

Potential Pricing Applications in Connecticut

- HOV > HOT Conversion
 - AET Spot Pricing
- Interstate Widening and Reconstruction
- Interstate Congestion Pricing

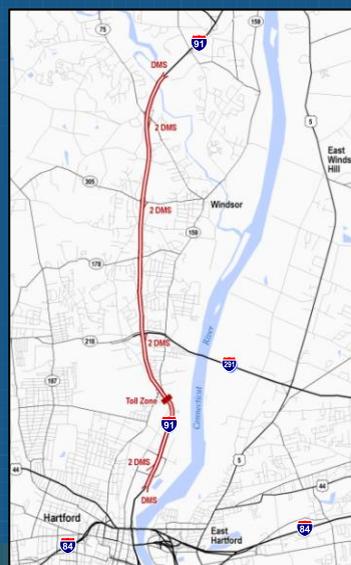
All Concepts Are Hypothetical

- No specific plans for tolling at this time
- Conceptually looking at tolling as a potential additional (and sustainable) source of revenue
 - Like most states, ConnDOT has major project needs – with very limited resources
- Might also be able to help with major congestion problems
 - Especially along I-95 west corridor
- Connecticut has a long history of tolls
 - Unfortunately it invokes memories of delays and fatalities associated with old traditional toll collection methods
- Trying to determine
 - What is possible (and permissible)
 - What might make sense

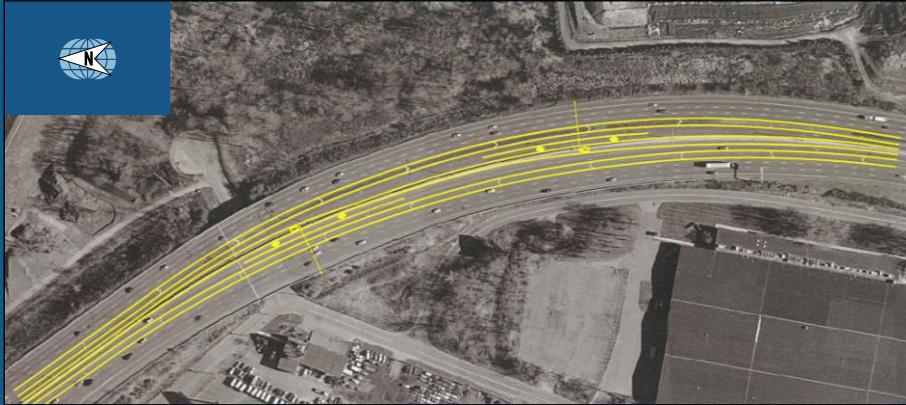
Potential I-91 HOV Lane Conversion “BDL Express”

- Rationale:
 - Ease of implementation
 - Opportunity to demonstrate new electronic tolling concept in CT
 - Perceptions of tolling in CT were cultivated by traditional methods of the 1960’s
 - Improve operational efficiency of corridor
 - Not revenue generation which would be low
 - Possibly promoted as improved accessibility to Bradley Airport

Potential I-91 HOV to HOT Conversion (“BDL Express”)



Conceptual Toll Zone Layout



I-91 HOV Lane Highlights

- 9.26 miles long – one lane in each direction
- 2009 ADT on I-91 is about 147,000, forecast to reach 183,000 by 2030
- HOV lanes underutilized
 - Daily vehicles: NB 3700, SB 4700
- Southbound delays both am and pm
 - Less delay northbound, but some appeal as express route to BDL
- Excellent design for HOT conversion... large buffer over entire length and direct access to cross roads

AET Spot Tolling Concepts

- Major high cost replacement projects is isolated locations
 - “Aetna Viaduct”
 - I-84 / Rt. 8 Interchange
- Rationale:
 - Revenue shortfalls
 - Attempt to recover part of the cost directly from user beneficiaries
 - Could be illustrative of a national issue
 - Rebuilding the interstate system will be involve major expenditures is critical isolated locations – not the same as when the roads were first built
 - AET makes this possible

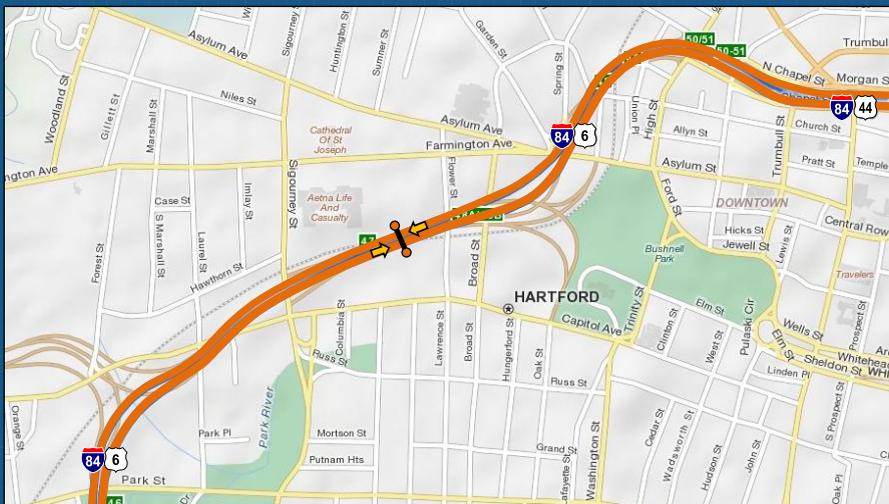
All-Electronic Tolling (AET) Melbourne CityLink Toll Zone



