

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:

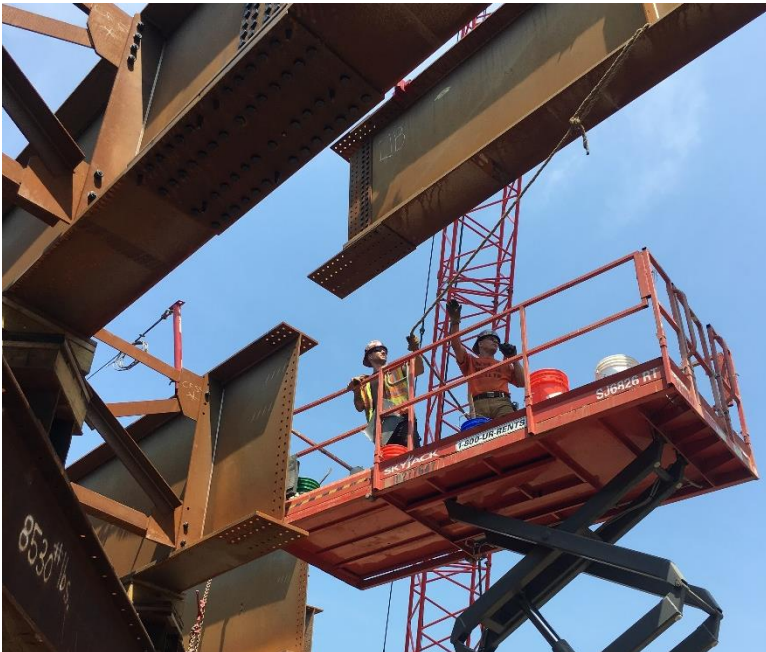
- **81 million hours** of delay annually
- **\$1.9 billion** to residents & businesses

