

CONNECTICUT
SECRETARY OF THE STATE
CAPITOL OFFICE
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STATE OF CONNECTICUT

BY HIS EXCELLENCY

DANNEL P. MALLOY

EXECUTIVE ORDER NO. 67

WHEREAS, safe, well-maintained, and modern transportation infrastructure is essential to the public safety and economic success of Connecticut and its residents; and

WHEREAS, the State must undertake multiple, large-scale transportation infrastructure construction and rehabilitation projects in the coming years, in order to ensure continued safe travel along its limited access highways; and

WHEREAS, the Special Transportation Fund, Connecticut's primary source of state funding for transportation infrastructure, will be unable to cover the cost for such projects without identification of additional, stable, long-term sources of revenue; and

WHEREAS, the Governor's Transportation Finance Panel, a bipartisan group of experts on transportation and economic development, concluded in January, 2016 that electronic tolling should be considered as a potential stable, long-term source of revenue for the Special Transportation Fund; and

WHEREAS, research and analysis conducted by and on behalf of the Department of Transportation (DOT) has shown that All-Electronic Tolling (AET) offers the most convenient, flexible, cost-effective and safest method of conducting highway tolling in the State; and

WHEREAS, the State's public policy makers require further information regarding potential tolling configurations, methods of tolling, and assessment of various policy considerations before authorizing tolls to be deployed; and

WHEREAS, such required information includes assessments of institutional and governance options, an operations plan, an assessment of system procurement options, environmental studies, and an evaluation of toll rate structures; and

WHEREAS, such evaluation of toll rate structures should include strategies to maximize revenue while providing cost fairness to all Connecticut residents and ensuring that drivers from outside the State contribute their fair share to the operation and maintenance of Connecticut's highways;

NOW, THEREFORE, I, DANIEL P. MALLOY, Governor of the State of Connecticut, by virtue of the power and authority vested in me by the Constitution and by the Statutes of the State of Connecticut, do hereby **ORDER AND DIRECT**:

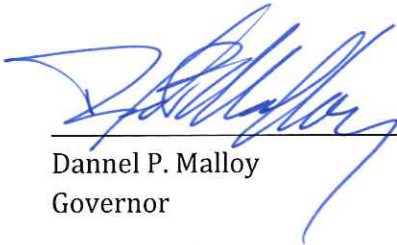
1. The Department of Transportation shall:
 - a. Prepare a proposal for consideration by the General Assembly that:
 - i. Implements electronic tolling, without the use of toll booths, gates or other impediments to travel, on Interstate 95, Interstate 91, Interstate 84, the Wilbur Cross Parkway and the Merritt Parkway;
 - ii. Includes options to implement electronic tolling on any other limited access highway or portion thereof, if the commissioner (1) determines that such tolling is necessary and (2) provides the rationale for such tolling;
 - iii. Identifies specific proposed locations of overhead gantries or other electronic equipment to support the operation of such a system;
 - iv. Specifies proposed toll charges, discounts and other value-pricing options, including legally permissible accounting for Connecticut residents' other contributions to transportation funding in accordance with 2 (b) herein;
 - v. Provides a plan for congestion pricing that includes peak and off-peak tolling rates that would apply consistently and fairly throughout the state;
 - vi. Estimates the capital and operating costs for the proposed electronic tolling systems;
 - vii. Includes specific recommendations regarding procurement, construction, and operation and oversight.
 - b. Conduct studies and satisfy any other requirements of the National Environmental Policy Act and any other applicable law prior to implementing such a system;
 - c. Engage a program manager and other consultants or experts as needed to prepare a comprehensive plan for electronic tolling for the General Assembly's consideration.
2. In developing an electronic tolling proposal for the General Assembly's consideration, the Department shall consider:
 - a. Phased implementation of an electronic tolling system, including options for a trucks-only system or initial phase;
 - b. Discounts, income tax credits, account credits, or other methods to provide consideration for the burdens borne and contributions made by Connecticut residents, frequent users of a tolled highway, commuters, people with lower income levels, and persons who pay tolls using a transponder or other automated payment mechanism;
 - c. Methods or programs to assist small businesses affected by the implementation of tolls;
 - d. The fiscal impact of use of the state's transportation infrastructure by nonresidents.
3. In addition to any proposal submitted pursuant to this order, the Commissioner, in consultation with the Secretary of the Office of Policy and Management, shall submit a report on the feasibility and strategies for reducing or eliminating the motor vehicle fuels

tax imposed pursuant to paragraphs (A) through (E) of subdivision (2) of subsection (a) of Section 12-459 of the Connecticut General Statutes. Such report shall include recommendations on

- a. Whether the tax shall be reduced or eliminated;
- b. The timeline and mechanism for any such reduction or elimination;
- c. The impact of such reduction or elimination on the Special Transportation Fund, the General Fund and the state's transportation infrastructure; and
- d. A plan to ensure the sustainability of the Special Transportation Fund and the state's transportation infrastructure in the context of such recommended reductions or elimination.

This Order shall take effect immediately.

Dated at Hartford, Connecticut this 17 day of July, 2018.


Dannel P. Malloy
Governor

By His Excellency's Order



Denise W. Merrill
Secretary of the State

