farther between filling up the gas tank, electronic vehicles are increasing their market share, gas prices fluctuate day to day, and a gas tax increase would hurt our lower and working class residents who tend to drive older and less fuel efficient vehicles.

This commercial truck-only tolling program will allow Connecticut to avoid raising the gas tax, increasing fares, or cutting bus and rail services. Revenues from tolls would also allow major capital infrastructure projects to begin construction

in the near future. Without such revenues, Connecticut will be unable to adequately address its ailing infrastructure or increase the travel times that are having significant impacts on our economy and quality of life. Without such funds, we will have to drastically reduce our annual amount of Special Tax Obligation bonds that we can afford to issue for our annual program. Consequently, Connecticut will put at risk the federal funds that we current rely on to subsidize our transportation maintenance.

Our inactivity toward transportation investment is also harming our economy. The economic cost of traffic congestion in Connecticut is at least \$4.2 billion annually, with some estimates putting it at more than \$5 billion. Business leaders rank highway accessibility as their number one factor in deciding where to locate their businesses. We must take steps to support their growth. In working towards this larger goal, it is essential to fund not just the basic maintenance of our roads and rails but also the enhancement of our transportation network in order to drive economic growth and development. It is time to work towards strengthening the Special Transportation Fund and to ensure adequate investment in our infrastructure while achieving financial sustainability.

This bill will provide a significant targeted boost in transportation infrastructure improvements and new construction for all modes of transportation. The maintenance and enhancements will provide business with greater access to talent and CT residents with greater access to employers within and outside the state. It will allow us to put the financial crisis that is on the horizon behind us and provide stability for our Special Transportation Fund by reducing our out-year fixed costs while maintaining a robust transportation system that will keep our State moving forward toward growth.

Most other states on the eastern coast require out of state drivers to share in the costs. Out-of-state drivers, who currently pay little to nothing towards Connecticut's transportation system, will for the first time, pay a user fee for the damage and wear and tear they contribute on Connecticut's transportation system. It is not fair to ask Connecticut taxpayers to pick up the tab 100%.

Our transportation expenses are outpacing revenue by a ratio of about 2:1. Most of our infrastructure is near or past its expected life span. Past expenditures did not keep up with maintenance needs. Congestion now threatens the state's economic development. Every year we delay action puts us further behind other states, exacerbating the economic development challenges.

The current economic expansion will come to an end eventually, at which time asking for new revenue from the public will be even more difficult. In order to put Connecticut on a path to growth and maintain financial viability, our transportation infrastructure must be addressed. We have to get Connecticut moving again!

This is about growth, quality of life and fiscal responsibility. The financials demonstrate that the Special Transportation Fund is in crisis without any action.

I respect the difficult decision that you have before you on behalf of the constituents you represent. I would like to again thank the committee for the opportunity to present this testimony, and I am happy to answer any questions you may have.

-end-

TRUCK TOLLING ONLY - 12 LOCATIONS

SPECIAL TRANSPORTATION FUND FORECAST

Truck Tolling Revenue

(in millions)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10 Year Totals	
Current Service Projection	1. Motor Fuels Tax	\$ 513.4	\$ 513.4	\$ 510.0	\$ 507.9	\$ 505.5	\$ 503.0	\$ 500.5	\$ 498.0	\$ 495.5	\$ 493.0	\$ 490.5	\$ 5,530.6
	2. Oil Companies Tax	304.0	311.6	319.4	327.4	335.6	344.0	352.6	361.4	370.4	379.7	389.2	3,795.3
	3. Sales & Use Tax - 0.5% Tax	357.3	371.1	380.1	389.6	399.4	409.4	419.6	430.1	440.9	451.9	463.2	4,512.5
	4. Sales & Use Tax - Car Sales Tax	60.1	87.9	271.5	364.4	365.9	375.0	384.4	394.0	403.9	414.0	424.3	3,545.5
	5. Sales Tax - DMV	88.5	88.9	88.8	90.7	91.6	92.1	92.5	93.0	93.4	93.9	94.4	1,008.8
	6. Motor Vehicle Receipts	280.1	305.9	263.5	265.6	274.4	284.8	289.9	298.9	308.9	318.9	328.9	3,011.7
	7. Licenses, Permits, Fees	145.5	146.6	147.6	148.2	148.8	149.4	150.0	150.6	151.2	151.8	152.4	1,642.1
	8. Interest Income	34.1	35.4	37.3	38.1	38.8	39.6	40.4	41.2	42.0	42.8	43.7	433.4
	9. Federal Grants	12.1	11.8	11.0	10.1	9.2	8.1	6.9	5.6	4.4	3.0	1.6	83.8
	10. Transfers From/(To) Other Funds	(35.5)	24.5	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(60.5)
	11. Total Refunds	(29.3)	(20.2)	(20.6)	(21.2)	(21.8)	(22.2)	(22.7)	(23.1)	(23.6)	(24.1)	(24.6)	(253.4)
	12. Total Revenue	\$ 1,730.3	\$ 1,876.9	\$ 2,004.1	\$ 2,115.3	\$ 2,141.9	\$ 2,161.1	\$ 2,188.6	\$ 2,214.1	\$ 2,243.1	\$ 2,272.2	\$ 2,302.3	\$ 23,249.8
	13. Revenue Cap Deduction	-	(14.1)	(20.0)	(26.4)	(32.1)	(37.8)	(43.8)	(49.3)	(54.9)	(60.5)	(66.0)	(354.9)
	14. Available Revenue	\$ 1,730.3	\$ 1,862.8	\$ 1,984.1	\$ 2,088.9	\$ 2,109.8	\$ 2,123.2	\$ 2,144.8	\$ 2,169.8	\$ 2,198.2	\$ 2,226.8	\$ 2,256.3	\$ 22,894.9
	15. Percent Change	2.5%	7.7%	6.5%	5.3%	1.0%	0.6%	1.0%	1.2%	1.3%	1.3%	1.3%	
CT 2030 Proposed Changes	16. Debt Service ¹	\$ 687.1	\$ 767.9	\$ 806.2	\$ 854.7	\$ 903.3	\$ 954.4	\$ 990.4	\$ 1,036.7	\$ 1,086.7	\$ 1,150.2	\$ 1,168.8	\$ 10,416.4
	17. DOT - Operating Expense	291.2	302.5	313.8	325.5	337.8	345.7	354.2	363.1	372.4	382.1	391.1	\$ 3,795.1
	18. DOT - Bus and Rail	429.5	417.4	449.3	460.1	471.2	491.6	513.0	535.2	558.5	582.8	608.1	\$ 5,516.7
	19. DMV Budgeted Expenses	65.4	70.9	78.7	76.7	79.8	82.5	85.3	88.4	91.4	94.5	97.7	\$ 906.3
	20. Fringe Benefits and Other Indirect Costs	242.4	256.1	272.8	289.4	291.4	295.6	299.9	304.1	308.6	313.1	317.8	\$ 3,191.2
	21. Program Costs Paid from Current Operations	13.7	13.7	14.0	14.3	14.7	15.1	15.0	17.5	17.5	17.5	17.5	\$ 170.5
	22. Estimated Unallocated Lapses	-	(12.0)	(12.0)	(12.0)	(12.0)	-	-	-	-	-	-	(48.0)
	23. Total Expenditures	\$ 1,729.3	\$ 1,816.5	\$ 1,917.8	\$ 2,008.7	\$ 2,086.2	\$ 2,184.9	\$ 2,257.7	\$ 2,347.0	\$ 2,448.3	\$ 2,544.7	\$ 2,608.1	\$ 23,949.2
	24. Percent Change	7.2%	5.0%	5.6%	4.7%	3.9%	4.7%	3.3%	4.0%	4.3%	3.9%	2.5%	
	25. Operating Balance	\$ 1.0	\$ 46.3	\$ 66.3	\$ 80.2	\$ 23.6	\$ (61.7)	\$ (112.9)	\$ (177.2)	\$ (250.1)	\$ (317.9)	\$ (351.9)	\$ (1,054.3)
Capital Spend	26. Net Truck Toll Revenues (\$8.00 Average Rate)	\$ -	\$ -	\$ -	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 1,665.4
	27. 1 Toll Per Day Per Gantry ²	-	-	-	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(40.8)
	28. Operating and Capital Costs	-	-	-	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(247.6)
	29. Total Revenue Changes	\$ -	\$ -	\$ -	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 1,377.0
	30. Total Revised Revenue	\$ 1,730.3	\$ 1,876.9	\$ 2,004.1	\$ 2,287.4	\$ 2,314.0	\$ 2,333.2	\$ 2,360.7	\$ 2,386.2	\$ 2,415.2	\$ 2,444.3	\$ 2,474.4	\$ 24,626.9
	31. Revenue Cap Deduction	-	(14.1)	(20.0)	(28.6)	(34.7)	(40.8)	(47.2)	(53.7)	(60.5)	(67.0)	(73.5)	(379.9)
	32. Available Revised Revenue	\$ 1,730.3	\$ 1,862.8	\$ 1,984.1	\$ 2,258.8	\$ 2,279.3	\$ 2,292.4	\$ 2,313.5	\$ 2,338.5	\$ 2,366.9	\$ 2,395.4	\$ 2,424.9	\$ 24,247.0
	33. STO Debt Service - Revised Issuance ³	\$ -	\$ -	\$ (43.6)	\$ (98.5)	\$ (151.2)	\$ (203.4)	\$ (253.3)	\$ (299.9)	\$ (346.2)	\$ (391.5)	\$ (436.7)	\$ (2,224.3)
	34. TIFIA and RRIF Debt Service at 35 Years ⁴	-	-	16.7	41.5	67.6	94.1	120.0	146.0	171.4	197.9	223.1	\$ 1,078.2
	35. Total Debt Service Revision	\$ -	\$ -	\$ (26.9)	\$ (57.0)	\$ (83.6)	\$ (109.3)	\$ (133.3)	\$ (153.9)	\$ (174.8)	\$ (193.6)	\$ (213.6)	\$ (1,146.1)
User Fees	36. Operational Costs of Enhancements ⁵	-	-	-	23.8	23.8	23.8	23.8	23.8	23.8	23.8	23.8	\$ 190.4
	37. Capital Cash Financing ⁶	-	-	75.0	250.0	225.0	175.0	150.0	100.0	50.0	-	-	\$ 1,025.0
	38. Total Expenditure Changes	\$ -	\$ -	\$ 48.1	\$ 216.8	\$ 165.2	\$ 89.5	\$ 40.5	\$ (30.1)	\$ (101.0)	\$ (169.8)	\$ (189.8)	\$ 69.3
	39. Revised Expenditures	\$ 1,729.3	\$ 1,816.5	\$ 1,965.9	\$ 2,225.5	\$ 2,251.4	\$ 2,274.4	\$ 2,298.2	\$ 2,316.9	\$ 2,347.3	\$ 2,375.0	\$ 2,418.2	\$ 24,018.5
	40. Revised Operating Balance	\$ 1.0	\$ 46.3	\$ 18.2	\$ 33.3	\$ 27.9	\$ 18.0	\$ 15.3	\$ 21.6	\$ 19.6	\$ 20.5	\$ 6.7	\$ 228.5
	41. Revised Fund Balance - End of Year	\$ 321.2	\$ 381.6	\$ 419.8	\$ 356.8	\$ 396.5	\$ 396.5	\$ 403.7	\$ 414.1	\$ 415.5	\$ 421.5	\$ 412.4	\$ 4,339.4
	42. 15% Surplus Cap Adjustment ⁷	-	-	(124.9)	(23.0)	(58.8)	(55.4)	(59.0)	(66.6)	(63.4)	(65.2)	(49.7)	(565.8)
	43. Estimated Fund Balance - End of Year	\$ 321.2	\$ 381.6	\$ 294.9	\$ 333.8	\$ 337.7	\$ 341.2	\$ 344.7	\$ 347.5	\$ 352.1	\$ 356.2	\$ 352.7	\$ 3,773.6
	44. STO Debt Issuance	\$ 850.0	\$ 875.0	\$ 100.0	\$ 100.0	\$ 150.0	\$ 150.0	\$ 200.0	\$ 250.0	\$ 250.0	\$ 275.0	\$ 275.0	\$ 3,475.0
	45. TIFIA Issuance	-	-	100.0	200.0	200.0	200.0	175.0	175.0	150.0	175.0	125.0	\$ 1,500.0
Summary	46. RRIF Issuance ⁸	-	-	720.0	-	360.0	360.0	360.0	360.0	360.0	360.0	360.0	\$ 3,240.0
	47. Transportation Capital Finance Total	\$ 850.0	\$ 875.0	\$ 920.0	\$ 300.0	\$ 710.0	\$ 710.0	\$ 735.0	\$ 785.0	\$ 760.0	\$ 810.0	\$ 760.0	\$ 8,215.0
	48. Transportation Cash Finance Total	\$ -	\$ -	\$ 75.0	\$ 374.9	\$ 248.0	\$ 233.8	\$ 205.4	\$ 159.0	\$ 116.6	\$ 63.4	\$ 65.2	\$ 1,541.1
	49. STF Subtotal	\$ 850.0	\$ 875.0	\$ 995.0	\$ 874.9	\$ 958.0	\$ 943.8	\$ 940.4	\$ 944.0	\$ 876.6	\$ 873.4	\$ 825.2	\$ 9,756.1
	50. Federal Match	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	\$ 8,250.0
	51. STF Total with Federal Match	\$ 1,600.0	\$ 1,625.0	\$ 1,745.0	\$ 1,624.9	\$ 1,708.0	\$ 1,693.8	\$ 1,690.4	\$ 1,694.0	\$ 1,626.6	\$ 1,623.4	\$ 1,575.2	\$ 18,006.1
	52. GO Debt Issuance	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	\$ 1,000.0
	53. Total Infrastructure Program	\$ 1,700.0	\$ 1,725.0	\$ 1,845.0	\$ 1,724.9	\$ 1,808.0	\$ 1,793.8	\$ 1,790.4	\$ 1,794.0	\$ 1,726.6	\$ 1,723.4	\$ 1,675.2	\$ 19,106.1
	54. Total Additional Capital Over Base	\$ 100.0	\$ 100.0	\$ 220.0	\$ (100.1)	\$ 183.0	\$ 168.8	\$ 165.4	\$ 169.0	\$ 101.6	\$ 98.4	\$ 50.2	\$ 1,256.1
	55. Efficiency Savings ⁹	\$ -	\$ -	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 300.0
	56. Coverage Test Ratio ¹⁰	2.5	2.4	2.6	2.9	2.8	2.8	2.8	2.7	2.6	2.6	2.6	
High Level Summary	57. Net Truck Toll Revenues (\$8.00 Average Rate)	\$ -	\$ -	\$ -	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 208.2	\$ 1,665.4
	58. 1 Toll Per Day Per Gantry ²	-	-	-	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(5.1)	(40.8)
	59. Operating and Capital Costs	-	-	-	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(30.9)	(247.6)
	60. Total Net Toll Revenue	\$ -	\$ -	\$ -	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 172.1	\$ 1,377.0
	61. Current Service Revenues	\$ 1,730.3	\$ 1,876.9	\$ 2,004.1	\$ 2,115.3	\$ 2,141.9	\$ 2,161.1	\$ 2,188.6	\$ 2,214.1	\$ 2,243.1	\$ 2,272.2	\$ 2,302.3	\$ 23,249.8
	62. CT 2030 Revenue Policy Adjustments	-	-	-	172.1	172.1	172.1	172.1	172.1	172.1	172.1	172.1	\$ 1,377.0
	63. Revised Revenues	\$ 1,730.3	\$ 1,876.9	\$ 2,004.1	\$ 2,287.4	\$ 2,314.0	\$ 2,333.2	\$ 2,360.7	\$ 2,386.2	\$ 2,415.2	\$ 2,444.3	\$ 2,474.4	\$ 24,626.9
	64. Revenue Cap Deduction	(8.7)	(14.1)	(20.0)	(28.6)	(34.7)	(40.8)	(47.2)	(53.7)	(60.5)	(67.0)	(73.5)	(354.9)
	65. Available Revised Revenue	\$ 1,721.6	\$ 1,862.8	\$ 1,984.1	\$ 2,258.8	\$ 2,279.3	\$ 2,292.4	\$ 2,313.5	\$ 2,338.5	\$ 2,366.9	\$ 2,395.4	\$ 2,424.9	\$ 24,238.3
	66. Current Service Expenditures	\$ 1,729.3	\$ 1,816.5	\$ 1,917.8	\$ 2,008.7	\$ 2,086.2	\$ 2,184.9	\$ 2,257.7	\$ 2,347.0	\$ 2,448.3	\$ 2,544.7	\$ 2,608.1	\$ 23,949.2
	67. CT 2030 Expenditure Policy Adjustments	-	-	48.1	216.8	165.2	89.5	40.5	(30.1)	(101.0)	(169.8)	(189.8)	\$ 69.3
	68. Revised Expenditures	\$ 1,729.3	\$ 1,816.5	\$ 1,965.9	\$ 2,225.5	\$ 2,251.4	\$ 2,274.4	\$ 2,298.2	\$ 2,316.9	\$ 2,347.3	\$ 2,375.0	\$ 2,418.2	\$ 24,018.5
	69. Revised Operating Balance	\$ (7.6)	\$ 46.3	\$ 18.2	\$ 33.3	\$ 27.9	\$ 18.0	\$ 15.3	\$ 21.6	\$ 19.6	\$ 20.5	\$ 6.7	\$ 218.9
Notes:													
1 Assumes debt issuance of \$850 million in FY 2020, \$875 million in FY 2021 and each year thereafter.													
2 Bridge-specific traffic volumes were used large commercial trucks at 12 limited access highway bridges (Class 8 through 13). Bridge-specific toll rates for trucks were used for each bridge location.													
3 Revisions to Current Services debt service issuance levels as a result of the diversification of the capital financing portfolio, reducing Special Tax Obligation bond issuance.													
4 Increase In Special Transportation Fund debt service requirements as a result of additional TIFIA and/or RRIF issuance as provided on lines 47 and 48. Assumes 35 year term.													
5 Represents an increased subsidy for rail to cover the labor and utility expenses associated with ultra speed service and providing more frequent train schedules.													
6 Cash financing for transportation infrastructure projects to align with national best practices.													
7 Consistent with the General Fund, the STF will maintain a 15% reserve threshold. Any cumulative amounts in excess of the 15% surplus cap for the most recently completed year is reflected as an investment in the overall financing program. All cumulative surplus in excess of 15% will be deposited into a restricted account to pay for transportation infrastructure projects with cash resources.													
8 Assumes a 1 year delay of principal and interest repayment on \$360.0 million of RRIF in FY 2022.													
9 The Efficiency Savings will be achieved through a new DOT Capital Asset Strategy. Such strategy will include a restructured procurement process and an increase in use of Design Build Projects for example.													
10 As a requirement under the Special Tax Obligation bond covenant, revenues must be at least 2 times total debt service.													