Key Objectives for Toll Program



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

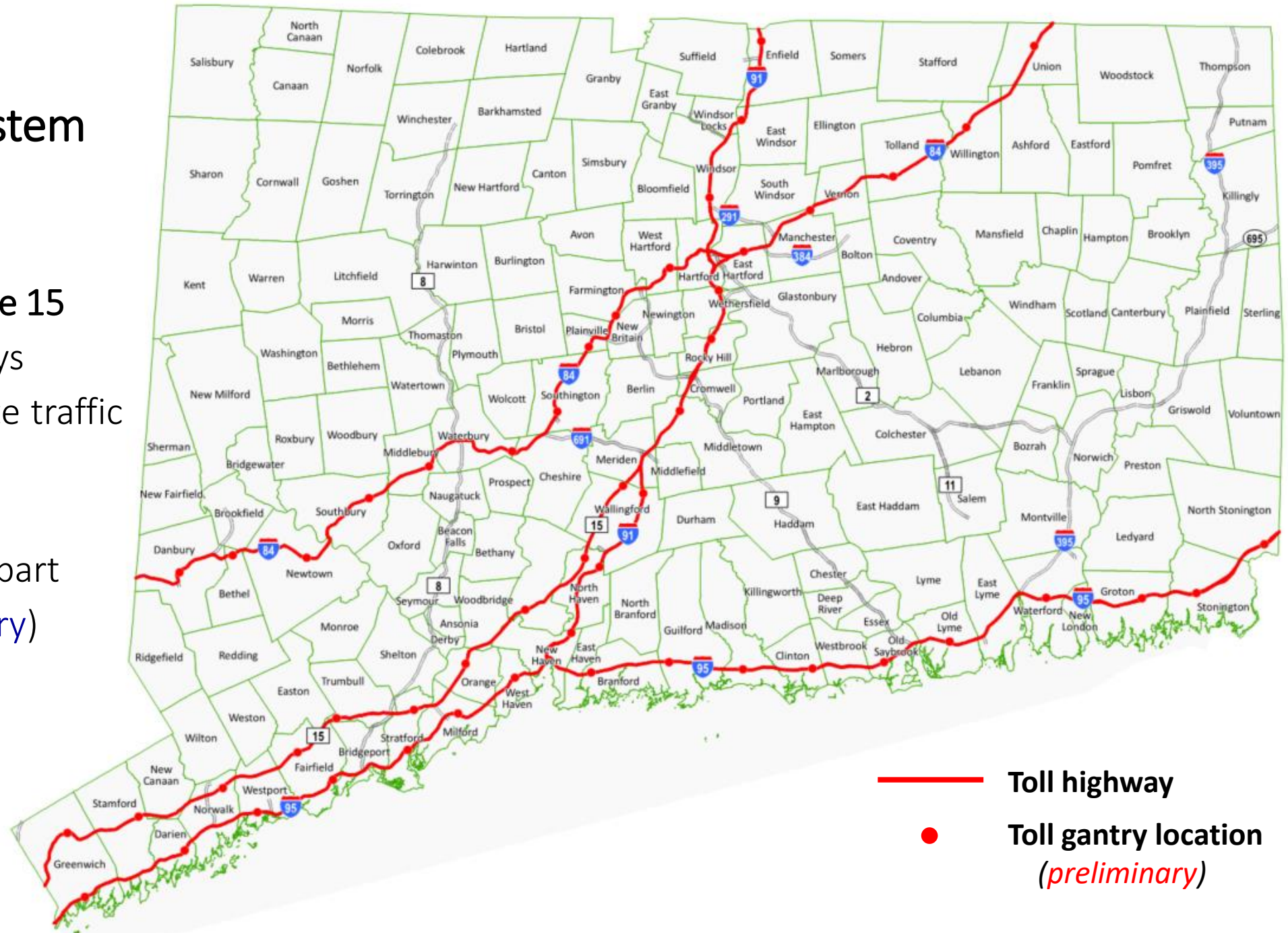
4 busiest highways

highest % of out-of-state traffic

Gantries (50)

roughly 6-7 miles apart

(25-30 cents/gantry)



- Toll highway
- Toll gantry location
(preliminary)

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



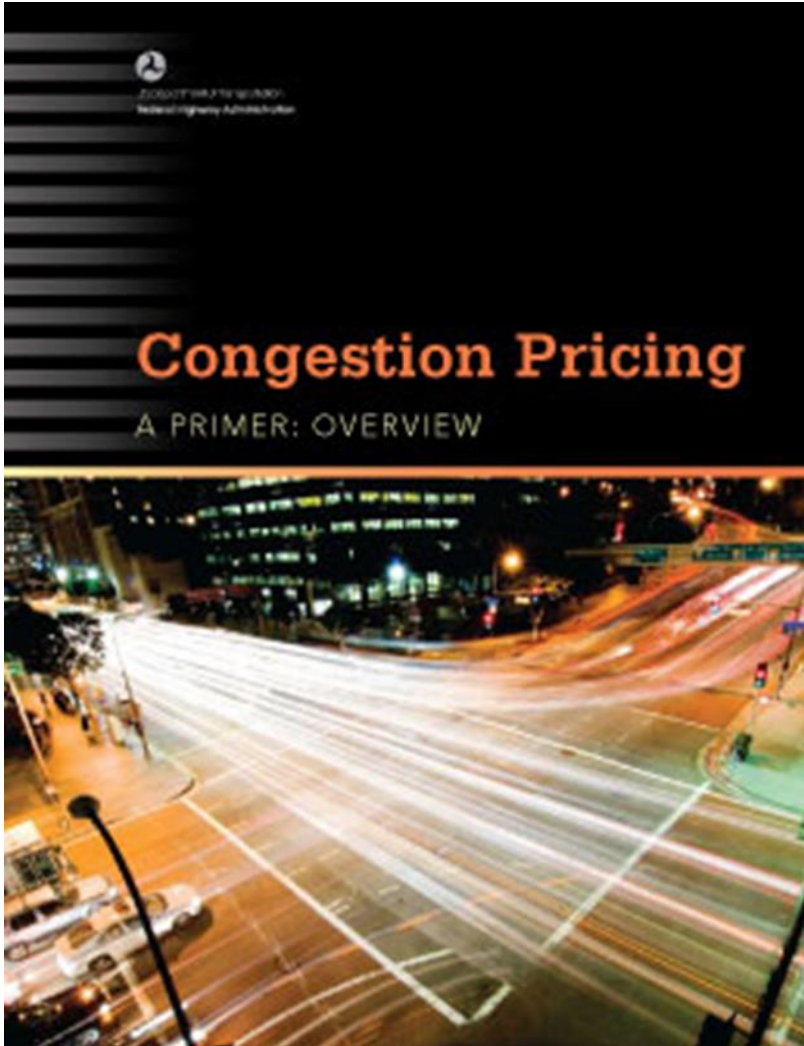
Mass Pike vs I-95 in CT

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)

