



House of Representatives

General Assembly

File No. 384

January Session, 2011

House Bill No. 6200

House of Representatives, April 5, 2011

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING THE ESTABLISHMENT OF TOLLS ON NEW HIGHWAYS OR HIGHWAY EXTENSIONS.

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

1 Section 1. (NEW) (*Effective October 1, 2011*) The Department of
2 Transportation is authorized to establish tolls on any highway or
3 highway extension constructed on or after the effective date of this act,
4 provided when (1) an amount equal to the cost of any bonds issued for
5 such construction, and (2) an amount estimated to be required for
6 maintenance and repair of such highway or highway extension, have
7 been collected, such tolls shall be discontinued.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>October 1, 2011</i>	New section
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TRA Joint Favorable

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 12 \$	FY 13 \$
Department of Transportation	TF - See Below	See Below	See Below
Department of Transportation	TFBonds - See Below	See Below	See Below

Note: TF=Transportation Fund; TFBonds=Transportation Fund bonds

Municipal Impact: None

Explanation

The fiscal impact of imposing tolls on the state's interstate (I-95, I-84, and I-91) and non-interstate (Routes 2, 9, 11 and 15) highway systems cannot be determined at this time because specific information regarding where tolls would be levied has not been determined. The impact of imposing tolls will primarily depend on: (1) their location, (2) fee structure, (3) technology implemented, (4) associated administrative and capital costs, and (5) the federal laws governing the circumstances under which tolling is allowed.

The Out Years

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

OLR Bill Analysis

HB 6200

AN ACT CONCERNING THE ESTABLISHMENT OF TOLLS ON NEW HIGHWAYS OR HIGHWAY EXTENSIONS.

SUMMARY:

This bill authorizes the state Department of Transportation (DOT) to establish tolls, for a specified time period, on highways or highway extensions built on or after October 1, 2011. DOT must discontinue the tolls when it has collected an amount (1) equal to the cost of any bonds issued to build the highway or highway extension and (2) estimated to be necessary to maintain and repair it.

EFFECTIVE DATE: October 1, 2011

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 23 Nay 12 (03/18/2011)