

**Selected trips within Connecticut under  
Connecticut Department of Transportation proposal  
(Source: Connecticut DOT)**

<b>Trip</b>	<b>Miles on toll highway</b>	<b>Price per- trip peak period</b>  CT E-ZPass & frequent user discount  (4.4 cents/mile)	<b>Price per- trip off-peak</b>  CT E-ZPass & frequent user discount  (3.5 cents/mile)
Torrington to Bridgeport	<b>49</b> miles	\$0	\$0
Stamford to New Haven	<b>41</b> miles	\$1.80	\$1.40
New Haven to Hartford	<b>39</b> miles	\$1.72	\$1.36
Middletown to Old Saybrook	<b>27</b> miles	\$0	\$0
Danbury to Waterbury	<b>29</b> miles	\$1.28	\$1.02
Milford to New Haven	<b>10</b> miles	\$0.44	\$0.35
Old Lyme to New London	<b>14</b> miles	\$0.61	\$0.49
Putnam to Norwich	<b>37</b> miles	\$0	\$0

- This is about economic rejuvenation, capitalizing on Connecticut’s strategic location between New York and Boston and unlocking our state’s true potential.
- This is as much about the state of our highways as it is about our rails, ports, and airports.
- It gets you time back with your family and loved ones; it gets you safer roads and bridges; modern infrastructure; new rail cars and faster service into and out of NYC.
- And more broadly? It gets Connecticut a transportation system that helps attract instead of deter businesses from growing and relocating here.
- This is about economic rejuvenation, capitalizing on Connecticut’s strategic location between New York and Boston and unlocking our state’s true potential.
- This is as much about the state of our highways as it is about our rails, ports, and airports.
- And the Republican “Prioritize Borrowing” plan? By 2030 it will cost CT residents an additional \$600 million per year in debt service, resulting in a likely income tax increase.
- It saddles Connecticut residents and future generations with 100% of the cost.
- And it drastically cuts back on critical projects necessary for our cities and towns to thrive (see attached).