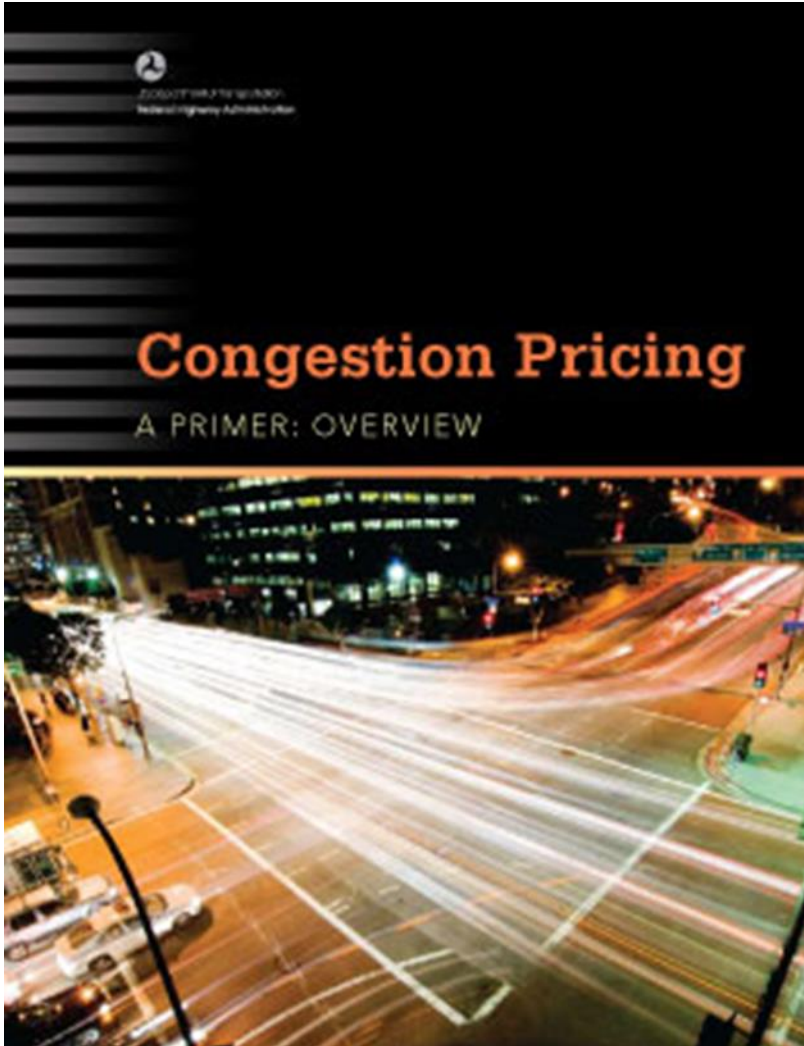
- Allows reconstruction & replacement of **bridges & tunnels**
 - Mostly widely used exemption (*RI truck toll system based on this*)
 - Restricted to specific bridges starting or undergoing reconstruction

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.
 - All federal formula funding will remain the same.
 - CT will NOT have to repay FHWA for any funding it received for I-95 after the tolls were removed in the 1980s.
 - Federal officials have provided written confirmation on both of these issues.

“Preliminary” Toll Rate Structure: **Rate and Discount Classes**

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

	Payment Category	Passenger Cars (class 1)		Heavy Trucks (class 3)	
		Off-Peak	Peak Period	Off-Peak	Peak Period
1	CT-EZPass <i>(30% discount)</i>	4.4 cents/mi	5.5 cents/mi	17.6 cents/mi	22.0 cents/mi
2	CT-EZPass: Freq. User <i>(20% discount)</i>	3.5 cents/mi	4.4 cents/mi	-----	-----
3	Out-of-State EZPass	6.3 cents/mi	7.9 cents/mi	25.2 cents/mi	31.6 cents/mi
4	Video Toll (registered)	7.9 cents/mi	9.9 cents/mi	31.6 cents/mi	39.6 cents/mi
5	Video Toll (not registered)	9.4 cents/mi	11.8 cents/mi	37.6 cents/mi	47.2 cents/mi

