

Kess, Quinn

From: Strand, CJ
Sent: Monday, February 25, 2013 10:22 AM
To: Kess, Quinn; Stanziale, Tristan; Anderson, Mary
Subject: FW: Statement for 2.25.2013Transportation Public Hearing

From: Jillspt@aol.com [<mailto:Jillspt@aol.com>]
Sent: Monday, February 25, 2013 12:13 AM
To: Senator Maynard; Rep. Guerrero, Tony
Subject: Statement for 2.25.2013Transportation Public Hearing

The Connecticut Citizens Transportation Lobby

With Participating Members from:
Business Council of Fairfield County, CCTIA, Connecticut Fund for the Environment
Connecticut Public Transportation Commission, Connecticut Rail Commuter Council
Connecticut Sierra Club, Greater Bridgeport Transit Authority,
League of Women Voters, 1000 Friends of Connecticut, Regional PLAN Association,
Transit for Connecticut, Transportation Strategy Board, Tri-State Transportation Campaign

Transportation Committee Public Hearing, February 25, 2013
In Support Of: 5125 & 699 Oppose: 6050, 6051, 6052

Now that generating revenue for the maintenance and repair of our roads and bridges is becoming more and more difficult as income from the federal government and from the gas tax are both declining, it is imperative that we look elsewhere for funding.

A user tax, paid by vehicles causing the deterioration of roads and bridges seems the fairest way to go. We understand the difficulty in passing any legislation that is seen as another tax. However, we believe a public education campaign could bring public understanding. When people are told of the damage caused to Connecticut roads and bridges by out-of-state vehicles, particularly by large, heavy trucks and buses, taxpayers will understand that sharing, via the collection of tolls, will lighten our state's costs significantly. According to TRIP, by 2026 overall travel on Connecticut's Interstate Highways is expected to increase by 26% and travel by large commercial trucks by 43%.

To ensure fairness and for maximum effectiveness, tolls should be on all Connecticut Interstate Highways and the Merritt Parkway. Such user fees should be assessed by vehicle weight and the damage resulting from the operation of large trucks and buses. For example, as quoted several years ago in USA Today, "According to a government study, one 40-ton truck does as much damage to the road as 9,600 cars. If we do not collect proportionally assessed fees from highway users, those non-drivers and operators of small cars will be paying for repairs caused by others.

While not on the agenda, we also support S.B. 627, “An Act Limiting the Use of Revenue Received From Transportation Fees to Transportation Purposes”. It is only right that the taxpayer be assured that fees are dedicated to our infrastructure needs.

**Jill Kelly and Carol Leighton
Co-Chairs of CT-CTL**