



Editor's note: It is the hottest issue in the state: Tolls. I don't consider it a good idea, so the Valley-Voice newsletter is publishing an occasional series on tolling issues. We hope you find our views informative - and a conversation starter. RV

## Why Tolls in CT - it costs too much to drive already

By Ralph Villers

I am not a fan of tolling roads in Connecticut. I believe that other viable funding options for transportation infrastructure improvements exist.

However, though tolling in Connecticut is not law, given the makeup of the present legislature, it just may happen by 2023.

I have doubts that estimates of actual toll revenue expected from 2023 on will actually occur.

Thus, should tolling become law, it is imperative that other taxes and costs be reduced to offset the additional costs tolls would entail.

So my request regarding any tolling that legislators support is to make reductions in other areas to offset the much higher costs of tolling. These are:

### Reduction in the Petroleum Products Gross Receipts Tax

Source, CGA: [https://www.cga.ct.gov/2015/pub/chap\\_227.htm](https://www.cga.ct.gov/2015/pub/chap_227.htm)

Source, wholesale fuel prices: <https://www.eia.gov/todayinenergy/prices.php>

First, my understanding is that this tax revenue goes into General Revenues and does not fund transportation infrastructure.

The tax is steep at 8.1% and any reduction in this tax would be a meaningful cost offset. I compiled the analysis below based on market prices on March 14 for both gasoline and diesel fuel. I understand that the actual pricing may be computed differently. However, it gives us the idea of what a gross receipts tax reduction would entail.

Given the cost impact of tolling, a reduction in the gross receipts tax is crucial.

Gross Receipts Tax Analysis						
Product	Area	Price	Gross Receipt Tax			
			Current 8.1%	If 7.0%	If 6.0%	1990 Rate 3.0%
Gasoline (RBOB), \$/gal	NY Harbor	\$1.75	\$0.14	\$0.12	\$0.11	\$0.05
Low-Sulfur Diesel, \$/gal	NY Harbor	\$1.98	\$0.16	\$0.14	\$0.12	\$0.06

### Reduction in Gasoline and Diesel Fuel Taxes

Fuel Prices per gal., CT				
State	Regular	Mid	Premium	Diesel
New York	\$2.66	\$2.92	\$3.14	\$3.22
<b>Connecticut</b>	<b>\$2.62</b>	<b>\$2.91</b>	<b>\$3.12</b>	<b>\$3.21</b>
Vermont	\$2.53	\$2.81	\$3.06	\$3.13
Maine	\$2.51	\$2.76	\$3.01	\$3.17
Rhode Island	\$2.50	\$2.77	\$2.98	\$3.10
Massachusetts	\$2.49	\$2.76	\$2.95	\$3.06
New Hampshire	\$2.43	\$2.72	\$2.95	\$3.02

Source: <https://gasprices.aaa.com/state-gas-price-averages/>

Pump prices in Connecticut are amongst the highest in the nation. Like the gross receipts tax, higher fuel taxes in the state add to the high cost of driving. Gasoline and diesel taxes must be reduced as tolling will increase the already high fuel cost in CT.

Pricing in Connecticut is the second highest in bordering states and the rest of New England. previously noted, motorists absolutely need lower fuel taxes to provide relief in driving costs if tolling is to be implemented.

State legislators take note.