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								
Payment Method	Mass TPKE	Maine TPKE	NH Cen. TPKE	Connecticut assumptions		New Jersey TPKE		NY Thruway
	All Day	All Day	All Day	Off Peak	Peak	Off Peak	Peak	All Day
Freq User State EZ Pass	4.4	2.9	3.5	3.5	4.4	8.8	11.4	4.5
In-State EZ Pass	4.4	5.8	3.5	4.4	5.5	8.8	11.4	4.5
Out-of-State EZ Pass	5.6	6.3	5.0	6.3	7.9	8.8	11.4	4.7
Video/Cash	8.5	6.3	5.0	9.5	11.8	11.7	11.4	4.7
Frequent User Discount	0%	50%	0%	20%	20%	0%	0%	0%

NOTE: I-95 in NH is 8.6 cents/mile but only 16 miles long,

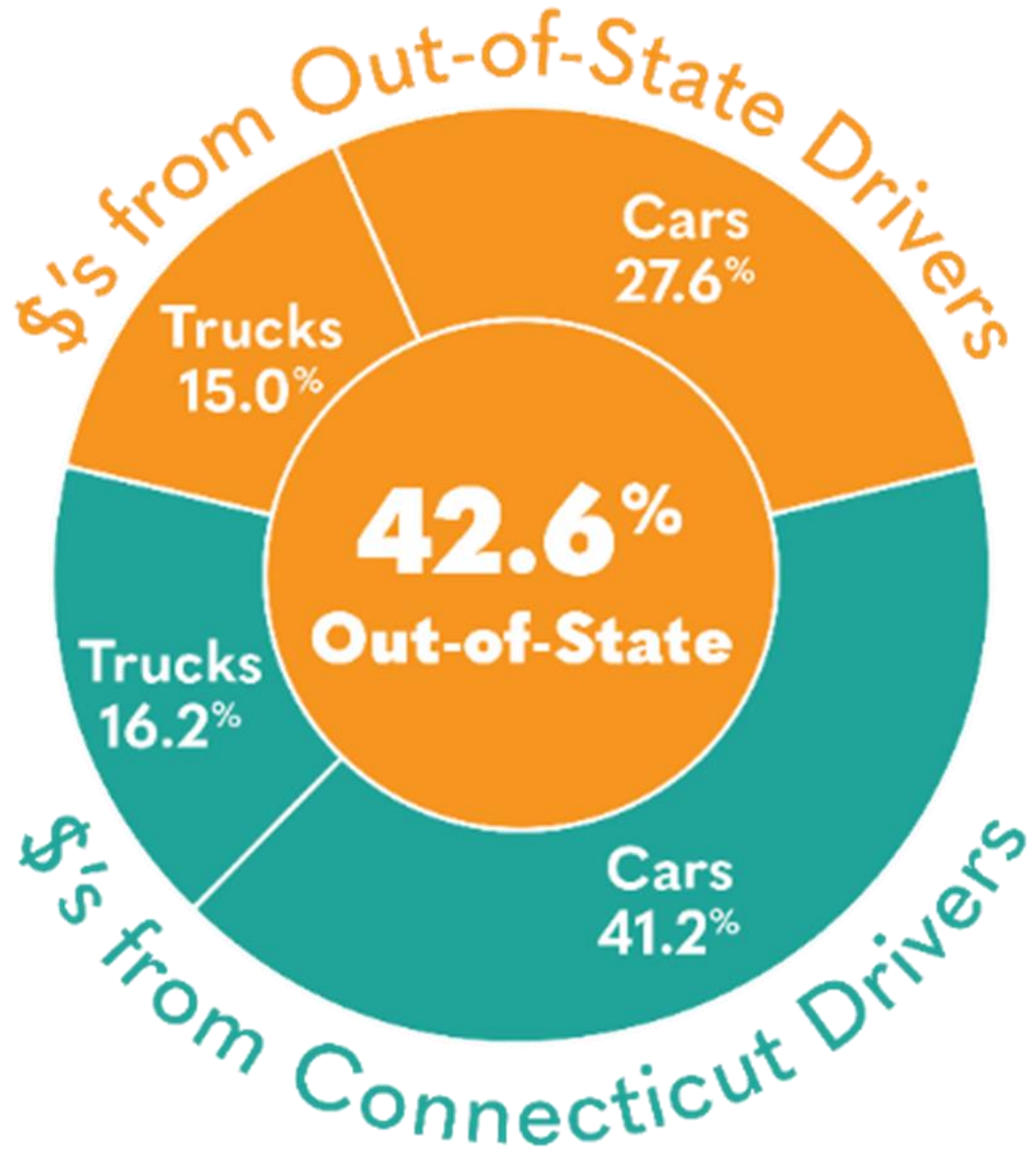
Revenues

Annual “Net” Revenue

approximately

\$800 million

about \$335 million or 42%
out-of-state

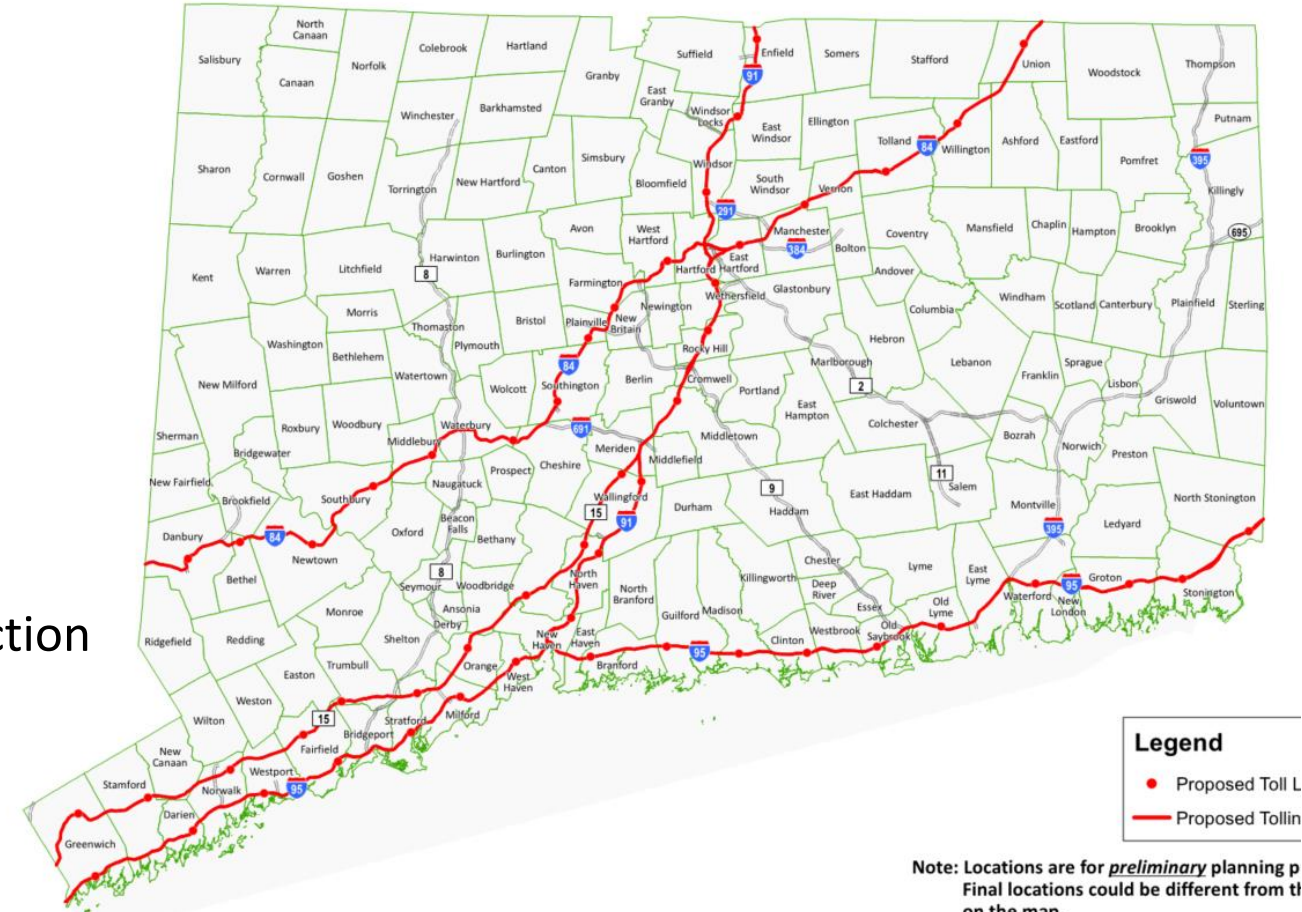


How will toll revenues be used?