Notes:

¹ Assumes debt issuance of \$850 million in FY 2020, \$875 million in FY 2021 and each year thereafter.

² Bridge-specific traffic volumes were used large commercial trucks at 12 limited access highway bridges (Class 8 through 13). Bridge-specific toll rates for trucks were used for each bridge location.

³ Revisions to Current Services debt service issuance levels as a result of the diversification of the capital financing portfolio, reducing Special Tax Obligation bond issuance.

⁴ Increase in Special Transportation Fund debt service requirements as a result of additional TIFIA and/or RRIF issuance as seen on lines 47 and 48. Assumes 35 year term.

⁵ Represents an increased subsidy for rail to cover the labor and utility expenses associated with ultra speed service and providing more frequent train schedules.

⁶ Cash financing for transportation infrastructure projects to align with national best practices.

⁷ Consistent with the General Fund, the STF will maintain a 15% reserve threshold. Any cumulative amounts in excess of the 15% surplus cap for the most recently completed year is reflected as an investment in the overall financing program. All cumulative surplus in excess of 15% will be deposited into a restricted account to pay for transportation infrastructure projects with cash resources.

⁸ Assumes a 1 year delay of principal and interest repayment on \$360.0 million of RRIF in FY 2022.

⁹ The Efficiency Savings will be achieved through a new DOT Capital Asset Strategy. Such strategy will include a restructured procurement process and an increase in use of Design Build Projects for example.

¹⁰ As a requirement under the Special Tax Obligation bond covenant, revenues must be at least 2 times total debt service.

CT 2030
SPECIAL TRANSPORTATION FUND FORECAST
 Bridge Tolling Revenue - Summary
 (in millions)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10 Year Totals
1. Motor Fuels Tax	\$ 513.4	\$ 513.4	\$ 510.0	\$ 507.9	\$ 505.5	\$ 503.0	\$ 500.5	\$ 498.0	\$ 495.5	\$ 493.0	\$ 490.5	\$ 5,530.6
2. Oil Companies Tax	304.0	311.6	319.4	327.4	335.6	344.0	352.6	361.4	370.4	379.7	389.2	3,795.3
3. Sales & Use Tax - 0.5% Tax	357.3	371.1	380.1	389.6	399.4	409.4	419.6	430.1	440.9	451.9	463.2	4,512.5
4. Sales & Use Tax - Car Sales Tax	60.1	87.9	271.5	364.4	365.9	375.0	384.4	394.0	403.9	414.0	424.3	3,545.5
5. Sales Tax - DMV	88.5	88.9	89.8	90.7	91.6	92.1	92.5	93.0	93.4	93.9	94.4	1,008.8
6. Bridge User Fees ¹	-	-	-	172.1	172.1	172.1	172.1	172.1	172.1	172.1	172.1	1,377.0
7. Motor Vehicle Receipts	280.1	305.9	263.5	265.6	274.4	268.3	269.9	268.9	270.5	271.7	273.0	3,011.7
8. Licenses, Permits, Fees	145.5	146.6	147.6	148.2	148.8	149.4	150.0	150.6	151.2	151.8	152.4	1,642.1
9. Interest Income	34.1	35.4	37.3	38.1	38.8	39.6	40.4	41.2	42.0	42.8	43.7	433.4
10. Federal Grants	12.1	11.8	11.0	10.1	9.2	8.1	6.9	5.6	4.4	3.0	1.6	83.8
11. Transfers From/ (To) Other Funds	(35.5)	24.5	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(60.5)
12. Total Refunds	(29.3)	(20.2)	(20.6)	(21.2)	(21.8)	(22.2)	(22.7)	(23.1)	(23.6)	(24.1)	(24.6)	(253.4)
13. Total Revenue	\$ 1,730.3	\$ 1,876.9	\$ 2,004.1	\$ 2,287.4	\$ 2,314.0	\$ 2,333.2	\$ 2,360.7	\$ 2,386.2	\$ 2,415.2	\$ 2,444.3	\$ 2,474.4	\$ 24,626.9
14. Revenue Cap Deduction	-	(14.1)	(20.0)	(28.6)	(34.7)	(40.8)	(47.2)	(47.7)	(48.3)	(48.9)	(49.5)	(379.9)
15. Available Revenue	\$ 1,730.3	\$ 1,862.8	\$ 1,984.1	\$ 2,258.8	\$ 2,279.3	\$ 2,292.4	\$ 2,313.5	\$ 2,338.5	\$ 2,366.9	\$ 2,395.4	\$ 2,424.9	\$ 24,247.0
16. Percent Change	2.5%	7.7%	6.5%	13.8%	0.9%	0.6%	0.9%	1.1%	1.2%	1.2%	1.2%	
17. Debt Service ²	\$ 687.1	\$ 767.9	\$ 779.3	\$ 797.7	\$ 819.7	\$ 845.1	\$ 857.1	\$ 882.8	\$ 921.9	\$ 956.6	\$ 955.2	\$ 9,270.3
18. DOT - Operating Expense	291.2	302.5	313.8	325.5	337.8	345.7	354.2	365.1	375.6	386.7	398.1	3,796.1
19. DOT - Bus and Rail	429.5	417.4	449.3	460.1	471.2	491.6	513.0	535.2	558.5	582.8	608.1	5,516.7
20. Operational Costs of Enhancements ³	-	-	-	23.8	23.8	23.8	23.8	23.8	23.8	23.8	23.8	190.4
21. DMV Budgeted Expenses	65.4	70.9	73.7	76.7	79.8	82.5	85.3	88.4	91.4	94.5	97.7	906.3
22. Fringe Benefits and Other Indirect Costs	242.4	256.1	272.8	289.4	291.4	295.6	299.9	304.1	308.6	313.1	317.8	3,191.2
23. Cash Financing for Capital Projects ⁴	-	-	75.0	250.0	225.0	175.0	150.0	100.0	50.0	-	-	1,025.0
24. Program Costs Paid from Current Operations	13.7	13.7	14.0	14.3	14.7	15.1	15.0	17.5	17.5	17.5	17.5	170.5
25. Estimated Unallocated Lapses	-	(12.0)	(12.0)	(12.0)	(12.0)	-	-	-	-	-	-	(48.0)
26. Total Expenditures	\$ 1,729.3	\$ 1,816.5	\$ 1,965.9	\$ 2,225.5	\$ 2,251.4	\$ 2,274.4	\$ 2,298.2	\$ 2,316.9	\$ 2,347.3	\$ 2,375.0	\$ 2,418.2	\$ 24,018.5
27. Percent Change	7.2%	5.0%	8.2%	13.2%	1.2%	1.0%	1.0%	0.8%	1.3%	1.2%	1.8%	
28. Operating Balance	\$ 1.0	\$ 46.3	\$ 18.2	\$ 33.3	\$ 27.9	\$ 18.0	\$ 15.3	\$ 21.6	\$ 19.6	\$ 20.5	\$ 6.7	\$ 228.5
29. Revised Estimated Fund Balance - End of Year	\$ 321.2	\$ 381.6	\$ 419.8	\$ 356.8	\$ 396.5	\$ 396.5	\$ 403.7	\$ 414.1	\$ 415.5	\$ 421.5	\$ 412.4	\$ 4,339.4
30. 15% Surplus Cap Adjustment ⁵	-	-	(124.9)	(23.0)	(58.8)	(55.4)	(59.0)	(66.6)	(63.4)	(65.2)	(49.7)	(565.8)
31. Estimated Fund Balance - End of Year	\$ 321.2	\$ 381.6	\$ 294.9	\$ 333.8	\$ 337.7	\$ 341.2	\$ 344.7	\$ 347.5	\$ 352.1	\$ 356.2	\$ 362.7	\$ 3,773.6
Capital Improvements												
32. STO Debt Issuance	\$ 850.0	\$ 875.0	\$ 100.0	\$ 100.0	\$ 150.0	\$ 150.0	\$ 200.0	\$ 250.0	\$ 250.0	\$ 275.0	\$ 275.0	\$ 3,475.0
33. TIFIA Issuance	-	-	100.0	200.0	200.0	200.0	175.0	175.0	150.0	175.0	125.0	1,500.0
34. RRIF Issuance ⁶	-	-	720.0	-	360.0	360.0	360.0	360.0	360.0	360.0	360.0	3,240.0
35. Transportation Capital Finance Total	\$ 850.0	\$ 875.0	\$ 920.0	\$ 300.0	\$ 710.0	\$ 710.0	\$ 735.0	\$ 785.0	\$ 760.0	\$ 810.0	\$ 760.0	\$ 8,215.0
36. Transportation Cash Finance Total	\$ -	\$ -	\$ 75.0	\$ 374.9	\$ 248.0	\$ 233.8	\$ 205.4	\$ 159.0	\$ 116.6	\$ 63.4	\$ 65.2	\$ 1,541.1
37. STF Subtotal	\$ 850.0	\$ 875.0	\$ 995.0	\$ 674.9	\$ 958.0	\$ 943.8	\$ 940.4	\$ 944.0	\$ 876.6	\$ 873.4	\$ 825.2	\$ 9,756.1
38. Federal Match	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	750.0	8,250.0
39. STF Total with Federal Match	\$ 1,600.0	\$ 1,625.0	\$ 1,745.0	\$ 1,424.9	\$ 1,708.0	\$ 1,693.8	\$ 1,690.4	\$ 1,694.0	\$ 1,626.6	\$ 1,623.4	\$ 1,575.2	\$ 18,006.1
40. GO Debt Issuance	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	1,100.0
41. Total Infrastructure Program	\$ 1,700.0	\$ 1,725.0	\$ 1,845.0	\$ 1,524.9	\$ 1,808.0	\$ 1,793.8	\$ 1,790.4	\$ 1,794.0	\$ 1,726.6	\$ 1,723.4	\$ 1,675.2	\$ 19,106.1
42. Total Additional Capital Over Base	\$ 100.0	\$ 100.0	\$ 220.0	\$ (100.1)	\$ 183.0	\$ 168.8	\$ 165.4	\$ 169.0	\$ 101.6	\$ 98.4	\$ 50.2	\$ 1,256.1
43. Efficiency Savings ⁷	\$ -	\$ -	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 33.3	\$ 300.0

¹ Net revenue of the bridge user fees after adjusting for discounts which includes: a maximum user fee of 1 round trip toll rate per gantry per day.

All other capital and operating costs are covered by gross tolls. Bridge-specific traffic volumes were used for commercial heavy trucks.

² Combined debt service cost of Special Tax Obligation bonds and alternative forms of financing which can be seen on lines 32 through 34 of the table.

³ Represents an increased subsidy for rail to cover the labor and utility expenses associated with ultra speed service and providing more frequent train schedules.

⁴ Cash financing for transportation infrastructure projects to align with national practices.

⁵ Consistent with the General Fund, the STF will maintain a 15% reserve threshold. Any cumulative amounts in excess of the 15% surplus cap for the most recently completed year is reflected as an investment in the overall financing program. All cumulative surplus in excess of 15% will be deposited into a restricted account to pay for transportation infrastructure projects with cash resources.

⁶ Assumes a 1 year delay of principal and interest repayment on \$360.0 million of RRIF in FY 2022.

⁷ The Efficiency Savings will be achieved through a new DOT Capital Asset Strategy. Such strategy will include a restructured procurement process and an increase in use of Design Build Projects for example.



Luke A. Bronin
Mayor

January 31, 2020

Senator Leone, Representative Lemar, Senator Martin, Representative Devlin, and members of the Transportation committee, thank you for the opportunity to testify in support of An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure.

Investing in Connecticut's transportation infrastructure is essential to our state's economic future. Without significant transportation investment, Connecticut will never compete with the states that are beating us in the competition for economic prosperity and growth. Transportation investment is about many things: climate, equity, economic opportunity. But for those who regularly talk about Connecticut's business climate, make no mistake: businesses large and small have made clear that transportation is a business climate issue, too. And a big one.

We are less than one hundred miles from two of the most vibrant metro economies on the planet. Residents and businesses in New York and Boston are facing rising costs of living and congestion. With high quality of life and lower cost of living, we have a strategic opportunity to benefit from our proximity to those cities. But without a modern transportation system, we surrender that advantage.

Our bridges are at risk of falling down, our roads are congested, public transit provides less extensive service than it did a century ago, our trains are slower than they were sixty years ago, and our broader mobility strategy is stuck in the last century.

So, there should be no debate about the need to make significant transportation investment. The question is, what's the best way to fund that critical investment? Would we rather have Connecticut residents and businesses pay one hundred percent of the cost, or ask large, out of state trucks who use our roads to contribute their fair share?

The legislation before you today represents the bare minimum that we should be doing. I believe that most of you know that, to secure Connecticut's economic future, we should be doing more – making greater investment in commuter rail, in bus service, in pedestrian safety, and more. But we cannot afford to wait any longer. We cannot afford to miss this moment.

The most controversial part of this legislation is a financing system that is used in forty two states, the District of Columbia, and Puerto Rico.¹ Rejecting user fees is the same as looking Connecticut taxpayers in the eyes and saying, "We want you to pay full price, even though there is a fifty percent discount on the table." That's the bottom line. We have to make investments. If you vote against user fees, you are asking Connecticut taxpayers to turn down a discount and pay full price.

Sincerely,

A handwritten signature in black ink, appearing to read "Luke A. Bronin", is written over a horizontal line.

Luke A. Bronin
Mayor

¹ National Conference of State Legislatures, "Toll Facilities in the United States," [February 1, 2013](#).

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TESTIMONY OF ERNEST PAGAN
NORTH ATLANTIC STATES REGIONAL COUNCIL OF CARPENTERS
BEFORE THE TRANSPORTATION COMMITTEE
REGARDING LCO 737, AAC THE SUSTAINABILITY OF CONNECTICUT'S
TRANSPORTATION INFRASTRUCTURE
January 31, 2020

Senator Leone, Representative Lemar, Senator Martin, Representative Devlin and members of the Transportation Committee. My name is Ernie Pagan. I am a lifelong resident of New Haven and a member of the North Atlantic States Regional Council of Carpenters which represents more than 30,000 union carpenters in the six states of New England and most of New York State.

I strongly support An Act Concerning THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE as an important step to address the long-term, infrastructure financing needs of our state.

In New Haven, we have witnessed an economic boom thanks to the growth of Yale University and an apartment boom. But I am extremely worried that if we don't start to fix our transportation mess in this state, New Haven's economic growth come to a stop.

All of us are familiar with the extent of Connecticut's infrastructure problem. Connecticut's roads and bridges are aging and in desperate need of repair. According to the Federal Highway Administration, 57% of Connecticut's roads are "unacceptable"—the 2nd highest percentage of all 50 states—and 33.5% of Connecticut's bridges are either structurally deficient or functionally obsolete. According to a 2017 report by the national transportation research group, TRIP, Connecticut's deficient roads cost Connecticut motorists a total of \$6.1 billion annually in the form of additional vehicle operating costs, congestion related delays and traffic crashes. Residents spend over 45 hours per year stuck in traffic. Some of us spend much more.

Analysis has shown that the state should spend approximately \$2 billion dollars per year, over the next 30 years, just to maintain current levels of service.

Unfortunately, it is unlikely that the federal government will increase their financial support to address the nationwide transportation infrastructure crisis any time soon. In fact, percentage-wise the federal contribution to infrastructure projects has declined significantly. That is why Connecticut must stand up and address it's long-term infrastructure problem now.

In November of 2018, Connecticut voters took another important step by overwhelmingly—more than 80%—voting in favor of the Transportation Lock-box Constitutional Amendment.

We believe that an electronic tolling system for large tractor-trailer trucks is an important step to address the long-term infrastructure problem facing Connecticut. It will do this primarily by leveraging Federal Build America Bonds that will be available because of the tolls.

This electronic tolling system will require out-of-state, tractor-trailer truckers to contribute to fix our roads and bridges for the first time instead of getting a free ride on the backs of Connecticut taxpayers, like they do today. Unfortunately, Connecticut drivers don't ride for free when we drive through our neighboring states or most of the states up and down the eastern seaboard.

It is critical for Connecticut's construction industry—including the approximately 4,000 members of the Connecticut Carpenter's Union Local 326 and our contractors—that the Connecticut legislature and the Governor find a long-term solution to financing the Special Transportation Fund (STF).

The so-called Great Recession was devastating for Connecticut's construction industry. Connecticut went from 68,900 construction workers in March of 2008 to 49,000 in March of 2010. Over the last few years, total Connecticut construction employment inched back up to 61,400 in December of 2018. The most recent number for Connecticut construction employment was 58,000 as of December 2019, a 5 percent decline over the past year.

