

## Kess, Quinn

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**From:** Leo Karl, III <lkarl@karldirect.com>  
**Sent:** Friday, February 22, 2013 4:39 PM  
**To:** Kess, Quinn  
**Subject:** Testimony on Bill #6050

Quinn,

I am writing to express my opposition to proposed Bill #6050 and specifically the provision to bring back tolls to Connecticut's highways.

Being actively involved in the transportation sector as an auto dealer, travel for personal and commercial purposes is of great importance. Besides being a business owner in Connecticut, I am a lifelong resident as well.

While I understand the tremendous pressure on legislators to implement reforms that will help generate the revenue necessary to sustain our standard of living and even improve it into the future here in Connecticut, I firmly believe that tolls are not the solution. There are many reasons one might oppose tolls on the surface, but I would like to elaborate on several of my objections as they may be slightly different than the norm:

- Connecticut has taken (and should continue to take) a leadership roll in the 'green' movement. We need to continue investing in and encouraging use of energy efficiency, sustainability, and other environmentally friendly initiatives. I believe the re-introduction of tolls to our highways would be in direct opposition to these goals.
- While tolls may provide a source of revenue to the government in the short-run, I believe they will deter a significant amount of potential future investment within the borders of Connecticut.
- Toll increases revenue to the state, but they also have a magnified effect on the actual cost to state residents. Cost of tolls will be added to goods shipped into CT for resale, resulting in higher consumer prices for food and goods. Consumers will spend incrementally more on fuel as the loss of fuel economy while slowing and/or stopping to pay a toll is magnified thousands of times per day. Add to that the added traffic congestion created by tolls at peak rush hours and the resulting loss of fuel economy, increase in vehicle exhaust emissions, and general loss of productive time, and the true effects of tolls are much greater.

In summary, I believe there are much more effective ways of raising revenue (coupled with what I believe must be dramatic cuts in overall state spending) than the idea of bringing back tolls to our state's highways. We need to be thinking forward and not looking back. The time for highway tolls has long since passed us by.

Thank you for adding my thoughts to the public debate on this issue.

Leo

**Leo Karl III**  
**President**  
**KARL Chevrolet**

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