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) **

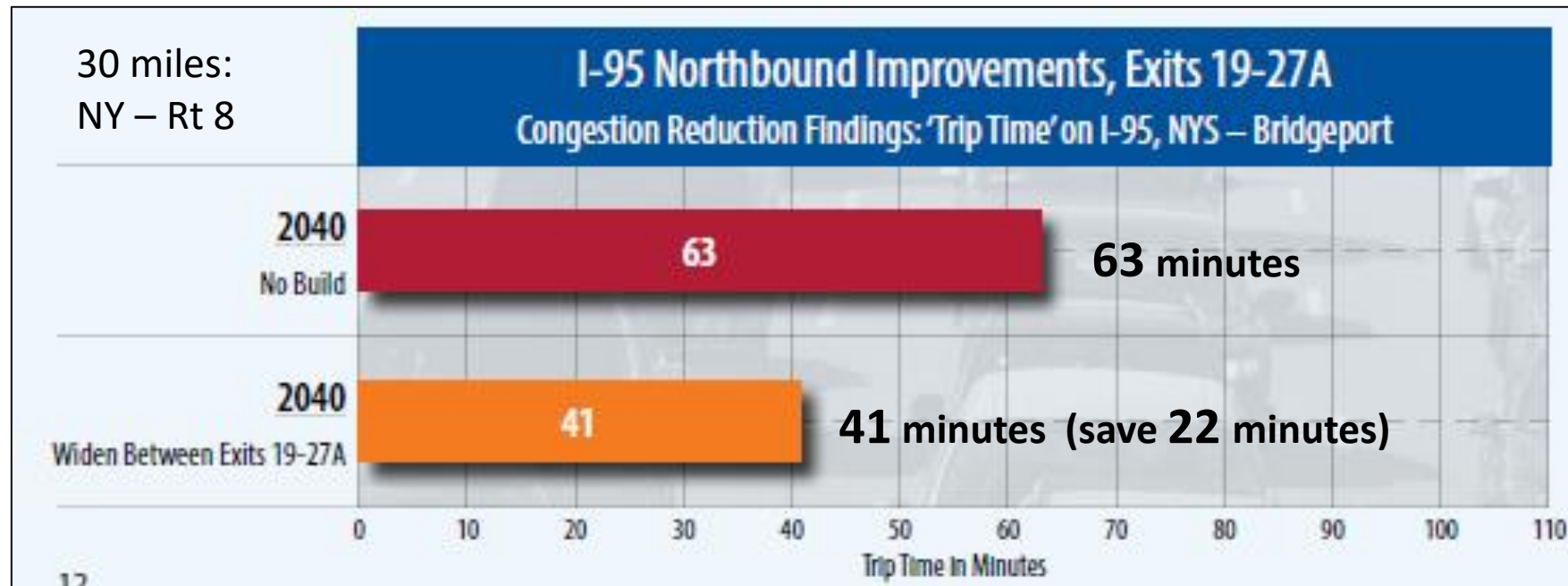
Impact of removing a single bottleneck on I-95

Bottleneck removal: Bridgeport: add 2nd 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)

