

William J. Hennessey, Jr.
123 Wallacks Drive
Stamford, CT 06902

January 30, 2020

State Senator Carlo Leone
Legislative Office Building
Room 3300
Hartford, CT 06106-1591

Senator Leone:

While none of us like to idea of paying more money for public purposes, there is no rational argument against tolls in general and certainly no argument against tolling large trucks.

I am a resident of Stamford and often travel on I-95. The steady convoy of large trucks mostly bear out of state license plates. Those same out-of-state trucks pass up and down the East Coast and elsewhere, paying tolls in every state that borders Connecticut and virtually every other state they pass through. By allowing these trucks to use our roads for free we Connecticut taxpayers are in fact subsidizing the trucking industry.

Those of us against tolls apparently think this is a sound policy which shouldn't be changed and instead suggest that we fund our desperately needed road improvements by spending about half of our rainy-day fund. I believe the best way to move forward is to toll every vehicle in a fair way (while giving some sort of tax relief to those truly needing it) and putting every penny generated by tolls in a true lockbox. However, if we haven't got the gumption to do that, let's at least agree that we should stop being the only state whose taxpayers subsidize the trucking industry.

Raiding the rainy-day fund for a one-time money grab that allows out of state trucks to damage our roads for free is exactly the type of short-sighted, weak-kneed policy that created the mess we are in. Tolling is the best, fairest and most efficient way to solve our transportation problems. Please implement tolls and make sure every penny generated for tolls is put to use by transportation purposes.

Sincerely,



William J. Hennessey, Jr.

Lisa & Seth Feinberg
86 Idlewood Drive
Stamford, CT

The Honorable Carlo Leone
Legislative Office Building
Room 3300
Hartford, CT 06106

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

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

I am writing in strong support of LCO No. 373. My only reservation with the legislation is that it does not go far enough. I would have emphatically supported a user fee for all vehicles. However, in today's political climate, I will accept a good solution in lieu of no solution.

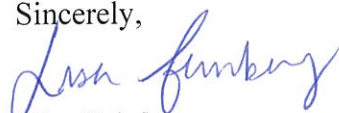
I have been a resident of Connecticut since 2009 when I moved to Stamford to be closer to my now husband and accept a position as a new attorney. My husband is a life-long Stamford resident and small business owner. I moved from Florida and, in doing so, was forced to accept many changes, including higher taxes and older infrastructure (not to mention winter). I can say without hesitation, that I love my adopted home. Notwithstanding our challenges, this is a wonderful place to live and I plan to stay here for a very long time.

However, our crumbling infrastructure and inability to agree on responsible solutions threatens my future in this state. The truth is it threatens all of us. Without infrastructure improvements, business and industry will continue to wane. Without business and industry, there are no jobs and without jobs there is no future. The business community has been incredibly clear. We have to fix our infrastructure, and we have to do it now. We cannot wait.

Nobody likes the idea of paying another fee, but a user-based fee like tolling is the most prudent, fair and responsible method to finance transportation operations and infrastructure investments. More debt through bonding and raiding the rainy-day fund is simply reckless. We are at a cross-roads and if we make the wrong decision, the results could be catastrophic.

In times like this, we need strong leaders to forge a path. I support tolls and I hope our elected leaders will too.

Sincerely,



Lisa Feinberg

LCO NO. 373 – AN ACT CONCERNING THE SUSTAINABILITY OF CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE

In support

Dear Senator Leone and Members of the Committee:

I am a lifelong Connecticut resident, and I am writing to you to express my support for tolls in our State.

Whether you drive a car, hop a train or catch a bus, we all know that Connecticut's transportation system is in desperate need of an upgrade. Unfortunately, Connecticut is in the minority of states in the US that has decided to handicap its ability to provide residents and businesses with a safe and reliable means of transportation.

Connecticut can't afford the transportation system its residents deserve without implementing some level of tolls. While I would prefer that all vehicles pay a toll the proposal before you today will end our State policy of subsidizing the trucking industry at our expense and provide necessary funds to get Connecticut moving again. These monies can also be used to leverage federal funding to allow for further transportation improvements.

