

To the members of the Transportation Committee,

I disagree strongly with highway tolls only on the borders of the state.

I realize that we do need to maintain our surface transportation infrastructure (roads, bridges, tunnels, etc.) and that costs money. Also, as cars become more fuel efficient and cars that don't use gasoline (e.g. electric) proliferate the reliance on the gasoline tax becomes problematic. So I understand that we need to look for ways to come up with the money we need. (Are there other ways besides tolls?)

I would be more inclined to accept tolls if two conditions were met: (1) re-establish the Highway Trust Fund (under whatever name) as a fund dedicated solely to surface transportation infrastructure, outside of and separate from the general fund with legislation in place completely prohibiting use of these funds for anything but surface transportation infrastructure for whatever reason; (2) establish highway tolls within the state e.g. over the Connecticut River bridges.

If the tolls are solely on the border why should someone also living in western Danbury but working in Waterbury, or Hartford, or any number of places along I-84 (or making the reverse commute with Danbury their work location) drive many miles per day free while others who drive much shorter distances on the highway pay a toll?

Side issue: In my own case I live in western Danbury and work in New York state. I get on and off I-84 at exit 2. Would an automated system know that I'm using the interstate for approximately only one mile and charge me accordingly or would I be charged the same toll as someone going across the state? Would there be pro-rated tolls for people living near the border?

Thank you and Best Regards,

Terry Mahon

Danbury, Connecticut

Cc: Senator Michael McLachlan, 24th State Senatorial District