

JOSEPH R. SCULLEY  
PRESIDENT

November 30, 2016

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Charter Oak Bridge FASTLANE Grant Application**

Dear Secretary Foxx:

The Motor Transport Association of Connecticut (MTAC) strongly supports the Connecticut Department of Transportation's application for the project identified above.

MTAC is a statewide trade association that represents more than 650 member companies who operate trucks in and through the state of Connecticut. We are also the exclusive state affiliate of American Trucking Associations (ATA).

Connecticut is a small state. Its location has resulted in it serving as the gateway to New England. It is served by Interstates 91, 84, and 95, and contains several large cities and many suburbs. Connecticut's highways experience significant passenger and commercial traffic. Proximity to New York City, and connections to Boston, Springfield, Providence and the northern New England states result in tremendous amounts of freight being shipped in to, out of, or simply through Connecticut. While Connecticut does contain three commercial ports and growing air freight volumes, rail freight is limited. Freight moves through Connecticut primarily by trucks.

Congestion is severely impacting Connecticut. While not large in area, according to the American Transportation Research Institute (ATRI), Connecticut contains 7 of the top 100 freight bottlenecks in the country. This extraordinary fact is seriously hindering Connecticut's ability to move people and products efficiently and safely in and through the state. Traffic congestion in Connecticut must be addressed.

The Charter Oak Bridge proposal is indeed a project of significant importance. It is one of the seven congestion points identified by ATRI. About 77% of freight tonnage traveling this corridor is destined for New England and the Mid-Atlantic region.

On a daily basis, there is a back-up of trucks and cars on Interstate 91 Northbound waiting to get on the Charter Oak Bridge. The Charter Oak Bridge (which carries Route 15) directly connects I-91 to another major interstate, I-84. We commend CONNDOT for moving affirmatively on a viable and reasonable proposal to provide additional capacity by widening a section of Interstate 91, replacing the one-lane ramp to the Charter Oak Bridge with a two-lane major diverge, and making other improvements on the bridge. There is no doubt this will ease congestion so freight can move more efficiently. It will alleviate the

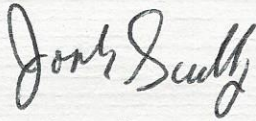


dangerous and inefficient backup on I-91 Northbound. It will also provide hope to the businesses and citizens of this state that the problem of congestion is beginning to be seriously addressed.

This Charter Oak Bridge project will address only one of seven major freight bottlenecks in Connecticut. However, it is a project which can be undertaken in the near future, and it will definitely ease congestion and allow interstate commerce to flow more efficiently between two of the major interstate highways serving the northeast.

Thank you for your consideration of these remarks.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Sculley". The signature is written in a cursive, flowing style.

Joseph Sculley  
President