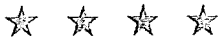
Fixing Connecticut's infrastructure is vital to the economic well being of Connecticut's construction industry and our overall economy. Business leaders in Connecticut, for instance, cite the transportation problem as the number one obstacle for companies to relocate to Connecticut. I know that the Governor has expressed support for a long-term transportation goal of 30-30-30. You won't be able to reach that worthy goal unless you support a long-term financing solution, such as electronic tolling of tractor-trailer trucks.

We hope that members of the 2020 Connecticut legislature have the courage to address the long-term infrastructure problem the way the 2018 legislators did when they supported a short-term fix. Connecticut voters expressed their support for a long-term remedy for our infrastructure woes in November of 2018 by overwhelmingly voting in favor of a constitutional amendment for the Transportation Lock Box.

Let's not wait until there is another Mianus River Bridge collapse to act. It's time to rebuild Connecticut's infrastructure with Connecticut construction workers funded in large part by out-of-state tractor trailer companies.

Let's get Connecticut construction workers back to work! TRANSPORTATION EQUALS JOBS! It's our turn.

Thank you for your consideration.



Executive Board

Kevin Cwikla
Heat & Frost Insulators #33

Dominick Cieri
I.U.P.A.T District Council 11

Craig Metz
Operating Engineers # 478

Mike Hassett
Roofers #9

John Derosa
Elevator Constructors # 91

Executive Council

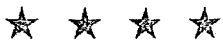
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CONNECTICUT
TAXPAYERS

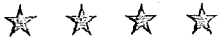
Chairman Leone, Chairman Lemar, Ranking Member Martin, Ranking Member Devlin and members of the Transportation Committee, thank you for holding this hearing.

My name is David Roche. I'm the President of the Connecticut State Building and Construction Trades Council. I'm here in support of LCO 373 , "An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure".

First, I would like to start by referring to this transportation bill as a jobs bill. CT has been stagnant on job creation within the construction Trades. Currently, we double the [unemployment] national average and climbing. This bill will put workers on 12 Bridges creating over 20,000 jobs per year. This bill will fix the bridges that are in serious need of repair, which should be a safety concern for all of us.

In my positions as Business Manager of my local and as President of the CT State Building Trades Council, I have had the privilege of traveling around this country and seeing first-hand what a strong economy looks like. When I visit these thriving states, my counterparts there always credit their transportation systems. And those transportation systems always include tolls or user fees.

Why Tolls? Because tolls take the full burden off the local taxpayers. Tolls, in this case, will only be for large Commercial vehicles. These vehicles traveling through CT will help offset the cost for our residents. As you are aware, trucks do the most damage to our roads and should help pay the bill to repair them.



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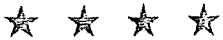
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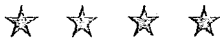


CONNECTICUT
TAXPAYERS

Currently, due to the struggling construction job market, many of our members are traveling to New York, Massachusetts and Rhode Island to find work - and just for the record they pay tolls every day to get to these jobs and they also make higher wages, with some tradespeople earning as much as \$20.00 more an hour. I constantly hear that people are moving out of the State and there's going to be a shortage of workers in the future, but yet we're willing to let our workers travel out of CT for jobs. Common sense tells me that eventually these workers won't come back to CT.

Think about this – here are your two choices - stay in CT and hope some jobs start to come back and most likely collect unemployment – OR, drive anywhere between 2-4 hours around the northeast region each day for a reliable job that will pay higher wages than you would make working here in CT. And then, while you're working in one of those States that's investing in their economy and you're making good wages, you'll likely decide to move there and get rid of that long commute you make everyday. The choice is easy. This isn't a way-off assumption I'm making. This is a reality. I talk to our building trades members everyday and they are contemplating this decision.

[I'm a proud union leader who represents thousands of construction workers and thousands of construction families throughout this great state. When a school is in need of repair, when a courthouse needs a new roof, when our roads need to be paved, whenever you talk about "investing in infrastructure", you call us. And we answer the call. We go to work improving our state whether its 100 degrees outside or zero. We don't get paid on snow days or when there's a hurricane. The construction trades are the best trained, most reliable, most committed workforce in this state and in this country. And now,



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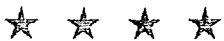
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CONNECTICUT
TAXPAYERS

we need you! We need you to be courageous and bold and do what's right for the workers and families I sit here representing today.]

I implore you to support this Transportation/Jobs bill. Keep our residents safe when they are traveling our highways. And keep our workers here in CT to build the infrastructure needed to boost this great State's Economy.

Respectfully Submitted,

David A. Roche

President CT State Building and Construction Trades Council

Business Manager / F.S.T S.M.A.R.T. Local #40

(Sheet Metal, Air Rail and Transportation workers)

TESTIMONY PRESENTED TO THE TRANSPORTATION COMMITTEE

January 31, 2020

Melissa McCaw

Secretary

Office of Policy and Management

Testimony Supporting

**AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S
TRANSPORTATION INFRASTRUCTURE**

Senator Leone, Representative Lemar and distinguished members of the Transportation Committee, thank you for the opportunity to offer testimony on AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE.

Special Transportation Fund

The Special Transportation Fund supports the operation and infrastructure of the Departments of Transportation and Motor Vehicles. Most importantly, the Special Transportation Fund pays for the debt service requirements of the state's Special Tax Obligation bonds, the state's primary source for funding the transportation infrastructure program.

These expenses are covered by a series of transportation related revenue sources such as the Motor Fuels Tax, Oil Companies Tax, Sales and Use Tax, and transportation fees, licenses, and fines. Each of these revenue sources are growing at a slow rate, certainly as compared to the rate of expenditures from the fund. Motor Fuels tax, currently the largest revenue source in the Special Transportation Fund, has been nearly flat over the last 10 years.

In FY 2010 Motor Fuels Tax ended the year at \$503.6 million. By FY 2019 that number had grown to just \$509.7 million, that's a growth rate of just 1.2% in 10 years. In comparison, debt service for the Special Tax Obligation bond has grown nearly 50% over the same period, from \$428 million in FY 2010 to \$642 million in FY 2019. Debt service now takes up approximately 40.0% of total expenditures as the cost of infrastructure projects continue to grow.

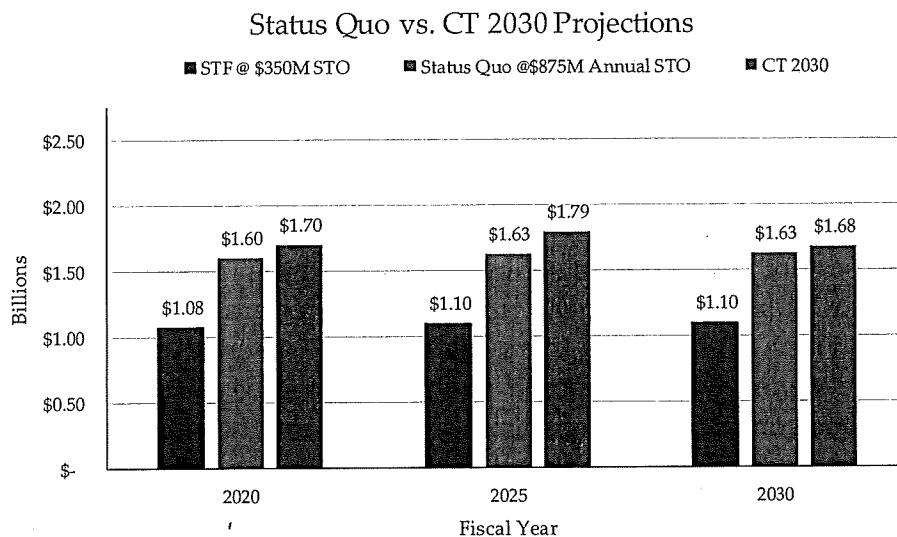
Over the short term the state has been able to cover the expenditure growth by consistently adding additional revenues to the Special Transportation Fund. The \$300 million Oil Companies tax was fully transferred into the fund from the General Fund starting in FY 2016. In addition, the state has transferred significant

amounts of sales tax which has reached over \$400 million in FY 2020 and is expected to grow, as the Motor Vehicle Sales tax revenue is added, to over \$750 million by FY 2023. This has come at a corresponding loss to our state's General Fund.

Motor Vehicles Sales Tax Transfer (in millions)

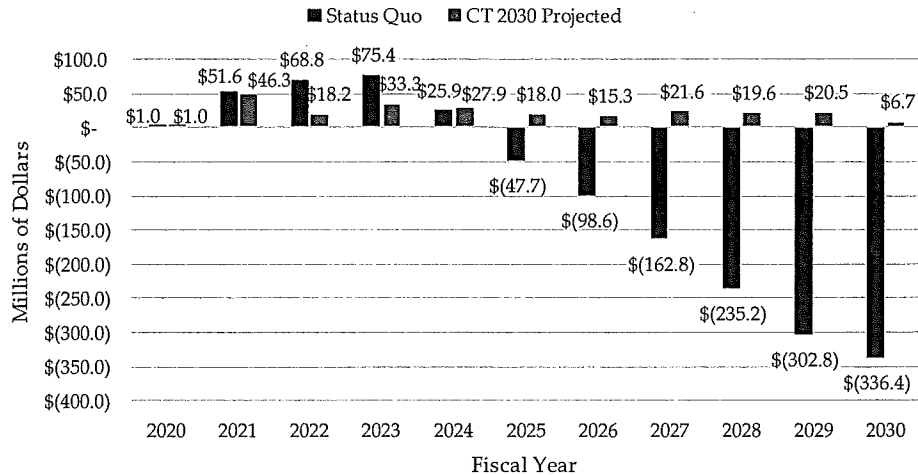
Fiscal Year	Current Schedule	
	Transfer Level	Estimated Revenue
2020	17.0%	\$ 60.1
2021	25.0%	\$ 87.9
2022	75.0%	\$ 271.5
2023	100.0%	\$ 364.4

If one considers the next ten years, if the State is going to continue to have an annual infrastructure program that has \$875 million in STO bond issuance, coupled with the available \$750 million federal match, existing revenues are not sufficient. Let me be clear, with current trends, the STF will be in deficit starting FY 2025.



Over the next 10 years the expectation is that growth in expenditures will exceed the growth in revenues. Expenditures are estimated to be growing at a compound annual growth rate of over 4.0% compared to just 2.7% for revenues over the same period.

STF Operating Surplus/(Deficit) Status Quo vs. CT 2030



The proposed large commercial trucks bridge tolling program

As the Secretary of the Office of Policy and Management, I am hear today to testify to the financial of the proposed bill and transportation plan that is for your consideration today.

This proposal authorizes the Department of Transportation (DOT) to construct, maintain, and operate electronic tolls at 12 limited access highway bridges requiring construction, reconstruction or replacement. The tolls will only be imposed on large commercial trucks.

The bill authorizes DOT to set toll rates initially at between six and thirteen dollars. There will be no more than one toll per tolled bridge, per day in each direction.

Based on our projections, the toll revenue from this program will result in net annual revenue of \$172 million commencing in FY '23.

This program will also utilize the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing (RRIF) programs to stretch our transportation infrastructure dollars. The programs allow for lower interest rates and more flexible financing terms for certain projects. At a time of historic low interest rates, this allows for a more efficient use of taxpayer dollars.

CT2030 Capital Stack
(in millions)

<u>CT2030 Infrastructure Investments</u>	<u>Totals</u>
STO Debt Issuance	\$ 3,475.0
TIFIA Issuance	\$ 1,500.0
RRIF Issuance	\$ 3,240.0
Transportation Cash Finance Total	\$ 1,541.1
Federal Match	\$ 8,250.0
GO Debt Issuance	<u>\$ 1,100.0</u>
Total Infrastructure Program	<u>\$ 19,106.1</u>

More on the bill's provisions

DOT may propose toll rate changes to the Transportation Policy Council for any tolled bridge by the rate of inflation or a rate based on the construction cost index, whichever is greater. No proposed toll rate change shall become effective unless approved by the Transportation Policy Council.

The bill provides that the State enter into bond covenants in which the State will pledge not to charge tolls for any class of vehicle other than large commercial trucks traveling over the named bridges for the life of the bonds that cover the projects under the program.

DOT will prioritize projects on and in the immediate vicinity of the tolled bridges as well as projects to mitigate traffic diversions, which are expected to be minimal. For long haul truckers, time is money and we expect them to stay on the road and not divert just to beat a toll.

There will be annual reporting on the tolling program to the transportation committee by DOT.

The bill moves the Transportation Policy Council to the Legislative branch and adds members, creating a legislative majority.

Conclusion

Let's make this abundantly clear, the Special Transportation Fund (STF) needs a significant, reliable revenue stream. The current situation is untenable. The gas tax is not only regressive, but it is volatile and quickly becoming outmoded as cars travel farther between filling up the gas tank, electronic vehicles are increasing their market share, gas prices fluctuate day to day, and a gas tax increase would hurt our lower and working class residents who tend to drive older and less fuel efficient vehicles.

This commercial truck-only tolling program will allow Connecticut to avoid raising the gas tax, increasing fares, or cutting bus and rail services. Revenues from tolls would also allow major capital infrastructure projects to begin construction

in the near future. Without such revenues, Connecticut will be unable to adequately address its ailing infrastructure or increase the travel times that are having significant impacts on our economy and quality of life. Without such funds, we will have to drastically reduce our annual amount of Special Tax Obligation bonds that we can afford to issue for our annual program. Consequently, Connecticut will put at risk the federal funds that we currently rely on to subsidize our transportation maintenance.

Our inactivity toward transportation investment is also harming our economy. The economic cost of traffic congestion in Connecticut is at least \$4.2 billion annually, with some estimates putting it at more than \$5 billion. Business leaders rank highway accessibility as their number one factor in deciding where to locate their businesses. We must take steps to support their growth. In working towards this larger goal, it is essential to fund not just the basic maintenance of our roads and rails but also the enhancement of our transportation network in order to drive economic growth and development. It is time to work towards strengthening the Special Transportation Fund and to ensure adequate investment in our infrastructure while achieving financial sustainability.

This bill will provide a significant targeted boost in transportation infrastructure improvements and new construction for all modes of transportation. The maintenance and enhancements will provide business with greater access to talent and CT residents with greater access to employers within and outside the state. It will allow us to put the financial crisis that is on the horizon behind us and provide stability for our Special Transportation Fund by reducing our out-year fixed costs while maintaining a robust transportation system that will keep our State moving forward toward growth.

Most other states on the eastern coast require out of state drivers to share in the costs. Out-of-state drivers, who currently pay little to nothing towards Connecticut's transportation system, will for the first time, pay a user fee for the damage and wear and tear they contribute on Connecticut's transportation system. It is not fair to ask Connecticut taxpayers to pick up the tab 100%.

Our transportation expenses are outpacing revenue by a ratio of about 2:1. Most of our infrastructure is near or past its expected life span. Past expenditures did not keep up with maintenance needs. Congestion now threatens the state's economic development. Every year we delay action puts us further behind other states, exacerbating the economic development challenges.

The current economic expansion will come to an end eventually, at which time asking for new revenue from the public will be even more difficult. In order to put Connecticut on a path to growth and maintain financial viability, our transportation infrastructure must be addressed. We have to get Connecticut moving again!

This is about growth, quality of life and fiscal responsibility. The financials demonstrate that the Special Transportation Fund is in crisis without any action.

I respect the difficult decision that you have before you on behalf of the constituents you represent. I would like to again thank the committee for the opportunity to present this testimony, and I am happy to answer any questions you may have.

-end-

Re: LCO #373 - An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure

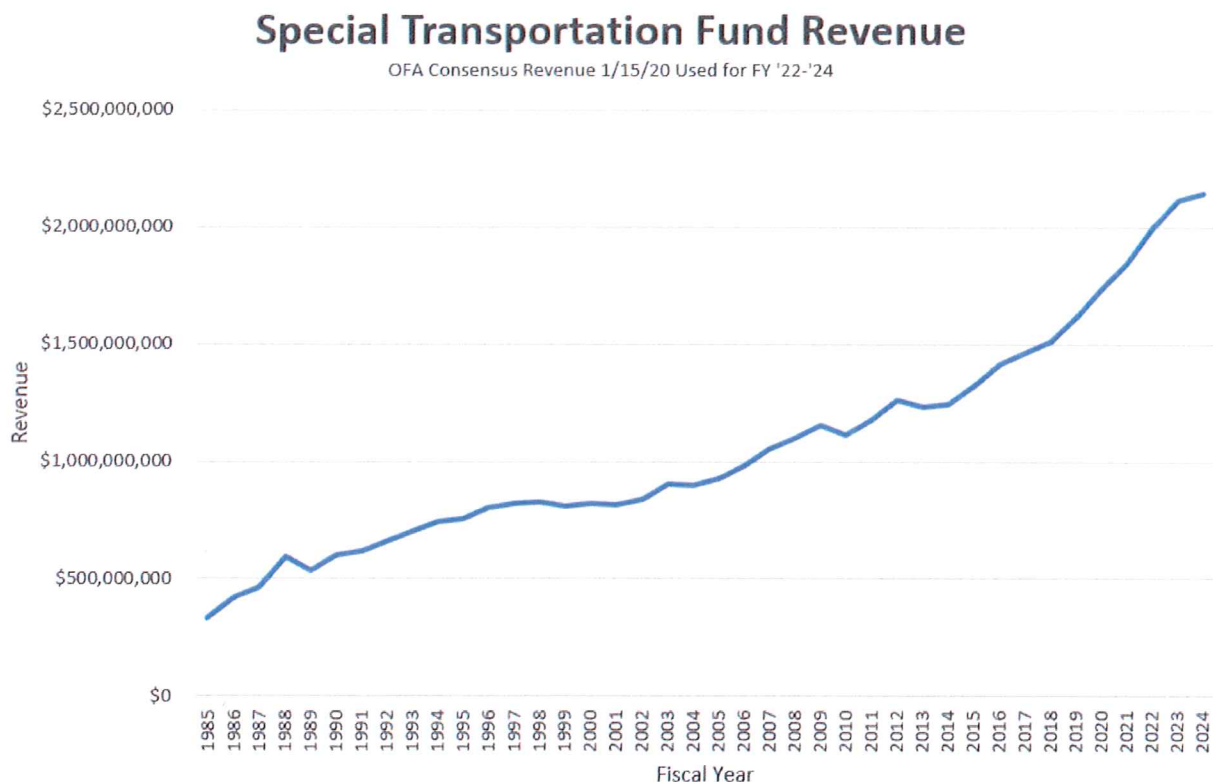
MTAC Opposes

Chairman Leone, Chairman Lemar, Ranking Member Martin, Ranking Member Devlin, and Transportation Committee members, thank you for the opportunity to testify in opposition to this bill. I am Joe Sculley, President of Motor Transport Association of Connecticut (MTAC).

