



**Governor Ned Lamont  
State of Connecticut**



FACT SHEET  
2019 Legislative Session

**HOUSE BILL 7202  
AN ACT CONCERNING THE SUSTAINABILITY OF  
CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE**

**Summary of Proposal:**

This proposal authorizes the Department of Transportation (DOT) to construct, maintain, and operate electronic tolls on Connecticut's limited access highways. It also authorizes DOT to fix, charge, collect, and retain toll amounts. This proposal allows state agencies to enter into agreements with the Federal Highway Administration, neighboring states, and third-parties to effectuate proper implementation of electronic tolls. DOT is required to hold at least one public hearing in the general vicinity of the proposed tolling corridor prior to construction of electronic toll gantries and to implement privacy protocols to protect customer information and toll data.

This is a broad proposal that does not fix the type of vehicles tolled or the toll amounts and limits the highways that can be tolled to I-84, I-91, I-95 and certain sections of Route 15 (the Merritt Parkway).

**Reason for Proposal:**

The Special Transportation Fund (STF) is in need of a significant, reliable revenue stream. Tolls will allow Connecticut to avoid raising the gas tax, increasing fares, or cutting bus and rail services. Revenues from tolls would also allow major capital infrastructure projects to begin construction in the near future. Without such revenues, Connecticut will be unable to adequately address its ailing infrastructure or increase the travel times that are having significant impacts on our economy and quality of life.

**Significant Impacts:**

Once completed, electronic tolls are estimated to raise approximately \$800 million in net new revenue. The Department of Transportation currently projects that over 40% of the revenue would be generated from out-of-state drivers.

**Section Detail:**

Sec. 1 defines key terms and specifies that this will be an electronic tolling system.

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Sec. 2 limits tolls to I-84, I-91, I-95 and certain sections of Route 15. It allows DOT to enter into agreements with outside entities to construct/service the tolls, and the Department of Motor Vehicles to enter into agreements with other states for retrieving toll information.

Sec. 3 authorizes DOT to fix and collect tolls, and requires those tolls be deposited into the Special Transportation Fund. It also references the sections of federal law and the state constitution that limit the use of those tolls to investments in our transportation infrastructure.

Sec. 4 provides language for future-proofing the tolling system.

Sec. 5 protects drivers' privacy and prevents toll operators from selling drivers' information.

Sec. 6 describes the procedures for contesting a toll charge.

Sec. 7 empowers DOT to adopt regulations that establish variable rate tolling, set fees by vehicle class, extend discounts and credits to certain customers, exempt certain vehicles like public safety vehicles from tolls, impose additional fees on people without transponders, fine toll evaders, and protect customer information.