Governor Lamont’s Congestion Mitigation Toll Proposal

Rebuilding our Highway Infrastructure
Reducing Traffic Congestion
Growing Our Economy
What is the Governor’s Congestion Mitigation Toll Proposal?

Tolling provides the revenue needed:

• rebuild our highways
• reduce congestion*
• grow our economy

* Costs of congestion:

• 81 million hours of delay annually
• $1.9 billion to residents & businesses
Governor’s key directives for structuring a toll program:

1. Reduce size of toll system (limit # highways)

2. Keep costs to CT drivers as low as possible
   - Offer discounts
     - 30% for CT E-ZPass
     - 20% frequent user (commuter)

3. Ensure that out-of-state drivers pay a fair share.
   - 30% of traffic on major interstates

4. Ensure that trucks pay their fair share
   - Trucks do more damage to roads & bridges
   - Charge higher toll rates on trucks

5. Keep rates comparable to neighboring states
Proposed Toll System

Highways
I-95, I-84, I-91, Route 15
4 busiest highways
highest % of out-of-state traffic

Gantries (50)
roughly 6-7 miles apart
(25-30 cents/gantry)
Why so many gantries?  *CT has too many exits!*

- **Mass Pike:** 130 miles & 21 exits
  - 13 gantries: 1 between each exit with 3 exceptions
    - Springfield, Worcester, Boston

- **I-95 NY to New Haven:** 47 miles & 47 exits
  - Not practical or necessary for CT to put a gantry between each exit
  - Seek an *optimum balance* between *too many* gantries & *too few*

Mass Pike vs I-95 in CT
both is Ave toll rate for **4.4 cents/mile**

**Mass Pike:** NY to Boston: 133 miles, total tolls = **$5.95**

**I-95 CT:** NY to RI: 111 miles, total tolls = **$4.88**
Federal Rules on Tolling

Federal law **prohibits** tolling with some exceptions:

**Bridge & Tunnel Tolling (Section 129)**
- Allows reconstruction & replacement of *bridges & tunnels*
  - Mostly widely used exemption *(RI truck toll system based on this)*
  - Restricted to specific bridges starting or undergoing reconstruction

**Value Pricing Pilot Program (VPPP) (CT’s proposal)**
- Formerly called “congestion” pricing program
- Allows tolls on any highway, but only for *congestion pricing*

**Congestion Pricing:** charge higher *toll rate in peak periods* to reduce peak traffic volumes
Federal Rules on Tolling

Will we lose federal funding?

• CT will NOT lose any federal funding if it implements tolling.
  o All federal formula funding will remain the same.
  o CT will NOT have to repay FHWA for any funding it received for I-95 after the tolls were removed in the 1980s.
  o Federal official have provided written confirmation on both of these issues.
### Preliminary Toll Rate Structure: Rate and Discount Classes

|                   | vs |                  | Higher rate for trucks | Heavy Trucks = 4 x Car Rate  
|-------------------|----|------------------|-------------------------|----------------------------------
|                   |    | Trucks           |                         | Medium Trucks = 2 x Car Rate     |
| Cars              |    |                  |                         |                                  |
| EZPass            |    | Video            | Higher rate for video users | Video = 1.5 x EZPass reflects higher collection cost |
| Off-Peak          |    | Peak Period      | 25% higher rate for peak period | Reduces peak period traffic & required for VPP toll exemption |
| CT-EZPass         |    | Out-of-State     | 30% discount for CT-EZPass | CT-EZPass discount for cars & trucks |
| Frequent User     |    | Infrequent User  | 20% discount for frequent user | Only for CT-EZPass |
|                   |    |                  |                         |                                  |

Draft bill calls for a "*low-income*" discount or toll credit to be added.
“Preliminary” Toll Rates

Base rate is 6.3 cents for out-of-state E-ZPass. All other rates pivot off the base rate. Example: CT E-ZPass = 30% less

<table>
<thead>
<tr>
<th>Payment Category</th>
<th>Passenger Cars (class 1)</th>
<th>Heavy Trucks (class 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Off-Peak</td>
<td>Peak Period</td>
</tr>
<tr>
<td>1 CT-EZPass</td>
<td>4.4 cents/mi</td>
<td>5.5 cents/mi</td>
</tr>
<tr>
<td>(30% discount)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 CT-EZPass: Freq. User</td>
<td>3.5 cents/mi</td>
<td>4.4 cents/mi</td>
</tr>
<tr>
<td>(20% discount)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Out-of-State EZPass</td>
<td>6.3 cents/mi</td>
<td>7.9 cents/mi</td>
</tr>
<tr>
<td>4 Video Toll</td>
<td>7.9 cents/mi</td>
<td>9.9 cents/mi</td>
</tr>
<tr>
<td>(registered)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Video Toll</td>
<td>9.4 cents/mi</td>
<td>11.8 cents/mi</td>
</tr>
<tr>
<td>(not registered)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Peak rates 25% higher than off-peak
Truck rates = 4X cars
Preliminary CT rates compare favorably to neighboring states