MTAC cannot help but comment on the fact that this plan is built on a number of false statements about the trucking industry. It is targeting the trucking industry for money in order to make up for fiscal irresponsibility. However, given the lack of any kind of reliable revenue estimates based on real traffic and revenue studies, diversion analysis, etc., this will also lead to car tolling because there is no way this will generate the revenue estimates that are being publicized. Section 8 (lines 285-288) holds that when truck toll revenue falls short of estimates (whether 1. accidentally or 2. "accidentally on purpose," cars will ultimately be tolled.

FALSE STATEMENT #1 – The STF is Running Out of Money

Not true. The data for this graph comes from a spreadsheet prepared by ConnDOT. The data in the spreadsheet is from numbers contained in previous state budgets.



FALSE STATEMENT #2 – Toll Revenue Must Be Spent on the Road or Bridge That is Tolled

Not true. From this Federal Highway Administration (FHWA) website: https://www.fhwa.dot.gov/ipd/fact_sheets/tolling_programs.aspx

Use of Toll Revenue

The Federal tolling programs also come with restrictions on the use of toll revenues generated by the facilities that receive tolling authority. Under the mainstream tolling programs (Section 129 and Section 166), toll revenue may be used for debt service, to provide a reasonable return on investment to any private party financing a project, for the operations and maintenance (including capital improvements) of the toll facility, and payments between public and private partners involved in a public-private partnership. **If the public authority with responsibility for the toll facility certifies that the facility is being adequately maintained, then toll revenues may also be used for other purposes eligible under Title 23.** The ISRRPP includes similar restrictions but does not allow toll revenues to be used on other facilities. The VPPP allows toll revenues to be used to mitigate the adverse effects of tolls on low-income drivers, in addition to project-related costs and other Title 23 uses. Toll facilities are required to undergo annual audits to ensure compliance with the limitations on the use of toll revenues. The results of these audits must be transmitted to FHWA.

Connecticut is attempting to use the Section 129 program.

FALSE STATEMENT #3 – Out-Of-State Trucks Travel Through Connecticut for Free

Not true. Out-of-state trucks pay taxes and fees for every mile they drive, and the fuel that they use in Connecticut, regardless of where the truck is registered, where it is domiciled, or where the fuel was purchased. This happens because of the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA).

Recent data indicates that revenue from out-of-state trucks is close to \$40 million annually.

International Registration Plan (IRP) - According to the Department of Motor Vehicles, it received nearly \$28 million in registration fees through the IRP in 2018.

International Fuel Tax Agreement (IFTA Tax) - In FY 19, the state collected \$11.8 million and in FY 18 the state collected \$13.2 million.

FALSE STATEMENT #4 – One Tractor Trailers Does As Much Road Damage as Thousands of Cars

Not true. That number or idea was “derived” from a series of tests that took place in the 1950s, in which test pavement sections were deliberately under-designed. Engineers were trying to figure out what standards were required for interstate highways. Trucking opponents played with

numbers based on that to “calculate” the value of 9,600 to 1. The truth is, the National Academy of Science’s Transportation Research Board has stated: “When a highway is properly designed, it presumably will require only routine surface maintenance throughout its service life provided the expected number of axle load repetitions is not exceeded. In other words, it will not be damaged by the traffic it is designed to support. This is an important point because there are prevalent misconceptions that trucks damage pavements more than passenger cars.”

Do legislative leaders really think that Connecticut’s civil engineers and construction companies are not capable of designing and constructing our highways so that they can handle the traffic that they know will drive on it? Maybe Connecticut should get some better civil engineers and construction companies if that is the case.

FEDERAL HIGHWAY ADMINISTRATION GUIDANCE SUGGESTS IT MAY NOT BE LEGAL TO TOLL SOME OF THE PROPOSED LOCATION

The question and answer below from the following website explains

https://www.fhwa.dot.gov/ipd/tolling_and_pricing/tolling_pricing/section_129_faqs.aspx

May a State open a project as toll-free and after opening the project as a toll-free facility, institute tolls? [NEW]

“Only if the State declares its intention to toll the facility prior to construction. Nevertheless, deferred tolling for any extended period after the facility is open to traffic is problematic and subject to challenge as violating 23 U.S.C. 301, as 23 U.S.C. 129 was designed to link the financing of the capital investment with the limited exception to the requirement that Federal-aid highways and bridges be free from tolls of all kinds.

If NEPA has been completed, but construction has not been completed, tolled alternatives may be developed and evaluated through a re-evaluation or supplemental environmental document.”

This proposal would put tolls on the Charter Oak Bridge and the Mixmaster for major repair/reconstruction work that is already underway and will be completed before any tolls are implemented.

MTAC believes this guidance would prevent the State from legally tolling those bridges. If that is the case, the plan would result in a huge loss of revenue and would be even less practical than it already is.

MTAC has inquired with the FHWA about this guidance.

New Research Documents Who Pays and Who Benefits From Toll System Revenue

On Tuesday, January 29, the American Transportation Research Institute (ATRI) released new research that documents the collection and distribution of \$14.7 billion in U.S. toll revenue,

representing 81.7 percent of U.S. toll collections. The research sheds light on many questions about tolling, including how much toll revenue is generated versus reinvested in toll facilities, and contrasts truck-generated toll revenue versus truck utilization of toll roads.

The study found:

- Toll Revenues are Up Significantly. Toll revenues increased 72.54 percent over 10 years, with \$14.7 billion in revenue collected in 2018. For comparison, the percentage increase in the Consumer Price Index (CPI) which measures inflation for the same time period was 16.9 percent.
- Toll Costs for Trucks Exceed Other Industry Cost Metrics. Toll costs for commercial vehicles were \$0.45 per mile, which exceeds every cost per mile metric from ATRI's 2018 operational cost survey with the exception of driver wages, which were \$0.596 per mile. This is in stark contrast to the \$0.146 per mile paid by trucks for federal and state transportation-related taxes and fees.
- Trucking Costs for Toll Roads are Inflationary; Toll Fees are Paid Over and Above Annual Federal and State Fuel Taxes Paid by the Industry to Travel Toll Roads. In addition to paying \$4.2 billion in tolls across the 21 toll systems, trucks paid \$811 million annually in federal and state fuel taxes while traveling across the study sample's toll facilities.
- Toll Facility Costs are High. Of the \$14.7 billion in total toll revenue, \$4.764 billion or 32.4 percent of total revenue was used to cover facility costs. Of this, \$2.32 billion or 15.8 percent of total revenue was spent on toll collection costs
- Nearly 50 Percent of Toll Revenue Collected is Diverted to Uses Other than the Operation of Toll Roads and Bridges. Slightly more than 48 percent (or \$7.1 billion) was positive cash flow (i.e. "profit") beyond the cost of operating the toll systems and paying interest. Of this, trucking paid \$2.03 billion or 28.5 percent. A reasonable question is why these facilities are operating and justifying the current toll structure if the Net Cash Flows exceed a zero or breakeven level. Given that most agencies are government or quasigovernment entities, the coverage of costs should be sufficient in order to justify a user-pays model.
- Toll Payments are Subsidizing Transit and Non-Toll Facility Related Transportation Costs. A total of \$3.013 billion (20.5% of \$14.7 billion) was transferred out by nine of the 21 toll systems to other government agencies that included mass transit and non-toll facility related transportation.
- Toll System Sample Received Over \$1 Billion in Cash from Other Agencies. Cash provided to the 21 toll systems from other government entities totaled \$1.097 billion, 17.5 percent of which came from a federal interest rate subsidy known as Build America Bonds.
- Tolling Impacts Interstate Commerce. ATRI's analysis included a first-of-its-kind data analysis to better understand the relationship between interstate commerce and toll road utilization. It was estimated that 79 percent of truck trips using toll roads in the study

sample were engaged in critical interstate commerce, generating \$3.327 billion in toll revenue.

FEDERAL LOAN STANDARDS NOT MET

Before TIFIA loans can be issued, the state needs to complete all environmental reviews for the bridge projects, and they need investment grade ratings from at least two Credit Rating Agencies. This has not been done.

While not required by law, FHWA strongly advises that states get an MOU from FHWA stating that the bridge projects qualify as replacement or reconstruction projects eligible for tolling. As far as we're aware, this hasn't happened yet.

CONCLUSION

In conclusion, this draft and any revenue estimates that go with it are nothing more than an idea based on back of the napkin calculations. This will definitely lead to tolling cars and all trucks, which is the goal anyway.

###

ABOUT CT TRUCKING INDUSTRY:

85.8%: number of Connecticut communities that depend exclusively on trucks to move their goods

94%: percent of manufactured tonnage transported by truck in Connecticut

\$3.2 billion: total trucking industry wages paid in Connecticut (2017)

58,400: trucking industry jobs in Connecticut (2017)

\$53,3500: average annual salary in Connecticut (2017)

\$8,610: average annual CT-imposed highway user fees paid by tractor trailers (as of 4/1/2018)

\$8,906: average annual fed-imposed highway user fees paid by tractor trailers (as of 4/1/2018)

GEORGE LATIMER, Westchester County Executive

Date: January 31, 2020
FOR IMMEDIATE RELEASE
Contact: Catherine Cioffi
Communications Director
Office - (914) 995-2932
Cell- (914) 954 -5579
CCioffi@westchestergov.com

**WESTCHESTER COUNTY EXECUTIVE GEORGE LATIMER SUBMITS
TESTIMONY ON PROPOSED TOLL ON INTERSTATE 684**

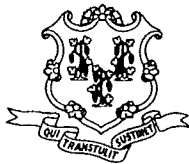
“Good Afternoon Chairman Leone, Chairman Lemar and members of the Committee. My name is Carolyn Fortino, and I am Deputy Communications Director for Westchester County Executive George Latimer. As a resident of Fairfield County who commutes to Westchester County each day, I want to thank you for the opportunity to speak today on the County Executive’s behalf.

“Westchester County has always welcomed a partnership with our neighbors in Connecticut. We have worked cohesively on the issues that connect us – Westchester County Airport, the Long Island Sound and other border matters. We understand that Connecticut has a significant budget gap to close, and lingering infrastructure needs. But, while we are sympathetic to the need for revenue – those needs are not unique to the State of Connecticut.

“The proposed toll site on the one-mile stretch of Interstate 684 in Greenwich is used primarily by New York traffic, both trucks and passenger cars, and a toll here to benefit the State of Connecticut would be an unfair taxation of those who do not have a voice. It would be the same as if we placed a toll on the Port Chester side of the Interstate 95 Bridge that crosses over the Byram River. Connecticut stands to gain an estimated \$13 million dollars to rehabilitate that causeway – a tremendous enhancement to the state’s transportation needs – and an additional \$5 million dollars per year in revenue for the Greenwich toll. But the tax would largely be on the backs of New York State truck drivers. As the Journal News pointed out, approximately 85 percent of motorists using that small stretch are coming from out of state.

“We don’t believe in retaliatory border tolls. We are all neighbors, and this will create an unhealthy relationship between the two states. The fear is that even with a toll on trucks only, avoidance traffic would follow on New York’s local roads, primarily Route 120 and Route 22. Drivers could exit the Interstate at Westchester County Airport and drive up Route 120 to Route 22, to continue on their journey north. The congestion would clog one lane in each direction for those seeking to skip the toll, and some impact would result on Connecticut side roads as well. This will ultimately become a real quality-of-life issue for all those who live and work close by.

“Ultimately - this toll enables the enhancement of Connecticut’s infrastructure, by imposing a toll on New York’s commuters without justification. As Westchester officials, we are tasked to protect Westchester’s



State of Connecticut

HOUSE OF REPRESENTATIVES STATE CAPITOL

REPRESENTATIVE HARRY ARORA
ONE HUNDRED AND FIFTY-FIRST DISTRICT

LEGISLATIVE OFFICE BUILDING ROOM 4200
300 CAPITOL AVENUE
HARTFORD, CT 06106-1591

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MEMBER
BANKING COMMITTEE
COMMERCE COMMITTEE
HIGHER EDUCATION AND EMPLOYMENT ADVANCEMENT
COMMITTEE

Testimony In Opposition of

LCO 373 AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE

Transportation Committee

January 31, 2020

Chairman Leone, Chairman Lemar Ranking Member Martin, Ranking Member Devlin and members of the committee, I thank you for this opportunity to testify on the proposed bill to toll commercial trucks.

My name is Harry Arora, and I am the state representative from Connecticut's 151st House district in Greenwich, CT representing nearly 23,000 of Connecticut's residents. An overwhelming majority of constituents in my district are against imposing tolls on any vehicles on our highways including commercial trucks. My testimony is to voice our strong disagreement to the bill being proposed and put forward our reasoning for our opposition. We would like the administration to stop wasting time and energy on these tolling proposals and instead focus on three key strategic changes in our transportation program.

A large proportion of trucks that will be tolled under the current proposal will be moving goods in and out of CT for our residents and businesses. Anyone versed with economics knows that the additional costs from these tolls will be passed on by the truckers to these residents and businesses. As a result, these tolls will be nothing but a tax on our residents and businesses. Our community opposes such additional taxes.

For those trucks which are passing, there already exists the Motor Carrier Road Tax (MCRT). The MCRT is based on number of miles driven in Connecticut. This is an existing tax and there is no tangible cost to changing that tax. If the objective is to make passing truckers pay more, the easy change would be to raise the taxes on passing truckers while reducing it for anyone doing business in Connecticut.

Finally, these proposed gantries will slow down traffic and create congestion. No analysis has been shared with the public on how much delay and congestion may happen at peak times when these gantries are installed. Before even considering this bill, it is necessary that simulation and modeling be done to assess the impact on traffic. We expect these simulations to show increased congestion during peak time.

In a nutshell these proposed tolls will raise money from our hardworking residents and businesses and slow down their commute. The money raised from passing trucks will be small. These tolls do not make any economic sense or political sense unless they are being used as a trojan horse with an intention to extend them to other vehicles and other tolling points in the future. Many in our community believe that there is a hidden motive and find such a hidden agenda upsetting.

Constructively, we offer three key strategic changes to our transportation spending. First, we ask for an immediate rigorous review of all large projects above \$ 25 MM. and ask that DOT make changes such that these projects are implemented efficiently and with maximum cost effectiveness. An example is the Norwalk Walk Bridge which can be implemented at much reduced cost and save our state close to half a billion dollars. We believe that reprioritization and improvements in these mega-spends can save the state \$500 MM. a year. Second, we ask the DOT to identify projects which can be done by attracting private capital. Parking garages, train station improvements are prime candidates. We believe that another \$250 MM of our spending per year can be done by attracting private capital. Finally, we ask you to accelerate the use of technology in our transportation program. We see so many buses run less than half full. We need to use data technologies to improve routing and usage. We need to leverage ride sharing technologies to increase pooling and provide easier access to train stations. There is a big body of research that shows that using these new technologies and other behavior changing incentives can improve our residents commute without doing big spending. Let us embrace these technologies and be smart about our capital. Instead of wasting your time and energy in trying to impose tolls, we ask you to work on these three strategic ideas so we can improve our transportation system while at the same time REDUCE taxes and NOT impose new TOLLS.

Thank you and I am happy to answer any questions.

CONNECTICUT CONSTRUCTION INDUSTRIES ASSOCIATION, INC.



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Committee on Transportation
Public Hearing – January 31, 2020

LCO No. 373: AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE

In support

Dear Senator Leone, Representative Lemar, Senator Devlin, Representative Martin and Members of the Committee,

The Connecticut Construction Industries Association, Inc. supports this proposal for the reason that the current funding streams supporting the Special Transportation Fund are not able to sustain current systems and services into the future. This proposal would provide a dependable, long-term, user-based, dedicated funding stream, where the users of the systems are paying for the systems.

Connecticut needs a dependable, user-based funding stream. Decades of limited funding have forced the state to make investments in some areas of transportation at the expense of others, leading the systems down a path of slow deterioration on a whole.

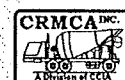
It is well-documented that Connecticut's transportation systems are inadequate, congested and deteriorating. Reports on Connecticut's transportation systems indicate that the state's transportation systems are failing and require billions of dollars in repairs and enhancements. For example:

- A 2017 report by the American Road and Builders Association held that 57 percent of Connecticut roads eligible for federal aid are rated "not acceptable", which is the second highest percentage in all 50 states; 33.5 percent of Connecticut's bridges are either structurally deficient or functionally obsolete, which is well above the national average of 23 percent; and ConnDOT estimates that repairing or replacing four key rail bridges, of the 257 rail bridges in the state, will cost over \$3 billion.
- A 2017 report by TRIP, a national transportation research group, held that driving on deficient roads cost Connecticut motorists a total of \$6.1 billion annually in the form of additional vehicle operating costs, congestion related delays and traffic crashes. TRIP also held that this deteriorating infrastructure has a detrimental impact on the overall quality of life in the state. Residents spend over 45 hours per year stuck in traffic, valuable time that they could be spending with family and friends. Moreover, as a corridor state, our local economy is reliant on a strong transportation system.
- A 2019 analysis prepared by the Connecticut Department of Transportation, which compares the current funding streams to the needs identified in the Department's Transportation Asset Management Plan, identifies a shortfall of \$400 million per year to merely maintain the current systems in a state of good repair.