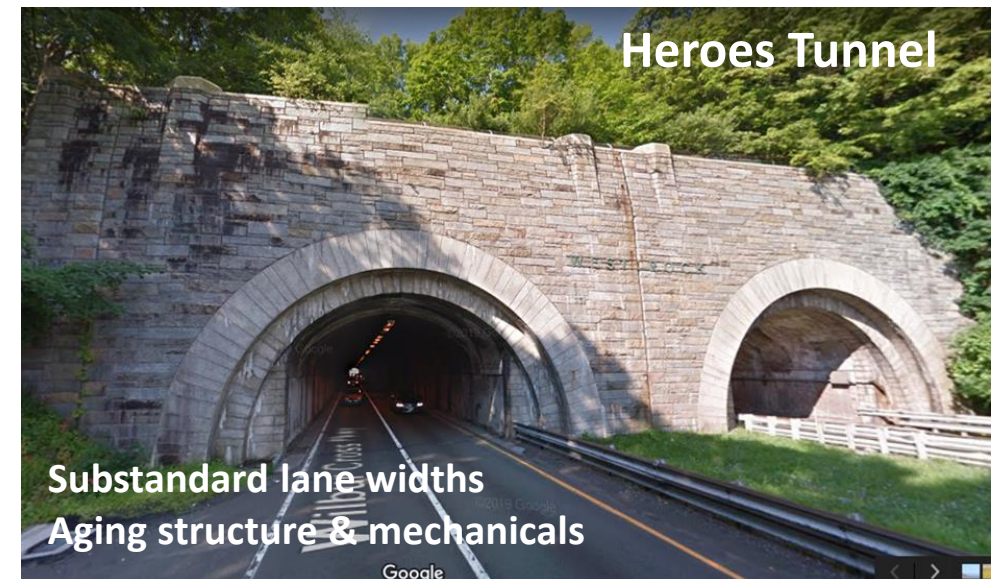
22-minute time savings: NY- Bridgeport (NB in afternoon peak)



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

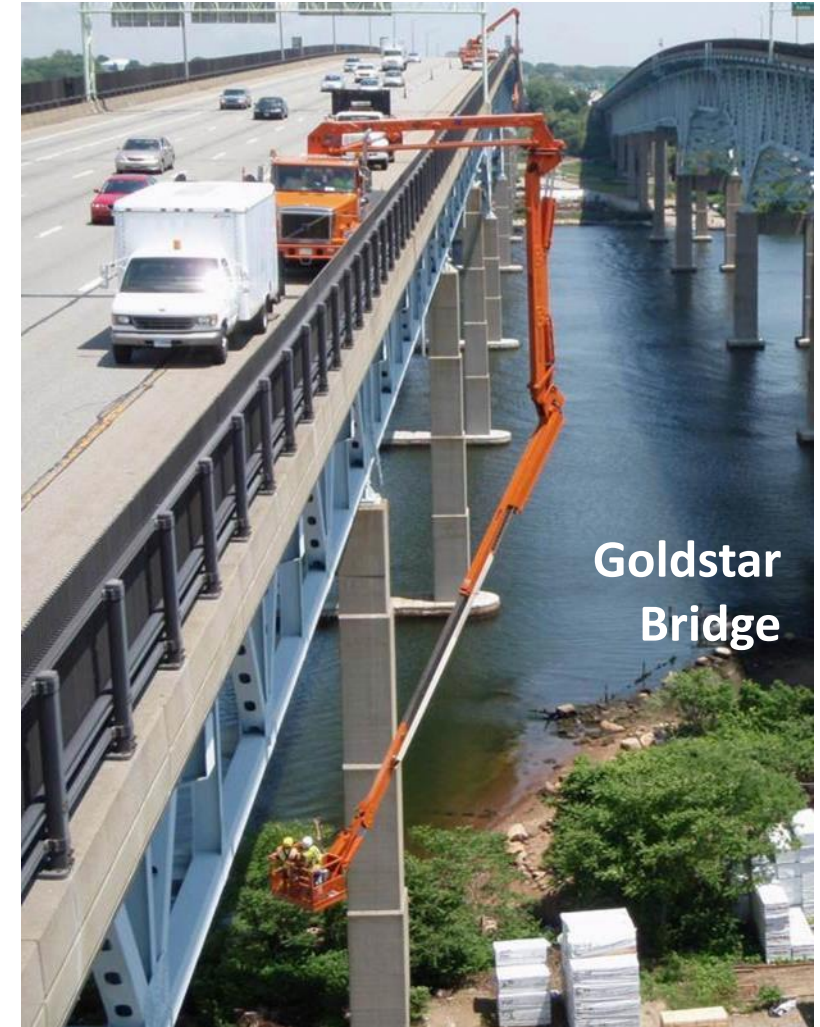
2 projects linked to improve traffic safety & flow