**4.4 cents** for CT E-ZPass is among the lowest in-state rates

### Compare Toll Rates by State

"**Cents/Mile**" Toll Rates: Passenger Vehicles

<table>
<thead>
<tr>
<th>Payment Method</th>
<th>Mass TPKE All Day</th>
<th>Maine TPKE All Day</th>
<th>NH Cen. TPKE All Day</th>
<th>Connecticut assumptions</th>
<th>New Jersey TPKE Off Peak</th>
<th>New Jersey TPKE Peak</th>
<th>NY Thruway All Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freq User State EZ Pass</td>
<td>4.4</td>
<td>2.9</td>
<td>3.5</td>
<td><strong>3.5</strong></td>
<td>8.8</td>
<td>11.4</td>
<td>4.5</td>
</tr>
<tr>
<td>In-State EZ Pass</td>
<td>4.4</td>
<td>5.8</td>
<td>3.5</td>
<td><strong>4.4</strong></td>
<td>8.8</td>
<td>11.4</td>
<td>4.5</td>
</tr>
<tr>
<td>Out-of-State EZ Pass</td>
<td>5.6</td>
<td>6.3</td>
<td>5.0</td>
<td><strong>6.3</strong></td>
<td>8.8</td>
<td>11.4</td>
<td>4.7</td>
</tr>
<tr>
<td>Video/Cash</td>
<td>8.5</td>
<td>6.3</td>
<td>5.0</td>
<td><strong>9.5</strong></td>
<td>11.7</td>
<td>11.4</td>
<td>4.7</td>
</tr>
<tr>
<td>Frequent User Discount</td>
<td>0%</td>
<td>50%</td>
<td>0%</td>
<td><strong>20%</strong></td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

NOTE: I-95 in NH is 8.6 cents/mile but only 16 miles long,
Revenues
Annual “Net” Revenue

approximately

$800 million

about $335 million or 42% out-of-state
Federal law requires revenue be used for:

- **“Same highway” it was collected from**
  - I-95
  - I-84
  - I-91
  - Route 15

- **Eligible federal highway uses**
  - Highway and bridge maintenance or reconstruction
  - Safety improvements & congestion reduction
  - Toll operations
  - Debt payments

Toll revenues must be spent on same 4 highways first.
Federal Restrictions on Use of Revenues

Revenue can be used for other highways

- only after needs of tolled highway are met

- federal regulations encourage:
  - highways in same corridor

- federal regulations allow:
  - any federal-aid highway
    - maintenance or reconstruction
    - highways or bridges
Projects Enabled by Toll Revenues

Congestion Mitigation Strategies And Reconstruction Projects by Toll Corridor

CTDOT is developing congestion mitigation strategies for each corridor and identifying major reconstruction needs based on its asset management program.
I-95 Congestion** and Reconstruction Projects

Western CT: NY - New Haven

- **Stratford**: exit 33 improvements
- **Stamford**: resurfacing & ramp improvements exit 7 to NY
- **Norwalk**: exits 16-17 improvements resurfacing & median barrier*
- **Bridgeport**: add 2nd NB exit ramp (exit 27A) to Route 8
- **Bridgeport**: add 6-mile NB lane from exit 19 to exit 27A
- **Milford**: improve exit 38 interchange with Milford connector
- **Milford** exit 39 to exit 40 operational improvements
- **Stamford**: exits 7-9 improvements (plus bridge over MNRR)
- **Greenwich** add SB lane from exit 7 to NY state line (I-684)
Impact of removing a single bottleneck on I-95

**Bottleneck removal:** Bridgeport: add 2\textsuperscript{nd} NB exit ramp (exit 27A) to Route 8 **

Bridgeport: add 6-mile NB lane from exit 19 to exit 27A **

65% reduction in traffic delay: (NB in afternoon peak)

22-minute time savings: NY- Bridgeport (NB in afternoon peak)
Route 15 Congestion** and Reconstruction Projects

- Norwalk: Route 7/Route 15 interchange improvements **
- Meriden: I-91/I-691/Route 15 interchange improvements ** (see also I-91)
- Norwalk: safety improvements
- Woodbridge/New Haven: interchange improvement at exit 59 & Route 69 **
- Heroes Tunnel reconstruction/replacement

2 projects linked to improve traffic safety & flow

Missing ramps

Heroes Tunnel

Substandard lane widths
Aging structure & mechanicals
I-95 Congestion** and Reconstruction Projects

**Eastern CT: New Haven - RI**
- **New London:** Goldstar Bridge reconstruction (3 phases)
- **Waterford:** interchange improvements at exit 74 (RT 161) **
- **Mystic to RI state line:** safety & interchange improvements **
- **East of Thames River to RI:** improve exits 88 & 90 **
- **Branford:** northbound widening Exit 54-55 **
- **New London:** widen from I-395 to RT 32 interchange **
- **Waterford:** I-395 interchange improvements **
- **RT 9 (Baldwin Brg) to I-395:** improve safety & widen to 3 lanes **
- **Branford to Old Saybrook:** (exits 54-69): widen to 3 lanes **
### I-84 Congestion** and Reconstruction Projects

- **Danbury:** widen to 3 lanes exit 3 to exit 8 **
  (RT 7 overlap, eliminates nearly all congestion)
- **Newtown:** rehabilitate Rochambeau Bridge
- **Waterbury:** RT8/I-84 Mixmaster – unstack the double decked viaduct
- **Farmington:** interchange improvements at RT 4, RT 6, RT 9 **
- **West Hartford:** add operational lanes **
- **Hartford:** viaduct replacement (includes railroad relocation) *

![Hartford Viaduct](image1.png)

![Waterbury Mixmaster](image2.png)
I-91 Congestion** and Reconstruction Projects

- **Meriden:** I-91/I-691/Route 15 interchange improvements (see also Route 15) **
- **Hartford:** new interchange at exit 29 to Charter Oak Bridge **
- **Wethersfield-Hartford:** resurfacing, bridge, & safety improvements: Route 3 to exit 29
- **Windsor Locks:** rehabilitation of Dexter Coffin Bridge over CT River
- **Hartford:** I-84/I-91 interchange **
  improve or replace
I-91/I-84 Interchange replacement study

Northern Corridor Alternative

- One of several alternatives
  - No build
  - Modernize existing interchange
  - Tunnel
  - Eastern
  - Southern

- Fully addresses
  - Congestion
  - Safety & operations
  - Mobility
Thank You