Better infrastructure won't just make life easier for your current constituents, it will help attract new residents and businesses to Connecticut. People don't want to live in a place where they will waste time stuck in traffic. Businesses understand that time their employees spend stuck in traffic or on a delayed train costs money and leads to incalculable opportunity costs. Getting serious about transportation will make Connecticut a more attractive place to call home and open a business.

Opponents of tolls argue that implementing tolls in Connecticut will lead to some apocalyptic level event. Yet, somehow, the world keeps spinning in neighboring states that already have tolls in place. Other concerns include a distrust that funds collected from tolls will be used for transportation purposes. However, the federal oversight that comes with the adoption of tolls on interstate highways and the recently implemented "transportation lockbox" will help to make sure these monies are used appropriately. Finally, should a day come when all vehicles are subject to tolls, measures making appropriate financial relief available to Connecticut residents facing financial hardship must be implemented.

Our State and more importantly, the people that live and work here cannot afford to wait any longer. We deserve better roads and public transportation. Tolls will help to make it happen. I encourage you to vote in favor of LCO 373 and that you consider broader tolling policies in the future.

Thank you for allowing me the opportunity to comment on this proposal

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason Klein", with a stylized flourish extending to the right.

Jason Klein, 111 Morgan Street, Stamford, CT

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

In support

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

I am a 15-year resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,



Jacqueline O. Kaufman
44 Mile Common
Easton, CT 06612

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

In support

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

I am a 15-year resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,



Ross Kaufman
44 Mile Common
Easton, CT 06612

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

In support

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

I am a 30 year resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,

Allison Klein, 28 Old North Stamford RD, Stamford

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

In support

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

I have been a resident of Connecticut my whole life, except for a 7-year hiatus to attend college and law school. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments. These modern tolls allow for electronic fare collection with minimal disruption to drivers.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles. I-95 is one of the most highly traveled highways in the country and provides substantial benefit to non-residents and businesses throughout New England and the tri-state area. The lack of tolls has left the financial burden of maintaining and constructing these essential roads squarely on the shoulders of Connecticut taxpayers.

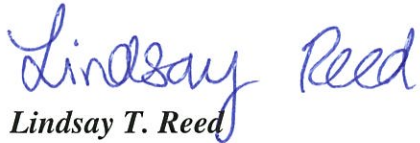
I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Heavy traffic is one of the biggest problem residents of southern Connecticut face and is a source of frustration and inhibits the flow of commerce. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,



Lindsay T. Reed
401 Commons Park S., Unit 967
Stamford, CT 06902

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

In support

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

I am a lifelong (74 years) resident of Connecticut. I write to you to express my belief that
Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular
maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern
tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out
maintenance and the avoidance of equipment replacements, capacity expansion and performance
enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded
capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding
mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are
raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident
trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will
leverage our residents' future investments with those paid by non-resident vehicles.

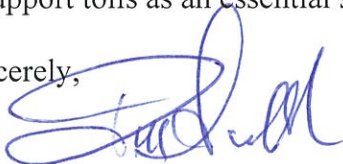
I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The
federal oversight that comes with the adoption of tolls on interstate highways and the passage of the
“lockbox” referendum by Connecticut voters in November 2018 will both increase the financial
integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate
dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be
required to assure that today's commitments are kept. However, the realistic need to be vigilant in the
future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily,
enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll
legislation in this session will start the process by permitting the finalization of the technical
deployment plan, the development of a “residents first” system of discounts, and the prioritization and
efficient implementation of safety, state of good repair, and new capacity projects already identified as
essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically
downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,



Jay Sandak
21 Emery Dr. E
Stamford, CT 06902

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

In support

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

I am a life-long resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,

Gary S. Klein, 28 Old North Stamford RD, Stamford

Benjamin and Erica Pomerantz
11 Saddle Hill Lane
Stamford, CT 06903

January 29, 2020

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

My wife and I are life-long residents of Stamford, Connecticut. We write to you to express our belief that Connecticut's roadways and transportation infrastructure require a reliable revenue stream to assure regular upkeep, enable new construction, and be able to regularly carryout system enhancements.

