

PRESS RELEASE

Sunday, February 17, 2019

CCIA PRESIDENT DON SHUBERT, AND FORMER CONNDOT COMMISSIONER EMIL FRANKEL, EXPRESS SUPPORT OF GOVERNOR LAMONT'S RECENT STATEMENT ON TOLLS

The Governor's proposal is considered a dependable, dedicated, and long-term user fee based revenue stream to support Connecticut's future transportation systems.

Hartford, CT –

Reports on Connecticut's transportation systems indicate that the state's transportation systems are failing and require billions of dollars in repairs and enhancements. For example:

- A 2017 report by the American Road and Builders Association held that 57 percent of Connecticut roads eligible for federal aid are rated "not acceptable", which is the second highest percentage in all 50 states; 33.5 percent of Connecticut's bridges are either structurally deficient or functionally obsolete, which is well above the national average of 23 percent; and ConnDOT estimates that repairing or replacing four key rail bridges, of the 257 rail bridges in the state, will cost over \$3 billion.
- A 2017 report by TRIP, a national transportation research group, held that driving on deficient roads cost Connecticut motorists a total of \$6.1 billion annually in the form of additional vehicle operating costs, congestion related delays and traffic crashes. TRIP also held that this deteriorating infrastructure has a detrimental impact on the overall quality of life in the state. Residents spend over 45 hours per year stuck in traffic, valuable time that they could be spending with family and friends. Moreover, as a corridor state, our local economy is reliant on a strong transportation system.

Don Shubert, President of The Connecticut Construction Industries Association, Inc., and Emil Frankel, Former Commissioner of Connecticut Department of Transportation 1991-1995 are commanding Governor Lamont for his recent comments on tolling in Connecticut. Shubert and Frankel state that "The link between mobility and a growing economy is well-established. It is also well-documented that Connecticut's transportation systems are congested and deteriorating. Many lawmakers on both sides of the aisle are looking for solutions to meet Connecticut's mounting transportation needs." Shubert and Frankel say that "the current funding streams cannot support or sustain the status quo, and Governor Lamont's recent proposal on tolls is the only solution that we have seen thus far that does not saddle the Connecticut taxpayers with 100% of the burden of the cost to repair, maintain and improve the systems across the State." Shubert and Frankel recognize "the solid policy basis that tolls provide as a dependable, dedicated, and long-term user-based dedicated funding stream, where the users of the systems are paying for the systems."

Shubert and Frankel also remind lawmakers that "in the meantime, as Connecticut works toward developing long-term solutions, it is essential that adequate revenues continue to flow into the Special Transportation Fund to support the operating costs and bonding levels required to maintain the currently programmed projects, systems and services."

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