It is clear, that under the current levels of funding, Connecticut's transportation systems and services continue to decline. Existing revenue streams and financing mechanisms supporting the state's transportation programs cannot keep pace with the State's mounting transportation needs over the long-term. Additionally, the state cannot embark on the capacity improvements and service



AGCCT



Shaping the future of the construction industry

Yes, We Need LCO-373: An Affordable Plan for Transportation Infrastructure

All can agree that Connecticut's transportation infrastructure needs an upgrade—and that it should be accomplished with the least possible impact on residents' wallets. LCO-373, An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure, accomplishes both goals. It is well thought-out legislation for addressing two things on which Connecticut ranks low, according to U.S. News: fiscal stability and infrastructure.

Enacting LCO-373 means putting all-electronic tolls on Connecticut roads—12 gantries, located at the 12 highway bridge projects that the toll revenue will help fund. In collecting tolls, but only from heavy commercial trucks, Connecticut is able to secure Federal loans through the Build America Bureau program. Established in 2016, the Build America Bureau provides states with extremely low-interest loans for surface transportation systems—rail, highway, buses. States across the country have tolls, and because they couple tolls with a structure for transportation planning, they can get these advantageous loans. With LCO-373, Connecticut can do the same, not only because we too will have tolls but also because the bill establishes the framework—and legislature oversight—for consistently developing and delivering on a comprehensive five-year transportation plan.

With LCO-373, the legislature will have significant, ongoing input into and control over how Connecticut's transportation infrastructure moves forward. The bill requires the Department of Transportation to closely develop its plans with oversight from a 13-member council controlled not by the Executive Department but by the Legislative Department. In addition to the heads of several state agencies (e.g., Economic & Community Development; Energy and Environmental Protection), the council's members will include six appointed by majority and minority leaders of the House and Senate. The statute requires that these appointees be chosen for their expertise in relevant topics—rail, transportation equity, bus transportation, public safety, municipal government and construction or engineering. What a great structure for expert, consistent oversight.

LCO-373 requires all tolls revenue to be deposited into the Special Transportation Fund, thus providing a stabilizing new stream of monies to pay for the 12 bridge projects, meet existing debt obligations, and qualify Connecticut for the Build America Bureau loans. Using these low-interest loans, we can fund plans to improve commuter rail. We can straighten and upgrade tracks, replace old railroad bridges, and buy new dual-power rail cars for branch lines. We can chop 20 minutes off train commutes to New York City. We can provide through service from Waterbury, speeding people to destinations within Connecticut. We can rework highway interchanges and straighten roadways across the state—reducing congestion, accidents, and polluting emissions. We can build bus networks that enable people to take, and keep, jobs that they previously couldn't hold—because now they consistently get to and from work on time.

LCO-373 helps Connecticut make important quality-of-life improvements that will attract businesses and individuals to our state. It accomplishes these outcomes in a fiscally responsible manner that minimizes cost to Connecticut residents. Until now, Connecticut residents have paid for every dime spent to repair the damage of out-of-state vehicles traveling on our roads. No more. With this legislation, Connecticut residents, not owners of large trucks, come first. Close to half the revenue collected through the truck tolls will be paid by trucks coming from out-of-state. And furthermore, with this plan, Connecticut keeps its improved bond ratings by diversifying its revenues. Connecticut also avoids depleting its Rainy Day Fund to pay for infrastructure. It stays intact, as an important source of state funds for education, social services, and municipal aid when the next inevitable economic downturn arrives.

Truck tolls are not taxes. They are user fees paid by those who use our infrastructure. If you don't own a heavy truck, you aren't going to pay a dime. Big trucks carry loads worth hundreds of thousands of dollars. The cost to the truck companies of Connecticut's once-a-day tolls are minuscule compared to the cost of taking detours around the gantries. It is far more expensive for the trucking company to pay a driver to drive at half speed or sit in traffic on a side street than it is for the trucking company to pay the tolls and keep moving at highway speed. Nor will those truck tolls add appreciably to residents' everyday expenses. The majority of Connecticut residents favor a toll-funded transportation plan that minimizes the impact on their wallets. This plan does it. I urge you to vote LCO-373 into law and get Connecticut moving.

Angela Liptack, Ridgefield, CT

Testimony in opposition to LCO-373

January 31, 2020

Submitted by Matthew Beaudoin, resident of Mystic, CT and lead artisan at Mystic Knotwork, llc

I stand in opposition to LCO-373 and tolls in all their forms.

Tolls will affect our tourism business by taking more money from our struggling neighbors and the shoreline stay-cation will become out of reach for many of residents after the costs are passed from the truckers to the shops and finally to those struggling to afford food and heating oil.

It is obvious from the plain reading that this is the frog being put in the pot. Trucks tolls will add a huge burden passed through to the working poor of our state and an increased burden on every citizen. As our economy continues to collapse, the tolls will obviously expand into lighter vehicles and ultimately the commuters that remain in our state will face the largest share of that burden.

There are better ways for legislators to be frugal with the money your citizens put in your trust.

Connecticut is losing residents and the overhead of government is falling onto a shrinking population of citizens. The \$150-200 per month estimated cost to the tax payers as the toll project is pushed through will not increase the likelihood of our children staying in the state, our retirees choosing Connecticut as their home, or especially businesses and their employees moving into Connecticut.

The state is in a psychological and economic collapse.

In the current economy, the state legislators continue to struggle to meet their one goal:

Make the state attractive enough to encourage just one net new taxpayer to live in our state each year.

Last year, over a net of 500 residents per week moved out of Connecticut (86,000 in, 110,000 out)

<https://www.hartfordbusiness.com/article/ct-is-losing-population-but-not-to-states-you-d-think>

The sleeping giant of the Connecticut Yankee is awakened, and this is an election year. The energy level in this state is the highest I've ever seen it, and trying to campaign for re-election with the specter of a vote for tolls on your record would surely create a headwind that cannot be overcome.

Even toll legislation disguised as for trucks only starts the pathway that increases our loss of tax paying neighbors.

I pray the my representatives Kate Rotella and Senator Heather Somers stand for their voters and oppose any and all legislation mentioning tolls.

Submitted faithfully and with hope our state returns to from the brink,

Matthew Beaudoin

LiUNA!

Let's get it done!

CONNECTICUT LABORERS' DISTRICT COUNCIL



Keith R. Brothers
Business Manager/Sec. Treas.
Peter Perez
President

January 31, 2020

An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure

In Support

Good afternoon Senator Leone, Representative Lemar, Representative Devlin, Senator Martin and distinguished members of the Transportation Committee, my name is Keith Brothers and I am testifying on behalf of the Connecticut Laborers' District for which I am Business Manager/Secretary Treasurer in support of **An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure**.

It is imperative to Connecticut's economic future that we update our infrastructure - a fully operative transportation system that is safe and up-to-date is crucial to our prosperity as a state. Updating our railways, bridges, and highways is key to attracting new businesses and retaining the businesses we have now. Additionally, Governor Lamont's CT 2030 infrastructure plan is not only going to enhance the quality of our roads, bridges, and railways - but will add 23,000 good-paying construction jobs enhancing growth and prosperity.

We are currently fighting a losing battle with severely outdated highways, bridges, and railways. Connecticut is unable to receive the funding needed to keep up with other states, which is why we are unable to properly invest in a plan that will keep our transportation system thriving to meet the needs of our state's future.

We need to take advantage of the twenty-first century technology, and invest in a plan that is going to provide businesses and families a faster, more reliable transportation system. Implementing electronic truck-only tolls is going to ensure that Connecticut's future transportation needs are met - and continue to develop throughout the years to come.

Without long term major investment in our infrastructure we will never be able to get out of a constant cycle of patching aged structures just to survive. With the proper user-funded financing we can build a world class infrastructure that will make our state's economy thrive. On behalf of the 6000 members and families of Laborers statewide, we respectfully urge that these actions be taken here by this Committee. We can no longer afford to wait.

Respectfully submitted,

Keith R. Brothers
Business Manager/Secretary Treasurer
CT Laborers District Council
Vice President CT Building Trades Council

CONNECTICUT MULCH DISTRIBUTORS, INC.
CONNECTICUT FOREST PRODUCTS
CONNECTICUT ORGANICS, LLC
A DIVISION OF CONNECTICUT MULCH DISTRIBUTORS, INC.
www.CtMulch.com

JANUARY 28, 2020

Transportation Committee
Connecticut General Assembly
Legislative Office Building, Room 2300
Hartford, CT 06106

Re: "NO to Draft Bill LCO #373. No to Tolls."

MR. Chairman and Members of the Transportation Committee:

Thank you for taking the time to listen to my concerns. Connecticut Mulch Distributors, Inc. is a second generation family owned business operating 3 separate companies for 44 year. We own and operate 38 trucks (mostly in Connecticut ONLY). We would like to start this letter and end this letter with one single point, Tolls will eventually put our company out of business.

We do 85% of our hauling within the state of CT. This amounts to roughly 11,000 trips throughout the state annually. We do 80-140 deliveries and pickups daily in the state of all our products. Our products are in extremely high demand in the "Gold Coast" of CT. This means we travel into Stamford, Norwalk and Westport upwards of 30 -50 times per day. The travel route taken will be down I84, Route 8 to I95 then back up I95 and I91 during peak hours, potentially passing through 9 gantries per trip. When you add \$100 in tolls to a \$1600 load that will result in a 6.5% surcharge. No customer will be able to absorb a 6.5% surcharge. This cost will be passed onto the residents of CT.

We are concerned about the affects the tolls will have on all of our businesses, our employees and their families. We need to keep Connecticut a place where companies and residents can afford to work and grow. We estimate the total cost of tolls for our companies will be \$400,000 - \$700,000 over 1 year. As I mentioned in the beginning of this letter, Tolls will eventually put our company out of business.

Respectfully,



Kurt Lindeland -Vice President, CT Mulch Distributors, Inc.

70 MULLEN ROAD, ENFIELD, CT 06082

CELL: (860) 916-2764 EMAIL: KURT@CTMULCH.COM

Transportation Committee Hearing on Tolls

Nicholas Bard Stein
138 Brooklyn Road
Pomfret, CT 06259

January 31, 2020

Re: Oppose Tolls, Embrace Liberty

To Whom It May Concern in the Connecticut Legislature,

I am submitting this testimony in strong opposition to the introduction of any toll gantries onto Connecticut roadways, whether they be for the purpose of taxing trucks, passenger vehicles, or both. With this testimony, I hope to convey the many great reasons that Connecticut lawmakers should oppose any legislation, particularly this bill as written, imposing tolls on our citizens and on businesses that facilitate commerce and economic growth in our state. Thank you for considering the reasons to oppose tolls detailed below:

- **Erodes Personal Liberty and Representation:** In general, the imposition of tolls, a regressive tax, erodes our citizen's ability to pursue life, liberty, and happiness by unnecessarily burdening our people with additional expenses.

Specifically, the proposed Transportation Policy Council, the Department of Transportation, or any other un-elected bodies without a means of being held accountable by Connecticut voters should not be granted any authority to set toll rates or make policy decisions regarding tolling. By doing so, our citizen's right to representative governance enshrined by the United States Constitution is being usurped. Only elected officials, the Connecticut legislature, should have such authority and only if such taxes are deemed necessary by the electorate. These tolls are not necessary.

- **Directly Opposes the Will of Connecticut Citizens:** Opposition to tolls of any kind has garnered overwhelming support from Connecticut residents when compared against the number of residents in support of tolls. This is evident by the hundreds of thousands of residents who've signed petitions in opposition to tolls. Furthermore, twenty-four municipalities have passed resolutions against tolls citing the negative impact this tax will have on their community. Not one municipality has passed a "pro-tolls" resolution.
- **Adequate Taxes Already Exist to Fund Transportation Infrastructure:** Connecticut already collects gas taxes which consistently rank amongst the highest in the nation. These existing taxes are enough to fund our state's transportation infrastructure without the imposition of additional taxes such as the proposed tolls. Connecticut elected officials need to better manage existing revenue streams to address future infrastructure concerns.

From: T.R. Brysh <trbrysh@challengerfreightways.com>
Sent: Thursday, January 30, 2020 5:53 PM
To: TRAtestimony@cga.ct.gov
Cc: Sean.Scanlon@cga.ct.gov; Christine.Cohen@cga.ct.gov
Subject: NO to Draft Bill LCO #373. No to tolls

I am writing to oppose the current Truck Only Toll legislation. As more information comes out on this legislation the more that I am against it and feel that it will hurt our state economy. I am the president of a small Connecticut based trucking company that employs 6 people including me, and operates 4 trucks delivering freight for Connecticut companies.

I am opposed to this legislation for many reasons but I wanted to testify in opposition because of my perspective as an owner of a small trucking company in our state. Everyone I speak with tells me that Truck Only Tolls will soon lead to Car and Truck Tolls and the current proposed legislation leaves the door open for changes in future Legislatures. Once the toll gantries are up and the expected revenue is not reached, car tolling will be added. If the current lawsuit in Rhode Island confirms that Truck Only tolls is unconstitutional, Connecticut will have no option but to have car and truck tolling.

I am completely opposed to the Legislature giving up its authority to a non-elected board that will change rates and the number of gantries. Giving up Legislative Authority while not having any public recourse for toll increases goes against every democratic principle in our society.

Diverting monies over the years destined for the Special Transportation fund that I have paid for through fuel taxes, registration fees, etc. is extremely frustrating. Our company pays fuel taxes and registration fees with the expectation that those monies will go directly to maintaining our roads and bridges.

All out of state trucks that pass through our state pay the state of CT approximately \$40 million per year in fuel taxes and registration fees while only comprising 5% of all traffic. Trucks do not pass through our state free of charge.

While I am not completely in favor of using rainy day funding, I am more concerned about borrowing even more money as part of this tolling scheme. The low interest loans may need a steady revenue source to be shown, it doesn't need to be in the forms of tolling.

Finally, my quick calculations based on gantry locations and rates, our company would end up paying at least \$60,000 per year in new taxes. This cost is devastating to our company. That is the cost of another driving job that I could offer, which would pay the state with income taxes, more fuel taxes and registration fees. With tolls I will not be able to offer another job, and would put off pay increases to my current employees.

With the speed that this legislation is being put out I am also against this process when more time is needed to examine all aspects of this legislation.

Thank you for your time.

T.R. Brysh
Challenger Freightways, LLC
203-537-1880
trbrysh@challengerfreightways.com
www.challengerfreightways.com

Testimony in Strong Support of:
Bill 373: An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure

David Jarvis
95 Bunny Lane
Brooklyn, CT 06234

January 31, 2020

Dear Members of the Transportation Committee;

My name is David Jarvis. I reside in Brooklyn, CT. I am writing in strong support of Bill 373-An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure. I am a husband and a father of three beautiful children. I love my family and value their safety. It does my heart well to know that this committee and the entire legislature is doing their part to help protect them. I look forward to the day when there is no reason to worry about a bridge collapsing during a school field trip. I look forward to knowing that my soon to be driving teen will have one less thing to manage as she learns to drive. In my opinion, you can never put a value on a child's life and safety. It appears that this bill will provide the necessary investment to make our roads safer. If we do the right thing now, it could still be possible to stop impending tragedies from taking place at all in the future. We can no longer push off the decision to the next administration. We must protect our children, families and friends now.

I also support this bill as a carpenter and member of the North Atlantic States Regional Council of Carpenters here in Connecticut. The bill allows many trade workers the ability to finish their career with dignity. Those like myself who are somewhere in the middle can plan a more comfortable future. This kind of investment will allow every involved apprenticeship to grow and thrive. The bill also speaks to the use of Project Labor Agreements. PLA's allow the workforce of tomorrow to be trained today. If we truly desire for Connecticut to be where our children and their families make their roots, then we must give them this opportunity. This kind of investment doesn't just create jobs; it creates careers. A family and a home can be built and maintained with a career. Those that are currently leaving Connecticut are searching for such careers. Let's provide them with options and reasons to stay. Who knows, someone you know may be able to start a new career that changes their life because of a well thought out YES vote for this bill.

Before I close, I would like to thank you and the entire legislature for the immense amount of time put into developing Bill 373. I understand some are torn, but time should prove that a yes vote is the right vote! Also, it is equally as important to thank the governor for having the courage to persevere. There may have been some setbacks and missteps along the way, but Governor Lamont and his team stuck with it and helped to guide us to this point. So please, join with us and MOVE CT Forward!

Respectfully,

David Jarvis



**STATEMENT OF TOWN OF BEDFORD SUPERVISOR CHRIS BURDICK
IN OPPOSITION TO TOLLS ON I-684**

**REGARDING TOLL COLLECTIONS UNDER LCO NO. 373
Public Hearing – Connecticut General Assembly Transportation Committee
January 31, 2020, 1:00 pm (Room 1E – LOB)**

Good afternoon Chairman Leone, Chairman Lemar and members of the Committee. I am Chris Burdick, Supervisor of the Town of Bedford in New York – a title equivalent to Mayor. Thank you for the opportunity to speak on behalf of my community and elected representatives in Westchester County.

