

Testimony of Patrick D. Jones, Executive Director and CEO of
International Bridge, Tunnel and Turnpike Association
Before the Transportation Committee
of the Connecticut General Assembly
**On HB 7202, An Act Concerning the Sustainability of Connecticut's Transportation
Infrastructure and HB 7280 An Act Concerning the Sustainability of Connecticut's
Transportation Infrastructure**
March 6, 2019

Good afternoon Chairman Leone, Chairman Lemar and distinguished members of the Transportation Committee. My name is Patrick Jones. I am executive director and CEO of the International Bridge, Tunnel and Turnpike Association in Washington, DC. IBTTA is the worldwide association for the owners and operators of toll facilities and the businesses that serve the industry.

I am here to testify **IN FAVOR OF HB 7202 and HB 7280.**

In the U.S. today there are 129 distinct tolling entities that operate more than 6,000 miles of tolled highways, bridges and tunnels in 35 states. Some of the most important and heavily traveled roads and bridges in this country would never have been built without tolling. These include the Pennsylvania Turnpike, the George Washington Bridge, the Golden Gate Bridge and many other facilities that carry huge volumes of freight and people every day.

Tolling has changed a lot in the last 30 years. Twenty-first century tolling is electronic. That means no toll booths, barriers or plazas and no stopping and waiting to pay a toll. Motorists pay their tolls electronically at highway speeds. This means greater safety and efficiency, lower pollution, and low collection costs.

I will be the first to acknowledge that tolling is not appropriate everywhere. In regions with low traffic volume, tolling may not be the best way to build and maintain highways. However, in densely populated regions with high traffic volume and congestion, like Connecticut, tolling is a very effective tool. This is one reason why all your neighboring states have used tolling for decades to build and maintain their transportation infrastructure.

If you remember nothing else about my testimony today, I want you to remember this: **WHAT IS THE COST OF DOING NOTHING?** I think the cost is quite high. Doing nothing means failing highways, more congestion and pollution, lost time sitting in traffic, more accidents, reduced productivity, and lower economic growth for Connecticut. That is a terrible alternative.

With tolling, however, you can rebuild the major highways and bridges in the state, reduce congestion and pollution, improve productivity, and drive economic growth in Connecticut.

A recently released study* mandated by Congress under the FAST Act says the fuel tax is not sustainable as an ongoing funding source and "Congress should prepare for the need to employ

new federal and state funding mechanisms, such as the imposition of tolls or per-mile charges on users of the Interstate Highway System.”

Tolling will help to ensure that **everyone** who rides on Connecticut’s highways, both residents and those from out of state, will pay their fair share to rebuild and maintain Connecticut highways.

Thanks for the opportunity to testify today. I’ll be happy to answer any questions you may have.

*Congressionally mandated study referred to above: ***Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future.***

<https://www.nap.edu/resource/25334/interstate/>