



Testimony of Joseph Cutrufo
Director of Connecticut Policy, Tri-State Transportation Campaign
Transportation Committee Hearing, February 27, 2017
860-796-6988
jcutrufo@tstc.org

My name is Joseph Cutrufo, and I am the Director of Connecticut Policy with the Tri-State Transportation Campaign, a non-profit policy advocacy organization working in New York, New Jersey and Connecticut.

Tri-State Transportation Campaign strongly supports legislation to establish tolls on Connecticut highways, particularly S.B. 751, *An Act Establishing Electronic Tolls on Connecticut's Highways Using a Congestion Pricing System*.

The debate about tolling on Connecticut highways has evolved over the last several years away from placing tolls at the state's borders, and toward an all-electronic, variable-rate congestion pricing system. Given the state's long-term transportation funding concerns, we believe charging drivers a user fee in the state's most congested corridors is a practical solution, not only because it can raise needed revenues, but also because it can address congestion problems in key locations.

Congestion pricing differs from conventional methods of highway tolling because of how it is deployed. While some states locate tolls at borders or at specific facilities such as a bridge or a tunnel, congestion pricing is meant to be located where there are parallel alternatives to driving available. This distinct difference is what makes congestion pricing the most equitable form of tolling.

Connecticut has two corridors which would be most suitable for congestion pricing: Interstate 84 between New Britain and Hartford, which runs parallel to the CTfastrak bus rapid transit system, and Interstate 95 in southwestern Connecticut, which runs alongside the Metro-North New Haven Line.

Thank you.