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) *

CRCOG



I-91 Congestion** and Reconstruction Projects

CRCOG

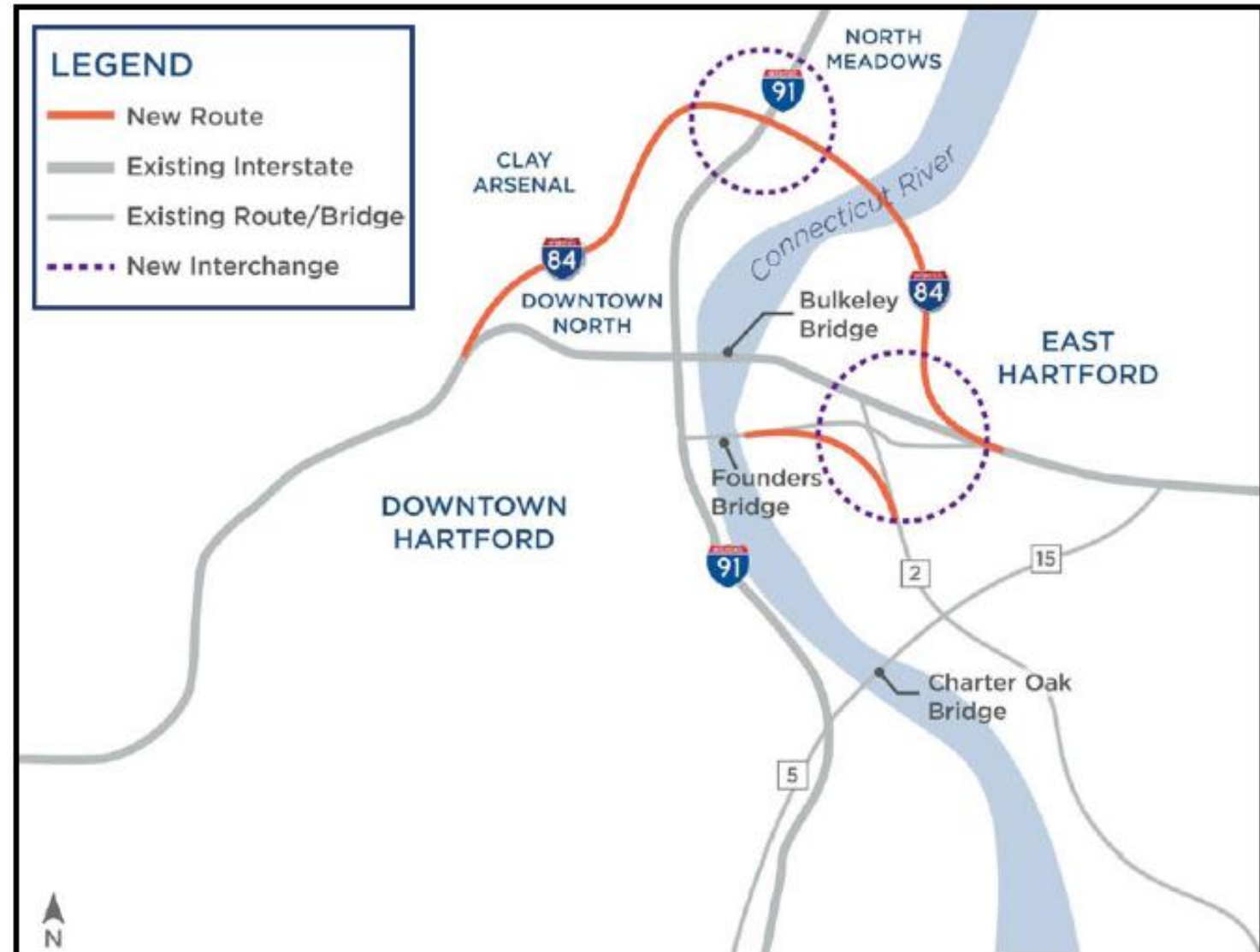
- **Meriden:** I-91/I-691/Route 15 interchange improvements (see also Route 15) **
- **Hartford:** new interchange at exit 29 to Charter Oak Bridge **
- **Wethersfield-Hartford:** resurfacing, bridge, & safety improvements: Route 3 to exit 29
- **Windsor Locks:** rehabilitation of Dexter Coffin Bridge 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