I applaud your efforts in tackling difficult infrastructure problems confronting your state. We wrestle with the same problems in New York. It makes complete sense to take a comprehensive approach, as it appears you are doing. That said, we do take exception to the proposed toll on the short stretch of I-684 running through Greenwich, which New York State maintains under a 1966 agreement with Connecticut. New York also has sent its first responders (primarily the Town of North Castle) and NYS Troopers to respond to calls. For over 64 years, New York has not requested financial contributions from Connecticut. This proposed toll would create a significant disruption to the quality of life in many municipalities. It would prompt trucks to take to the local roads causing congestion, damaging roads and increasing the likelihood of collisions:

- (1) Exiting 684 at Exit 2 (at the airport) and traveling on Rte 120 in (Armonk) North Castle, onto to Rte 22 in North Castle, and returning to 684 at Exit 3, and

(2) Exiting 287 at Rte 22 (N. Broadway) and traveling through N. White Plains (North Castle) on Rte 22, already severely congested due to the closing of the Kensico Dam Road after 9/11, and continuing to 684 at Exit 3.

(3) We also are concerned that the tolls may prompt other northbound trucks to exit I95 further east to avoid the tolls and travel the back roads through Pound Ridge and Bedford to get to I-684.

As elected representatives for Connecticut residents, you may feel that the views of New York elected representatives have no bearing. However, as you doubtless are aware, there are discussions in the New York State legislature to respond in kind to the Greenwich toll proposal should Connecticut move forward with it. There also are discussions of other actions to bar the toll from being implemented. Let's avoid this tit for tat approach. Rather, let's work in partnership as our great states have done so well for many years. I serve on a committee of elected representatives doing just that on the NYS DOT study of the I-84 corridor running east from NY to the Danbury line. On invitation of NYS DOT, Connecticut representatives literally have a seat at the table with us. Let's take the same collaborative approach on this issue. I respectfully ask that you remove the Greenwich toll provision in LCO No. 373 and let's work together in common good to tackle these problems. Thank you.

Opponents of Toll on I-684 (list in formation)

Westchester County Executive George Latimer	Supervisor Warren Lucas (North Salem)
State Senator Peter Harckham	Supervisor Rick Morrissey (Somers)
State Senator Shelley Mayer	Mayor Peter Scherer (Pleasantville)
Assembly Member David Buchwald	Supervisor Paul Feiner (Greenburgh)
Mayor Tom Roach (White Plains)	Supervisor Kevin Hansan (Pound Ridge)
Mayor Gina Picinich (Mt. Kisco)	Supervisor Gary Zuckerman (Town of Rye)
Supervisor Michael Schiliro (North Castle)	Supervisor Peter Parsons (Lewisboro)
Supervisor Matthew Slater (Yorktown)	Supervisor Anthony Colavito (Eastchester)
Supervisor Ron Belmont (Harrison)	Supervisor Dana Levenberg (Ossining)
Mayor Drew Fixell (Tarrytown)	Supervisor Nancy Seligson (Mamaroneck)

Testimony submitted by Adam Wood of Rocky Hill

Good afternoon Chairmen Leone and Lemar, ranking members Martin and Devlin and members of the Transportation Committee. My name is Adam Wood, and I am here as a board member of the League of Conservation Voters and the CT Sierra Club and as a former Chief of Staff of the New York State Thruway system. The Thruway system, at a distance of 570 miles, is one of the largest toll highway systems in the United States.

I am here today to speak in favor of Governor Lamont's transportation proposal. This new comprehensive transportation plan is designed to reduce commuter drive times, fix crumbling roads and bridges, and reduce emissions that cause climate change. The goal is to create a sustainably funded long-term plan to fix Connecticut's infrastructure. As part of this plan, Connecticut would institute tolls on eighteen-wheeler trucks on twelve of Connecticut's bridges.

Connecticut's infrastructure is in desperate need of repair both to ensure public safety and to maintain a competitive advantage in recruiting new employers, growing jobs, and attracting new residents.

While I worked at the New York Thruway Authority, I saw firsthand how significant transformative investment in infrastructure can be. Under the leadership of Governor Cuomo, New York State took on the largest infrastructure project in the United States – the construction of the new Mario M. Cuomo Bridge (formerly known as the Tappan Zee bridge) – and paid for it with tolls. The project was completed on-time and on-budget, created thousands of jobs, and is an enormous asset for the State of New York. New York highways are always open for business even in feet of snow due to their ability to maintain their roads.

New York has made a strategic effort to put their infrastructure at the top of their priorities. The state is upgrading both JFK and LaGuardia Airports; building a high-speed rail to JFK airport; modernizing one of the largest subway systems in the country, including building new subways; adding rail lines; modernizing Penn Station, and building a new tunnel to New Jersey.

This past week, New York Gov. Andrew Cuomo presented his fiscal year 2021 budget, which brings state investment in transportation infrastructure and other state-funded construction projects to \$275 billion.

As a result of this strategic investment, New York's economy is booming – Connecticut's is not. The economy of the State of New York is reflected in its gross state product of \$1.7 trillion, ranking third in size behind only California and Texas, and it continues to grow – attracting new employers and growing jobs. Transportation jobs support and help grow the local economy.

I think the history of the New York State Thruway may be relevant to Connecticut's consideration of this plan as well. In 1950, Governor Thomas Dewey, a Republican, began the construction of an interstate highway system funded through tolls. The New York State

Legislature passed a bill creating the New York State Thruway Authority. The project was to be financed through toll revenue bonds and self-liquidating by receipt of tolls, rents, concessions, and other income. This funding helped the State of New York connect its cities and grow both inter and intrastate commerce. The 570-mile highway system connects the state to four neighboring states Connecticut, Massachusetts, New Jersey, and Pennsylvania as well as the Canadian province of Ontario.

Governor Dewey, a nationally prominent Republican, and the New York State Legislature did this – they built a high-quality superhighway with toll revenue. They did this because it was and still is sound public policy. The system works, and as a result, New York can guarantee public safety for residents and all motorists for a simple 5 cent per mile user fee. In Connecticut, our bridges and roads need to be repaired; and our mass transit system needs to be upgraded to be faster, safer, and more reliable. This system that I experienced in New York works. I recommend that we adopt it here in Connecticut to better protect our public and grow jobs and industry.

The solution is at our door-step – the Thruway – a toll-road system touches our roads and our boundaries. When Connecticut residents use these roads such as (I-95) to New York City we pay tolls, but when New Yorkers come here they don't and our infrastructure continues to be neglected.



Testimony of
**Sal Luciano, President
Connecticut AFL-CIO**

Transportation Committee
January 31, 2020

***LCO 373 An Act Concerning the Sustainability of Connecticut's
Transportation and Infrastructure***

Good morning Senator Leone, Representative Lemar and members of the Transportation Committee. My name is Sal Luciano and I am proud to serve as the President of the Connecticut AFL-CIO, a federation of hundreds of local unions representing more than 220,000 members in the private sector, public sector, and building trades. Our members live and work in every city and town in our state and reflect the diversity that makes Connecticut great. Today, I come before you in solidarity with our brothers and sisters in the building trades, to express the labor movement's support for LCO 373.

This proposal offers an historic opportunity. It authorizes unprecedented and long overdue investments in our state's transportation infrastructure. It will ensure that our roads and bridges can be traveled safely and efficiently, further develop rail and other public transit systems, create jobs and spur economic development. Few other investment programs can simultaneously deliver so much for Connecticut taxpayers. By providing a reliable revenue stream from user fees on large commercial trucks, the state can reduce its transportation borrowing, allowing it to make other critical investments in education, public safety, economic development and municipal aid. It is a win-win investment in our future.

No doubt you will hear plenty of testimony on the advantages and disadvantages of tolling. While we understand why that has been an important focus of discussion around this proposal, it's unfortunate that so little attention has been devoted to the jobs and related economic development this proposal will create. Make no mistake. This \$19 billion investment, according to estimates based on a Council of Economic Advisors report, will create more than 23,000 good-paying jobs per year for ten years, not including the indirect and induced jobs it will generate.¹ This will strengthen our economy and further improve the state of Connecticut's fiscal affairs.

¹ <https://www.whitehouse.gov/wp-content/uploads/2018/03/The-Economic-Benefits-and-Impacts-of-Expanded-Infrastructure-Investment.pdf>

I also want to briefly cover two other issues concerning tolls. The first is the claim that trucks-only tolls will raise the cost of goods and services in Connecticut. We know this is not true because the price of goods is the same across the same stores in different states with tolls and without tolls. Please refer to Figure 1 at the end of my testimony for a price comparison in three different states. An opponent might argue that these stores have already raised the prices to cover the costs of tolls. If that's true, that means even without tolls in our state, Connecticut residents pay for tolls in other states twice over – first, whenever they cross state lines into a state with tolls and again when we go to the store to subsidize the increased cost of products because tolls in those other states.

The second issue is that tolls have somehow become a partisan issue or that Connecticut would be out-of-step with other states in the country if we passed trucks-only tolls. This is something that states across our country have figured out and it didn't matter if they were controlled by Democrats or Republicans, in the North or South, East or West. In total, 34 out of 50 states have some form of tolling. In fact, Connecticut is the only state on the entire East Coast with no tolling whatsoever, meaning we're losing out on millions of dollars every year while our taxpayers pay for every other state's infrastructure. Please refer to Figure 2 at the end of my testimony to see a map of states with and without tolls.

Not only is this proposal smart economic policy, it improves the quality of life for Connecticut residents. Safer bridges, better designed roadways and expanded rail service all translate to reduced commute times. For example, the recently completed improvements on I-84 in Waterbury increased average rush hour speeds by more than 45 mph, reducing travel time by 25 minutes.

Infrastructure is not a partisan issue. We can no longer afford to kick the can down the road. We can no longer risk the public's safety with so many roads and bridges in need of repair. We can no longer delay the creation of good paying jobs. We ask you to be bold and courageous. We ask you to finally turn the page on the Great Recession and put Connecticut's economic future first. We ask you to support the plan before you.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

[illegible]

Jan. 30, 2020

Cherie Juhnke

Plainville, CT

chjuhnke@hotmail.com

My name is Cherie. I am not a truckdriver. But I do not support tolls on trucks. I am a taxpayer. I am opposed to tolls in any form. Not one toll.

It is the government's responsibility to keep our roads in good repair. That job has been shirked by many administrations. Yes, we need regular, routine maintenance of our roads and bridges. With one of the largest unfunded pension liabilities in the country, now is not the time for major upgrades and endless wish lists. Now is not the time to appease the citizens of one district of the state to the detriment of the rest of the state.

I love CT.

For CT to go back to the top of good lists and the bottom of bad lists, the bills need to be paid. That means belt-tightening, not more irresponsible spending. The final cost of this transportation plan will probably never be clear. The price tag grows as the vote seeking continues. And towns and cities wait for their promised funding, held hostage in a political war.

We taxpayers were admonished recently that we should trust the government. Whom do I trust? I trust Gov. Lamont when he says, "We'll start with trucks". Car tolling was his plan all along. And I trust Gov. Malloy when he revealed near the end of his term that "every cent of additional revenue since 2011 has gone to pay for pensions and other post employment benefits; every single cent and more".

Only recently did I find that the Mianus River Bridge collapse was part of the presentation at the one Town Hall meeting held by Gov. Lamont. Scare tactics to sell this plan? That's what I heard from the union protesters, not the approach I expected from my elected officials.

Save Connecticut. Vote NO TOLLS. We'll remember in November.

ACEC

AMERICAN COUNCIL OF ENGINEERING COMPANIES
of Connecticut

**Testimony of Kevin Hussain
On Behalf of the American Council of Engineering Companies of Connecticut
Before the Transportation Committee
On LCO. 373, An Act Concerning the Sustainability of Connecticut's Transportation
Infrastructure**

January 31, 2020

Good Afternoon Sen. Leone, Rep. Lemar and distinguished members of the Transportation Committee. My name is Kevin Hussain and I am an Engineering Manager and Assistant Project Manager with AI Engineers located in Middletown, CT. I am here today on behalf of the Board of the American Council of Engineering Companies of Connecticut (ACEC-CT) representing almost 2,000 highly skilled engineers employed by 60 member-companies located throughout the state. I am here to speak on the draft legislation before you which is designed to create a dedicated funding stream to support transportation infrastructure.

A significant goal of our organization is to educate and promote a better understanding of the infrastructure needs of the state and its residents. With that in mind, it is critical to understand that Connecticut's infrastructure is failing.

In 2018, a report by TRIP (a national, non-profit transportation research group based in Washington, DC) found 308 of the state's bridges structurally deficient and in need of repair. That same year, the American Society of Civil Engineers Infrastructure Report Card gave Connecticut an overall grade of C- saying, "it actually costs each driver in Connecticut an extra \$864 per year driving on CT roads in need of repair." Connecticut residents deserve better.

Our transportation network is integral to the success of our state's economy. The importance of a robust transportation network has been well documented by business analysts, economists and the research community alike. That is why we are here today, we need to provide a sustainable and dedicated funding source to address our failing infrastructure needs.

It is clear that the current sources of funding for Connecticut's Transportation Program are simply not adequate to meet the state's needs for a safe and efficient transportation system. Connecticut is at a critical crossroads as it looks to remain competitive while facing the challenge of reconstructing an aging infrastructure that suffers from years of deferred maintenance and underinvestment. The time is now to create a dedicated funding stream to accomplish the goal.

Thank you for your consideration and I would be happy to answer any questions.



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**Testimony of James L. Fuda, PE
Before the Transportation Committee
On LCO. 373, An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure
January 31, 2020**

Good Afternoon Sen. Leone, Rep. Lemar and distinguished members of the Transportation Committee. My name is James Fuda and I am Vice President at Alfred Benesch Company in Glastonbury. I am a registered professional engineer in the State of Connecticut and a resident for over twenty-five years. I am submitting this testimony on the draft legislation before you which is designed to create a dedicated funding stream for infrastructure improvement in Connecticut.

It is clear that the current funding sources for the state's Special Transportation Fund are completely inadequate to meet the state's needs for a safe and efficient transportation system. In fact, Connecticut's infrastructure is failing. Connecticut residents deserve better. **We need a system that provides:**

- A network of **roads, highways and bridges** that are well maintained, safe and less congested.
- Improved public transportation networks (**rail and bus systems**) that allow everyone from every corner of the state to participate in the economy.
- Design, construction and maintenance programs that promote a **cleaner, safer and healthier environment** in which to live.

Our transportation network is integral to the success of the state's economy. The benefits for business are extensive and include: Enhanced intra-state competitiveness, access to a state-wide reliable, and highly-skilled labor force, increased market share and an expanded customer base, business expansion, reduced production costs and agglomeration economies.

The time is now to create a dedicated funding stream to accomplish the goal of improving Connecticut's infrastructure.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "James L. Fuda". The signature is fluid and cursive, with the first name being the most prominent.

James L. Fuda, PE
Vice President

Transportation Committee January 31, 2020

Senator Leone, Representative Lemar, and members of the Transportation Committee:

My name is Travis Woodward, I am an engineer with the Connecticut Department of Transportation and the president of the CSEA SEIU Local 2001 P-4 Council; a bargaining unit which includes our State's engineers, scientists, and information technology professionals. I am testifying in favor of truck-only tolls in Connecticut; not only as a professional engineer, but also a resident and taxpayer. One fully loaded tractor-trailer does the equivalent damage to our roads and bridges as up to 9,600 passenger vehicles. 40% of the trucks on our roads are from out of state and many of these trucks do not stop in Connecticut for food or gas. It only makes engineering sense that they contribute in some way to repair the infrastructure that they are beating up.

The administration estimates that tolling will help generate \$19 Billion in investments back into our state's economy, including the creation of 23,000 good-paying jobs per year for the duration of this plan. Jobs will come from the construction projects, but also as a result of the economic growth that will be stimulated from the transformation of our transportation infrastructure. CSEA supports the work of our brothers and sisters in the building trades to build these projects.

Just as it is important we have the best skilled labor and trades to build these projects, the design and inspection of these projects should be performed by the skilled engineers of the Connecticut Department of Transportation. Massive cost savings can be achieved if the work currently privatized by DOT is brought in-house. DOT's own latest reports indicate savings in the range of \$100 Million annually. State employees do this work better, faster, and for less while also protecting the safety of our residents and motorists.

Front-line state employees provide valuable insight and have critical knowledge regarding our State's roads, highways and bridges. There are a couple of suggestions I would like to make that would improve the proposal before you:

- The Transportation Policy Council should be required to meet with rank-and-file DOT employees periodically to hear directly from the people who are working on our transportation infrastructure;
- Rank-and-file DOT employees should be consulted with regard to DOT's five-year transportation capital plan; and
- Rank-and-file DOT employees should be included when crafting the DOT's long-range plan.

I am in favor of investing in our infrastructure. With the federal gas tax fixed since 1993, and only a nominal increase in Connecticut's wholesale rate in 2013, new funding is necessary to keep the State's Special Transportation Fund solvent. We can no longer continue to borrow our way out of debt. Doing so only passes this burden onto the future.

Tolling trucks, in conjunction with insourcing offers a sustainable way to repair and upgrade our infrastructure. Help us build a bridge to a better Connecticut.

Travis Woodward, P.E.
CSEA SEIU Local 2001

When will the reckless spending and neglect of the 100 plus billion dollar unfunded pension deficit every be addressed? You can not tax or add user fees like tolls to climb out of the hole you have dug. It will take guts and tough choices and changes to stop the unsustainable benefits that are bankrupting our once great state.

I have over 70 relatives in CT and I don't want to be like the thousands already leaving, but with the decisions being made and lack of fiscal responsibility by the party in control; it's only going to get worse as those paying the brunt of the taxes choose to leave CT.

I'm still trying to deal with a \$5,000 dollar a week increase in payroll expense from last October, now with a 4th store it will jump to \$6,000 a week more in September and then again for that amount 3 more times until it reaches a combined annual increase of \$1.3 - \$1.5 million dollars more versus 2019. Food is going to go up 20-30% because of this law change, now tolls will only pile on the food cost as trucking companies add the toll fees to every delivery they make. Our seniors can not afford to live with all these costs going up with no increase in their social security payments.