It is our understanding that electronic fare collection – modern tolls – is a proven and reliable way to finance transportation operations and infrastructure investments. We encounter such tolls while driving in many other states, Connecticut should not miss out this form of income.

From what we've read, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses. Not to mention creating / permitting to exist hazards and sources of state liability. Connecticut's economy simply can't continue in this way.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls. And to what end? The absence of tolls has resulted in our state's subsidizing our neighboring states, as non-resident trucks and cars use the roadways without paying towards their upkeep.

We are in support of tolls, but we share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, services to be provided more promptly, and we feel it will help to attract new businesses and residents to the state. Thus, we ask that you adopt toll legislation this session. Failure to do so would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

We support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,


Benjamin and Erica Pomerantz
11 Saddle Hill Lane
Stamford, CT 06903

January 30, 2020

Leader Senator Leone
Representative Lemar
Senator Devlin
Representative Martin
Members of the Committee

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

In support

Ladies and Gentlemen:

I am a longtime resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,



Ann H. Zucker
426 Westover Road
Stamford CT 06902

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,

I am a Director of The Business Council of Fairfield County and a lifelong resident of Connecticut. I firmly believe that Connecticut's transportation infrastructure needs a reliable revenue stream to ensure regular maintenance, enable new construction, and regularly introduce system enhancements. It is undisputed that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

The historic desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls. The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident vehicles use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Sincerely,



Pamela K. Elkow
Redding, Connecticut

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

In support

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

I am a 59-year resident of Connecticut. I write to you to express my belief that Connecticut's transportation infrastructure needs a reliable revenue stream to assure regular maintenance, enable new construction, and regularly introduce system enhancements.

The experience of states throughout the northeast demonstrates that electronic fare collection – modern tolls – are a reliable way to finance transportation operations and infrastructure investments.

For decades, Connecticut's transportation financing methods have led to deferred or stretched out maintenance and the avoidance of equipment replacements, capacity expansion and performance enhancing technology improvements. We have created a multi-billion-dollar queue of unfunded capital needs, worsening congestion, and mounting workforce productivity losses.

Connecticut's economy simply can't endure more self-inflicted harm.

The desire to avoid tolls has led to the creation of an inefficient, non-strategic set of funding mechanisms which frequently change, periodically cannibalize other revenue streams and, in turn, are raided to meet annual budget shortfalls.

The absence of tolls has also resulted in Connecticut subsidizing our neighboring states as non-resident trucks and cars use the roadways without paying towards their upkeep. Implementing tolls will leverage our residents' future investments with those paid by non-resident vehicles.

I share the concerns of those who worry that new funds will be diverted to non-transportation uses. The federal oversight that comes with the adoption of tolls on interstate highways and the passage of the "lockbox" referendum by Connecticut voters in November 2018 will both increase the financial integrity of the Special Transportation Fund (STF) and make it much more difficult to reallocate dedicated transportation funds to the General Fund. We understand that citizen vigilance also will be required to assure that today's commitments are kept. However, the realistic need to be vigilant in the future should not prevent us from addressing the transportation funding crisis we face today.

Modernizing the state's highways and rail system will reduce the congestion commuters face daily, enable goods to flow more efficiently, and services to be provided more promptly. Adopting toll legislation in this session will start the process by permitting the finalization of the technical deployment plan, the development of a "residents first" system of discounts, and the prioritization and efficient implementation of safety, state of good repair, and new capacity projects already identified as essential within the state's current transportation plans.

Failure to adopt toll legislation in this session would be an acceptance of drifting economically downward, continuing to suffer a loss of jobs and a drain of talent.

I support tolls as an essential step toward the sustainable competitiveness of our state.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eileen F. Neeson", with a stylized flourish at the end.

Eileen F. Neeson
1200 Bedford Street
Stamford, CT 06905