



# Senate

General Assembly

**File No. 831**

January Session, 2009

Substitute Senate Bill No. 445

*Senate, April 29, 2009*

The Committee on Appropriations reported through SEN. HARP of the 10th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

***AN ACT REQUIRING AN ANALYSIS OF ISSUES RELATED TO ELECTRONIC TOLLS IN CONNECTICUT.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1       Section 1. (*Effective from passage*) The Department of Transportation  
2 shall develop, within existing budgetary resources, an analysis  
3 conducted by persons employed by the department on the effective  
4 date of this section concerning the establishment of electronic tolls on  
5 Connecticut highways at the state borders. Such analysis shall  
6 consider: (1) Toll locations and collection methods that maximize  
7 revenue and increase transportation system efficiency; (2) the short-  
8 term and long-term impact of tolls on municipalities in close proximity  
9 to such tolls resulting from traffic diversion to a parallel alternative  
10 route, including traffic congestion, roadway safety, bicycle and  
11 pedestrian travel, air pollution and noise; (3) federal constraints on the  
12 purposes for which toll revenues may be expended that prevent the  
13 broad redistribution of such revenue; (4) privacy issues related to the  
14 collection of personal information in the implementation of electronic

15 tolling and the protection of data confidentiality; and (5) tax credits for  
 16 Connecticut residents and businesses that frequently leave and return  
 17 to the state. The Commissioner of Transportation shall submit a  
 18 request to the Attorney General for an opinion on legal impediments  
 19 to the establishment of tolls presented by the Commerce Clause of the  
 20 United States Constitution, or by federal or state law, and shall consult  
 21 with the Federal Highway Administration concerning changes in  
 22 federal law that would impact or prevent the implementation of  
 23 electronic tolls. The commissioner shall submit the results of such  
 24 analysis to the General Assembly, in accordance with the provisions of  
 25 section 11-4a of the general statutes, not later than June 30, 2010. Such  
 26 analysis shall include (A) any impediments to the implementation of  
 27 tolls identified by the commissioner, (B) the necessary steps and  
 28 available options to address and, if possible, overcome such  
 29 impediments, (C) a plan and timetable recommended by the  
 30 department for the removal of such impediments, and (D) a plan and  
 31 timetable for the establishment of such electronic tolls upon the  
 32 resolution of such impediments.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section

**APP**      *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

**OFA Fiscal Note**

**State Impact:**

Agency Affected	Fund-Effect	FY 10 \$
Department of Transportation	TF - Cost	Greater than \$500,000

Note: TF=Transportation Fund

**Municipal Impact:** None

**Explanation**

The cost to the Department of Transportation (DOT) in FY 10 to hire a consultant to analyze and produce a report on the reestablishment of tolls on Connecticut roads is estimated to be greater than \$500,000.

The requirement that the analysis and report be produced within available appropriations and conducted by persons employed by the department will likely result in one of four outcomes: (1) DOT will proceed with the analysis and report, and will require a deficiency appropriation during FY 10; (2) DOT will delay the implementation of the analysis and report pending the approval of additional appropriations to meet this mandate in future fiscal years; (3) DOT will shift administrative resources from other department priorities, thereby impacting existing departmental programs; or (4) DOT will not perform the analysis and publish the report.

**The Out Years**

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

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**OLR Bill Analysis**

**sSB 445**

***AN ACT REQUIRING AN ANALYSIS OF ISSUES RELATED TO ELECTRONIC TOLLS IN CONNECTICUT.***

**SUMMARY:**

The Office of Legislative Research does not analyze Special Acts.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 22 Nay 13 (03/13/2009)

Appropriations Committee

Joint Favorable Substitute

Yea 35 Nay 17 (04/15/2009)