I own LaBonne's Markets a small company with 400 employees in 4 towns in CT with a history of serving meat and foods to CT residents all the way back from the 1880's on. My son Rob is a 6th generation meat cutter and very proud of his family's heritage in the food industry and our roots in CT. We service over 30,000 customers every week in over 24 towns in CT. We have email database of 16,000 and growing. If this toll bill gets passed, I will bond together with my fellow retail and grocery store partners and do everything in our power with advertising, financial support and a grassroots effort to vote out of office **EVERY** politician who voted for tolls in this November's election. Collectively we have hundreds of thousands of employees and their families who will help us reverse this destruction of our great state. You will never have seen before the fury of people committed to root out the stench of people who have been reckless in our states money management, which has CT in pre-foreclosure mode.

If you choose your party over what the majority of CT residents want, you will pay dearly in November. It might be a good time to refresh your resumes.

Bob

Robert LaBonne Jr.
President & CEO
LaBonne's Markets

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LCO No. 373: AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE

In support

Dear Senator Leone, Representative Lemar, Senator Devlin, Representative Martin and Members of the Committee:

I support this bill: The funding streams currently feeding the Special Transportation Fund are not sufficient to fund the kind of projects needed to repair and sustain Connecticut's historically under-funded transportation infrastructure. Large trucks disproportionately harm our roads and bridges. It's reasonable to ask them to contribute toward funding repairs and maintenance of our roads and bridges.

It's well-documented that Connecticut's transportation systems are inadequate, congested and deteriorating. Reports on elements of the state's transportation infrastructure indicate that they're failing and require billions of dollars in repairs and enhancements. Strong and efficient transportation systems are essential to keeping and attracting businesses and taxpayers, and to enhancing our quality of life.

The question is how to finance the work: by issuing bonds or collecting tolls? Here are some facts:

Bonds: Bonds issued by the State to fund transportation projects get repaid with taxes that we all pay.

All Connecticut taxpayers pay to sustain our transportation infrastructure whether they use the roads and bridges or not. And since these bonds get paid back over 30 or 40 years, it's not only we who pay for them - it's also our children and our grandchildren.

Tolls: Tolls are paid by the drivers who use the roads and bridges. At least 40% of the drivers on Connecticut roads and bridges are from out-of-state.

There are several ways tolls can be assessed. Sharing the burden of funding transportation projects with very large trucks makes sense. Very large trucks disproportionately harm our roads and bridges: it's estimated that one 18-wheeler truck causes as much damage as 9,600 cars. Paying tolls will be nothing new to operators of large trucks—they're already paying tolls in 35 states. Of all the states on the I95 corridor, Connecticut is the only one that allows trucks to pass continuously through the state at no cost. (Note that it costs over \$100 for a truck to cross the George Washington bridge.)

We pay their tolls when we travel through other states - but out-of-state drivers get a free ride in Connecticut. Very large trucks add the most stress to our roads and bridges – they should help out in our time of need. This bill will correct this inequity as regards large trucks.

A note re: Section 8 of the draft bill:

I do not support the provisions that would restrict future legislators from enacting legislation to charge tolls on cars. Our long history of underfunding has resulted in a serious need to invest large amounts of money in Connecticut's transportation infrastructure. Tolls on cars-- and, particularly, on the roughly 40% of out-of-state cars on our roads -- would help us create more economic vitality for the State of Connecticut. **It's short-sighted to only assess tolls on very large trucks.**

Jackie Kaiko, Stamford

January 31, 2020

**Testimony regarding An Act Concerning the Sustainability of Connecticut's
Transportation Infrastructure**

Chairman Leone, Chairman Lemar and members of the Transportation Committee, my name is Joseph McGee and I am the Vice President, Public Policy, for The Business Council of Fairfield County.

The Business Council of Fairfield County supports An Act Concerning the Sustainability of Connecticut's Transportation Infrastructure.

Economic growth in Fairfield County is facing significant headwinds. Choyce Peterson's Lower Fairfield County Office Space Poster lists yearend availability in Stamford at 30.2%, Norwalk at 34.6 % and Greenwich at 18.1%. These rates are symptomatic of the lack of job growth in the County over the last 20 years. Let me repeat. There has been no job growth in Fairfield County in TWENTY YEARS. It's important to recognize that this situation predated the start of the 2007 recession. While the recession exacerbated the problem it did not create it. Our residential real estate has struggled to return to pre recession levels. If we are honest with ourselves, our attractiveness as a business location is being challenged. The Golden Goose suburban economy of the 1970s is tarnished.

So what happened.

We did so much right, safe attractive towns with good schools. An educated and productive labor force that attracted companies with high paying jobs. However in the midst of that period of explosive growth we were not investing in our cities and we were not investing in our transportation infrastructure at the level that would support the economy we were building. Just one example to illustrate the size of the problem and the civic and political attitudes that supported bad policy. The New Haven Rail Line powers its trains through overhead wires (the catenary system). In both the New York portion and the Connecticut portion the wires were over 100 years old. New York replaced its catenary wires by 1998, Connecticut is just now finishing the job, 22 years later.

This stretching out rebuilding both our rail and highway systems has been penny wise and pound foolish. Competition for corporate relocations is intense and the value proposition will not favor regions where a 18 mile commute averages over 60 minutes each way every day.

The underfunding of Connecticut's transportation infrastructure and the need for a sustainable new revenue source demands action.

Governor Lamont's plan provides \$19 billion over the next ten years with the projects to be funded clearly articulated. The large truck only tolling proposal is a reasonable compromise and has our support.

Thank you.

**Testimony of Michael Jay McCarthy
Before the Transportation Committee
On LCO. 373, An Act Concerning the Sustainability of Connecticut's Transportation
Infrastructure**

January 31, 2020

Good Afternoon Sen. Leone, Rep. Lemar and distinguished members of the Transportation Committee. My name is Michael Jay McCarthy and I am Vice President and Office Manager of AECOM Technical Services, Inc. located in Rocky Hill, Connecticut. I am submitting this testimony on the draft legislation before you which is designed to create a dedicated funding stream for infrastructure improvement in Connecticut.

It is clear that the current funding sources for the state's Special Transportation Fund are completely inadequate to meet the state's needs for a safe and efficient transportation system. In fact, Connecticut's infrastructure is failing. Connecticut residents deserve better. **We need a system that provides:**

- A network of **roads, highways and bridges** that are well maintained, safe and less congested.
- Improved public transportation networks (**rail and bus systems**) that allow everyone from every corner of the state to participate in the economy.
- Design, construction and maintenance programs that promote a **cleaner, safer and healthier environment** in which to live.

Our transportation network is integral to the success of the state's economy. The benefits for business are extensive and include: Enhanced intra-state competitiveness, access to a state-wide reliable, and highly-skilled labor force, increased market share and an expanded customer base, business expansion, reduced production costs and agglomeration economies.

The time is now to create a dedicated funding stream to accomplish the goal of improving Connecticut's infrastructure. Thank you for your consideration.

No to Draft Bill LCO #373 - No to Tolls

The State doesn't have a revenue problem. It has a spending problem. This problem over several decades and driven by the Democrat legislative majority, has been nothing less than kicking the can down the road. This leads to another problem, a problem of trust.

I am here from Bridgeport, the largest municipality by population in the state. In recent years, I have been a major party candidate for both municipal and state offices. I have spent much time getting out to meet urban voters, most of whom are frustrated with the ever growing disparity of income between the rich and the underprivileged. While I support the concept of labor unions, I don't support what the Democrat majority is doing to give unions undue preferences.

We have a proposal before us which has been rushed and not well thought out. Simply for what is on the table, tolls for certain trucks, tolls would further increase the cost of living for the urban underprivileged. However, if anyone is buying the Lamont administration line that the truck tolls, once imposed against trucks, would not soon go to other vehicles, I have a bridge to sell you.

There has been much reporting that the State Special Transportation Fund has been blatantly mismanaged, as have been various budget categories. In Connecticut, I came into the political arena in the mid 1980's when, as a specialized bank officer, I observed some serious problems of the Conn. Resources Recovery Authority (the CRRRA with particular focus on the \$300 million garbage-to-energy project in Bridgeport). My State Senator Ted Lovegrove suggested that I contact the Office of the Inspector General. But wait, just as I was making headway with that Office, the legislature acted to abolish the Office of the Inspector General and transfer its function to the Auditors of Public Accounts. An article of the *Bridgeport Telegram* of July 1, 1987 also reports that there was a separate "bill abolishing the Transportation Accountability Review Board, which had been established to oversee [DOT] road repair contracts".

In Rhode Island, the toll revenue has been only 1/3 of what had been projected. In Connecticut, the revenue from the 10-cent grocery bag tax has only reached 1/3 of projections. If tolls are imposed, the construction is expected to be funded by state borrowing. If the revenues are less than expected, more taxes could be imposed to cover the shortfall. In addition, if we imposed highway tolls, it is possible that the federal government will reduce some of its aid for transportation.

Tolls bad! What our Democrat majority legislature must do is take smaller steps such as to fully implement a budget efficiency review as had been agreed in 2017 but not implemented. In addition, it's time for our legislators to end the loopholes which allow for mileage allowance when car-pooling.

Tolls in Connecticut are a very bad idea. If truck tolls are implemented, cars undoubtedly would be next. Like many people I know, I would avoid them. I would drive out of the way to avoid them. It would discourage me from going out to events, shopping, going out to eat, etc. as frequently and further stifle our local economies.

It would cause damage and congestion and be a safety hazard to our local roads. It would cause extra congestion/delays on our highways, too. It does not matter if the system would take a quick snapshot, the fact is traffic needs to slow down to go through and it would worsen our already huge traffic problem. (Take for example how drastically a quick glance of rubbernecking instantly slows traffic.)

It would not take 8 months to construct these gantries. Take for example how the majority of construction projects take double or triple the amount of time estimated to construct.

The money would not be used to improve our highways. It would be a huge waste. The real problem is overspending. There are so many useless state agencies which need to be cut and/or nixed.

As for faster/better trains, Connecticut is a large state, not everyone commutes on Metro-North. Even most commuters do not commute every day, sometimes driving instead.

Tolls will hurt us all, and the working class unjustly. The additional burden of tolls will surely contribute to an even sharper rise in the exodus from CT.

Tolls existed at one point in CT. They were removed for a reason. New Hampshire is eliminating its tolls. New Hampshire learned the hard way, tolls do not work.

The estimates of anticipated revenue collected from tolls are far off, just like with the huge disparity from the plastic bag fiasco.

Most importantly, the people of Connecticut do not want tolls. We are almost the highest taxed state in our nation and most people I encounter oppose tolls. No means no. We stand united.

Thank you,



Sharon M. Herman

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January 31, 2020



**STATEMENT OF TOWN OF BEDFORD SUPERVISOR CHRIS BURDICK
IN OPPOSITION TO TOLLS ON I-684**

**REGARDING TOLL COLLECTIONS UNDER LCO NO. 373
Public Hearing – Connecticut General Assembly Transportation Committee
January 31, 2020, 1:00 pm (Room 1E – LOB)**

Good afternoon Chairman Leone, Chairman Lemar and members of the Committee. I am Chris Burdick, Supervisor of the Town of Bedford in New York – a title equivalent to Mayor. Thank you for the opportunity to speak on behalf of my community and elected representatives in Westchester County.

I applaud your efforts in tackling difficult infrastructure problems confronting your state. We wrestle with the same problems in New York. It makes complete sense to take a comprehensive approach, as it appears you are doing. That said, we do take exception to the proposed toll on the short stretch of I-684 running through Greenwich, which New York State maintains under a 1966 agreement with Connecticut. New York also has sent its first responders (primarily the Town of North Castle) and NYS Troopers to respond to calls. For over 64 years, New York has not requested financial contributions from Connecticut. This proposed toll would create a significant disruption to the quality of life in many municipalities. It would prompt trucks to take to the local roads causing congestion, damaging roads and increasing the likelihood of collisions:

- (1) Exiting 684 at Exit 2 (at the airport) and traveling on Rte 120 in (Armonk) North Castle, onto to Rte 22 in North Castle, and returning to 684 at Exit 3, and

(2) Exiting 287 at Rte 22 (N. Broadway) and traveling through N. White Plains (North Castle) on Rte 22, already severely congested due to the closing of the Kensico Dam Road after 9/11, and continuing to 684 at Exit 3.

(3) We also are concerned that the tolls may prompt other northbound trucks to exit I95 further east to avoid the tolls and travel the back roads through Pound Ridge and Bedford to get to I-684.

As elected representatives for Connecticut residents, you may feel that the views of New York elected representatives have no bearing. However, as you doubtless are aware, there are discussions in the New York State legislature to respond in kind to the Greenwich toll proposal should Connecticut move forward with it. There also are discussions of other actions to bar the toll from being implemented. Let's avoid this tit for tat approach. Rather, let's work in partnership as our great states have done so well for many years. I serve on a committee of elected representatives doing just that on the NYS DOT study of the I-84 corridor running east from NY to the Danbury line. On invitation of NYS DOT, Connecticut representatives literally have a seat at the table with us. Let's take the same collaborative approach on this issue. I respectfully ask that you remove the Greenwich toll provision in LCO No. 373 and let's work together in common good to tackle these problems. Thank you.

Opponents of Toll on I-684 (list in formation)

Westchester County Executive George Latimer	Supervisor Warren Lucas (North Salem)
State Senator Peter Harckham	Supervisor Rick Morrissey (Somers)
State Senator Shelley Mayer	Mayor Peter Scherer (Pleasantville)
Assembly Member David Buchwald	Supervisor Paul Feiner (Greenburgh)
Mayor Tom Roach (White Plains)	Supervisor Kevin Hansan (Pound Ridge)
Mayor Gina Picinich (Mt. Kisco)	Supervisor Gary Zuckerman (Town of Rye)
Supervisor Michael Schiliro (North Castle)	Supervisor Peter Parsons (Lewisboro)
Supervisor Matthew Slater (Yorktown)	Supervisor Anthony Colavito (Eastchester)
Supervisor Ron Belmont (Harrison)	Supervisor Dana Levenberg (Ossining)
Mayor Drew Fixell (Tarrytown)	Supervisor Nancy Seligson (Mamaroneck)

Testimony submitted by Adam Wood of Rocky Hill

Good afternoon Chairmen Leone and Lemar, ranking members Martin and Devlin and members of the Transportation Committee. My name is Adam Wood, and I am here as a board member of the League of Conservation Voters and the CT Sierra Club and as a former Chief of Staff of the New York State Thruway system. The Thruway system, at a distance of 570 miles, is one of the largest toll highway systems in the United States.

I am here today to speak in favor of Governor Lamont's transportation proposal. This new comprehensive transportation plan is designed to reduce commuter drive times, fix crumbling roads and bridges, and reduce emissions that cause climate change. The goal is to create a sustainably funded long-term plan to fix Connecticut's infrastructure. As part of this plan, Connecticut would institute tolls on eighteen-wheeler trucks on twelve of Connecticut's bridges.

Connecticut's infrastructure is in desperate need of repair both to ensure public safety and to maintain a competitive advantage in recruiting new employers, growing jobs, and attracting new residents.

While I worked at the New York Thruway Authority, I saw firsthand how significant transformative investment in infrastructure can be. Under the leadership of Governor Cuomo, New York State took on the largest infrastructure project in the United States – the construction of the new Mario M. Cuomo Bridge (formerly known as the Tappan Zee bridge) – and paid for it with tolls. The project was completed on-time and on-budget, created thousands of jobs, and is an enormous asset for the State of New York. New York highways are always open for business even in feet of snow due to their ability to maintain their roads.

New York has made a strategic effort to put their infrastructure at the top of their priorities. The state is upgrading both JFK and LaGuardia Airports; building a high-speed rail to JFK airport; modernizing one of the largest subway systems in the country, including building new subways; adding rail lines; modernizing Penn Station, and building a new tunnel to New Jersey.

This past week, New York Gov. Andrew Cuomo presented his fiscal year 2021 budget, which brings state investment in transportation infrastructure and other state-funded construction projects to \$275 billion.

As a result of this strategic investment, New York's economy is booming – Connecticut's is not. The economy of the State of New York is reflected in its gross state product of \$1.7 trillion, ranking third in size behind only California and Texas, and it continues to grow – attracting new employers and growing jobs. Transportation jobs support and help grow the local economy.

I think the history of the New York State Thruway may be relevant to Connecticut's consideration of this plan as well. In 1950, Governor Thomas Dewey, a Republican, began the construction of an interstate highway system funded through tolls. The New York State

Legislature passed a bill creating the New York State Thruway Authority. The project was to be financed through toll revenue bonds and self-liquidating by receipt of tolls, rents, concessions, and other income. This funding helped the State of New York connect its cities and grow both inter and intrastate commerce. The 570-mile highway system connects the state to four neighboring states Connecticut, Massachusetts, New Jersey, and Pennsylvania as well as the Canadian province of Ontario.

Governor Dewey, a nationally prominent Republican, and the New York State Legislature did this – they built a high-quality superhighway with toll revenue. They did this because it was and still is sound public policy. The system works, and as a result, New York can guarantee public safety for residents and all motorists for a simple 5 cent per mile user fee. In Connecticut, our bridges and roads need to be repaired; and our mass transit system needs to be upgraded to be faster, safer, and more reliable. This system that I experienced in New York works. I recommend that we adopt it here in Connecticut to better protect our public and grow jobs and industry.

The solution is at our door-step – the Thruway – a toll-road system touches our roads and our boundaries. When Connecticut residents use these roads such as (I-95) to New York City we pay tolls, but when New Yorkers come here they don't and our infrastructure continues to be neglected.



OFFICE OF THE DIRECTOR

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January 31, 2020

Senator Carlo Leone, Co-Chair
Representative Roland Lemar, Co-Chair
Transportation Committee
Connecticut General Assembly
300 Capitol Ave.
Hartford, CT 06106-1591

Dear Senator Leone & Representative Lemar:

The need to address the pressing and long overlooked infrastructure problem in Rhode Island had become very evident over the last few decades. Over 25% of our bridges were classified as structurally deficient. When Governor Raimondo took office, she recognized the urgency of the problem. Rather than kicking the can down the road, she created a solution for Rhode Island in the form of RhodeWorks, a comprehensive program that is bringing our roads and bridges into a state of good repair in ten years. We are four years into the program and there are visible signs of improvement already. In the last four years of the RhodeWorks program RIDOT has advertised 191 projects valued at \$1.9B and has completed more than half of them. Of the completed projects, 41 bridges have been completed and another 189 have started design or construction.

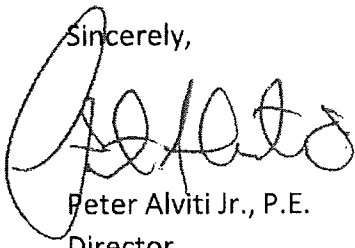
In the early stages of formulating the \$4.7 Billion, 10-year RhodeWorks plan designed to bring our inventory of bridges into a state of good repair, we found that the traditional sources of revenue dedicated to transportation funding in Rhode Island including the Federal Highway Administration Formula funding, fuel tax, and Division of Motor Vehicle fees, would not sufficiently fund the plan. Even after applying savings gained from implementing improved project management, creating an asset-management based planning process and upgrading RIDOT operations and maintenance functions, there would be a 10% shortfall in funding for the RhodeWorks plan.

In considering the various sources of revenue available to provide the additional 10% in funding, several important findings emerged. The traditional Rhode Island transportation infrastructure funding sources from federal funds, fuel taxes, and DMV fees were derived mostly from smaller sized passenger vehicles, vans, busses and single-unit trucks, while large

At this four year mark in the RhodeWorks initiative, every project originally programmed during those four years have been completed or in progress with over 90% being on-time and on-budget. When all tolling locations are activated, the thirteen locations will be on track to generate \$45 million per year. This not only will meet the needs of the reconstruction of the bridges but the tolls will provide the vital ten percent additional revenue necessary to assure the success of the Rhodeworks program, reconstruct our bridges and provide sustainable funding to guarantee our infrastructure remains in a state of good repair.

I hope that my statement will help you in your deliberations on the vital issues under your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Alviti Jr.", written over a large, stylized circular flourish.

Peter Alviti Jr., P.E.

Director

Rhode Island Department of Transportation

MS 3347

A G R E E M E N T
FOR
THE MAINTENANCE OF A PORTION OF INTERSTATE ROUTE 87
IN THE TOWN OF GREENWICH, CONNECTICUT

THIS AGREEMENT, made this 13th day of June, 1966 by and between the STATE OF CONNECTICUT (hereinafter referred to as "CONNECTICUT"), acting by and through Howard S. Ives, State Highway Commissioner (hereinafter referred to as "COMMISSIONER"), whose office is at 24 Wolcott Hill Road, Wethersfield, Connecticut, and THE PEOPLE OF THE STATE OF NEW YORK (hereinafter referred to as "NEW YORK"), acting by and through J. Burch McMorran, Superintendent of Public Works (hereinafter referred to as "SUPERINTENDENT"), whose office is in the Administration and Engineering Building, 1220 Washington Avenue, State Campus, Albany, New York, as follows:

WHEREAS, the location of Interstate Route 87 crossing a portion of the State of Connecticut has been established by mutual consent between NEW YORK and CONNECTICUT, as shown on the attached map entitled: "Proposed Location of Interstate Route 87, Harrison and North Castle, New York and Greenwich, Connecticut, January 1963", and

WHEREAS, the Commissioner, with the approval of the Attorney General and the Governor, is authorized to enter into agreements with the corresponding official of any adjoining state for surveys, plans, specifications and estimates for, and for the construction and maintenance of highways, bridges and approaches thereto, crossing the state line, all in accordance with Section 13a-3, Subsection (g) of the 1958 Revision of the General Statutes, Revised to 1966, and

WHEREAS, NEW YORK is authorized to enter into agreements with CONNECTICUT, for the survey, design, construction, supervision, inspection and

maintenance of a portion of Interstate Route 87 located in the State of Connecticut, in accordance with the Statutes of the State of New York, Sec. 340-a and Sec. 10, Subd. 30, Highway Law, and

WHEREAS, NEW YORK and CONNECTICUT have entered into an Agreement entitled: "Agreement for Survey and Design of a Portion of Interstate Route 87 in the Town of Greenwich, Connecticut", dated April 20, 1964, and an Agreement entitled: "Agreement for Construction, Supervision and Inspection of a Portion of Interstate Route 87 in the Town of Greenwich, Connecticut", dated January 22, 1965, and

WHEREAS, a portion of Interstate Route 87, 1.33 miles in length crosses the northwest corner of the Town of Greenwich in the State of Connecticut, hereinafter referred to as CONN. I-87, and

WHEREAS, by reason of the fact that the major portion of Interstate Route 87 will lie within the State of New York, the parties are mutually agreed that it is in the best interest of both States that the State of NEW YORK shall assume the direction and supervision of all activities necessary to maintain the Interstate Route 87 project, acting in part as agent for CONNECTICUT as hereinafter provided.

NOW, THEREFORE, WITNESSETH, that the parties hereto do hereby agree as follows:

CONNECTICUT SHALL:

1. Permit NEW YORK to maintain CONN. I-87 from Station 290+50 to New York-Connecticut State Line, northerly to Station 360+90 at New York-Connecticut State Line, 1.33 miles, in the manner and to the extent as more particularly described in the provisions of this agreement.

2. Furnish to NEW YORK, the latest edition of the "State of Connecticut Highway Department, Maintenance Manual, Administration and Operation", dated

1960, as revised.

3. Furnish to NEW YORK, the necessary State of Connecticut Traffic Commission regulatory and informative signs to be erected by NEW YORK at approved locations in accordance with "Manual for Signing and Pavement Marking" of the National System of Interstate and Defense Highways.

4. Make semi-annual inspections with New York personnel of said CONN. I-87 for conformity to CONNECTICUT maintenance standards and policies. Any conditions resulting from the NEW YORK maintenance items set forth in paragraph number 9 which require correction will be reported through the COMMISSIONER to the SUPERINTENDENT.

5. Issue any and all permits for any work, excavation, or for the placement of any obstruction of substruction within, under, over, or upon said highway or bridge requested by others outside the scope of the maintenance responsibility. Prior to said issuance to inform the SUPERINTENDENT of any application and consider any suggestions the SUPERINTENDENT may make. Furnish NEW YORK with copies of the aforementioned permits.

6. Issue transportation permits for over-weight, over-height, over-length and over-width vehicles on CONN. I-87:

7. Perform all repair work resulting from accidents on CONN. I-87.

8. Perform all major repair or reconstruction work on CONN. I-87 and all maintenance items not specified in paragraph number 9 of this agreement. Major repairs on bridges would include replacement of bridge deck; replacement or repair of supporting beams, bents, and piling; replacement of wing-walls, backwalls, or any major member.

9. NEW YORK shall be responsible for:

A. Pavement maintenance including:

1. Surface treatment, where thickness of application is less than 1 inch, excluding resurfacing projects;

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2. Pavement repair - all types of pavement patching, including spray or skin patching, and correcting irregularities of pavement surface;

3. Sub-sealing and mudjacking;

4. Sealing cracks and joints;

5. Pavement cleaning;

6. Maintenance of emergency exits, entrances and official crossovers.

B. Shoulder and Ditch Maintenance including:

1. Grading;

2. Removal and Disposal of sod and surplus materials;

3. Placing material to fill ruts;

4. Stabilizing, when operation involves less than 2 inches in depth;

5. Surface treatment and maintenance of stabilized shoulders.

C. Snow and Ice Control including:

1. Plowing and removing;

2. Sanding;

3. Erection and maintenance of snow fences;

4. Snow and ice maintenance - miscellaneous items such as removal of snow and ice from ditches, culverts, bridges, signs, and other similar objects. Also removal of sand deposits resulting from application of winter abrasives.

D. Roadside maintenance including:

1. Cutting, trimming, removal, fertilization, spraying of trees, brush and planting;

2. Mowing of grass and weeds - manual, mechanical and chemical;

3. Landscaping-preparation of soil, fertilizing, seeding, planting, sodding, watering and maintenance necessary for initial growth - applicable only to items added after completion of initial CONN. I-87 construction contract - general care of all landscape items resulting from construction of CONN. I-87;

4. Cleaning right-of-way of papers, cans, trash, etc.;
5. Maintaining guide railing and posts - cleaning, painting, realigning, relaxing and tightening cables, replacement of posts, fittings, sections;
6. Maintaining fence installed on project;
7. Maintaining median barrier protection and appurtenances.

E. Traffic Control including:

1. Pavement marking;
2. Maintenance of road signs and delineators;
3. Installation of signs and delineators - after installation of original signing;
4. Replacement of any burned out luminaires where highway lighting may be used.

F. Structure Maintenance including:

1. Cleaning of bridge seats and expansion joints;
2. Washing down of deck, pier caps and bridge seats annually;
3. Resealing of pavement joints;
4. Patching of pavement;
5. Painting and repairing of bridge railing;
6. Maintaining stream channels and riprap;
7. Culvert and storm sewer maintenance.

The above items shall be performed by NEW YORK in accordance with American Association of State Highway Officials (AASHO) specifications, wherever applicable.

NEW YORK shall not be responsible for repair work to the above items resulting from accidents on CONN. I-87.

10. NEW YORK will report to CONNECTICUT any accident damage and damage or deterioration requiring major repair work which it finds during the

performance of the maintenance items set forth in paragraph number 9.

In case of damage by accident, NEW YORK will provide temporary protection until CONNECTICUT maintenance forces can take over.

11. That this Agreement shall become operative at 12:00 noon on the day CONN. I-87 is opened to traffic, and shall continue to be operative until amended as provided herein.

12. That this Agreement may be renegotiated and amended annually by Supplemental Agreement, upon written notice of either party sixty (60) days prior to July 1st.

13. That NEW YORK shall not sublet any portion of maintenance to others without the consent of CONNECTICUT.

14. That NEW YORK shall indemnify and save harmless CONNECTICUT, its officers, agents and employees from claims, suits, actions, damages and costs of every name and description resulting from the negligent performance of NEW YORK under this Agreement, including any supplements thereto, or resulting from the non-performance of NEW YORK of any of the covenants and specifications of this Agreement, including any supplements thereto, and such indemnity shall be deemed complied with by insurance coverage herein required.

15. That NEW YORK shall carry Public Liability Insurance for and in the name of the State of Connecticut with respect to all operations it performs, including the use of motor vehicles, for the duration of this Agreement and any Supplement thereto. NEW YORK shall carry for and in behalf of the State of CONNECTICUT (a) Regular Protective Public Liability Insurance providing for a limit of not less than One Hundred Fifty Thousand Dollars (\$150,000) for all damages arising out of bodily injuries to or death of one person,

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and subject to that limit for each person, a total limit of Five Hundred Thousand Dollars (\$500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one accident or occurrence, and (b) Regular Protective Property Damage Liability Insurance providing for a limit of not less than One Hundred Fifty Thousand Dollars (\$150,000) for all damages arising out of injuries to or destruction of property in any one accident or occurrence and subject to that limit per accident, a total (or aggregate) limit of Five Hundred Thousand Dollars (\$500,000) for all damages arising out of injuries to or destruction of property during the policy period. To furnish to CONNECTICUT, on a form furnished by CONNECTICUT, certification of the herein required insurance.

16. That NEW YORK shall comply with the Regulations of the United States Department of Commerce (Title 15, Code of Federal Regulations, Part 8), issued in implementation of Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4, and Appendix A attached hereto, both of which are hereby made a part of this Agreement. Further, NEW YORK agrees and warrants that in the performance of this Agreement it shall not discriminate or permit discrimination against any person or group of persons on the grounds of race, color, religion or national origin in any manner prohibited by the laws of the United States or of the State of Connecticut, Section 4-114a of the 1958 Revision of the General Statutes, Revised to 1966.

17. That CONNECTICUT and NEW YORK will perform the respective functions enumerated above without compensation from the other State.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year first above mentioned.

WITNESSES:

STATE OF CONNECTICUT

By

Howard S. Ives (Seal)
State Highway Commissioner

STATE OF NEW YORK

By

Arthur M. Brown (Seal)
Superintendent of Public Works
of the State of New York

FOR THE STATE OF NEW YORK.

FOR THE STATE OF CONNECTICUT

APPROVED:

Louis J. Lefkowitz

Louis J. Lefkowitz
Attorney General

Thomas Burke
Assistant Attorney General

Date: JUL 28 1966

APPROVED BY:

Nelson A. Rockefeller
Governor

Date: September 12, 1966

APPROVED:

ARTHUR LEVITT

State Comptroller

By J. J. Lendrum
for the Comptroller

Date: 9/20/66

APPROVED BY:

Harold M. Mulvey
Attorney General

Date: June 20, 1966

APPROVED BY:

John Dempsey
Governor

Date: June 24, 1966

APPROVED AS TO FORM:

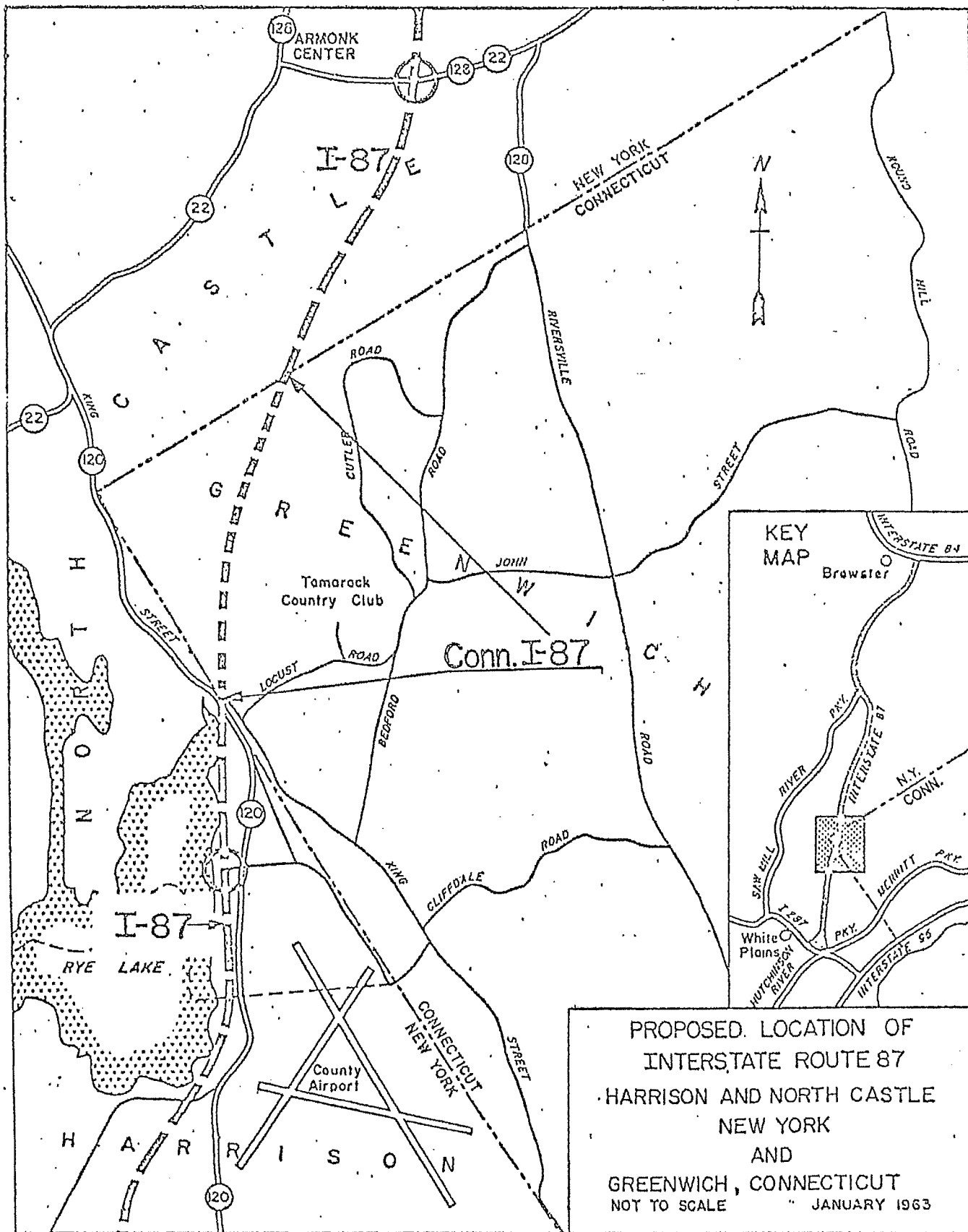
Harold M. Mulvey
Attorney General

Date: June 20, 1966

APPROVED BY:

George J. Conkling
Commissioner of Finance & Control

Date: JUN 17 1966



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Note: Whenever the words "contract" and "contractor" appear hereinafter, such words are hereby deleted, being replaced by the words "Agreement" and "NEW YORK"

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

- (1) Compliance with Regulations: The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.
- (3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.
- (4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as

may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

- (5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,
- (a) withholding of payments to the contractor under the contract until the contractor complies, and/or
 - (b) cancellation, termination or suspension of the contract, in whole or in part.
- (6) Incorporation of Provisions: The contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United State to enter into such litigation to protect the interest of the United States.