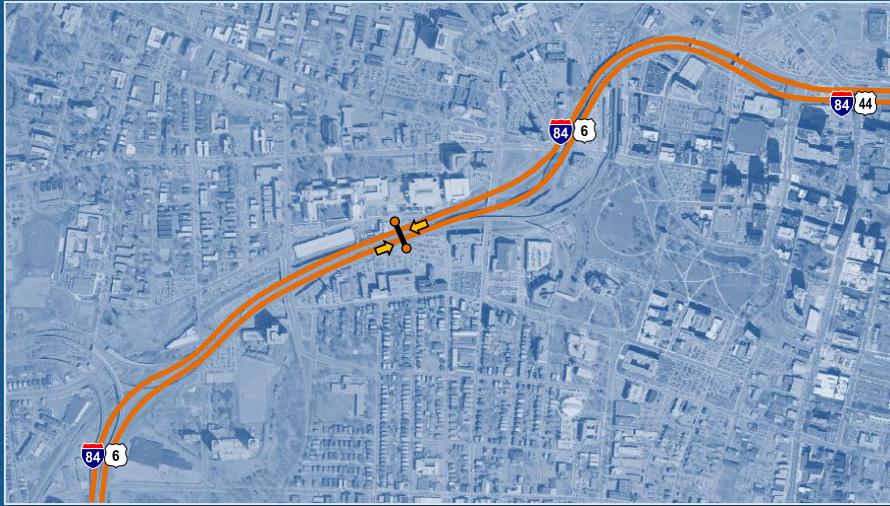
All-Electronic Tolling (AET) Hwy 407 Toll Zone - Toronto



Potential I-84 “Aetna Viaduct” AET Spot Tolling



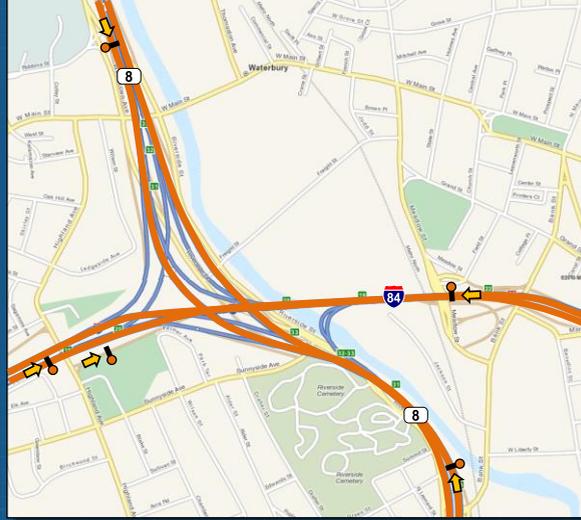
Potential I-84 “Aetna Viaduct” AET Spot Tolling



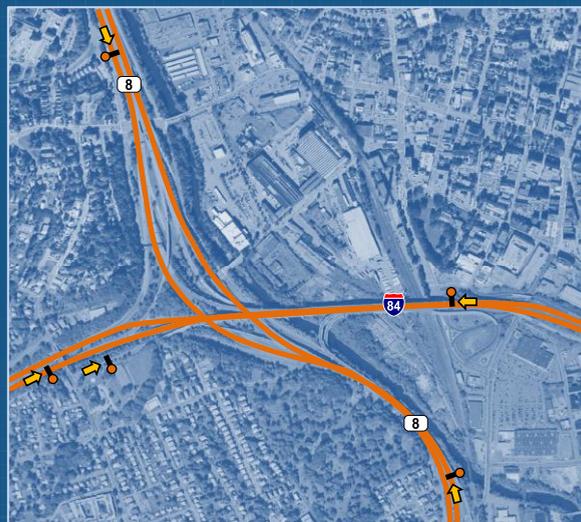
Viaduct Highlights

- 0.75 miles long
- Built in 1965, expensive to maintain, needs replacement
- \$1-2 billion to replace, no source of funds identified for foreseeable future
- ADT 175,000 (highest volume in CT)
- High volume of local as well as thru traffic
 - about half of traffic to and/or from Hartford
 - 40-50% thru trips passing thru area

Potential I-84 / Route 8 Interchange AET Spot Tolling



Potential I-84 / Route 8 Interchange AET Spot Tolling



Waterbury Interchange Highlights

- About 175,000 vehicles pass through the junction (2009)
- Expected to grow to 220,000 by 2030
- I-84/Route 8 Interchange has multiple left entry and left exit ramps – operationally deficient
- Above average accident rates
- Cost Range: \$2 - \$3 billion range
 - No current funding for foreseeable future

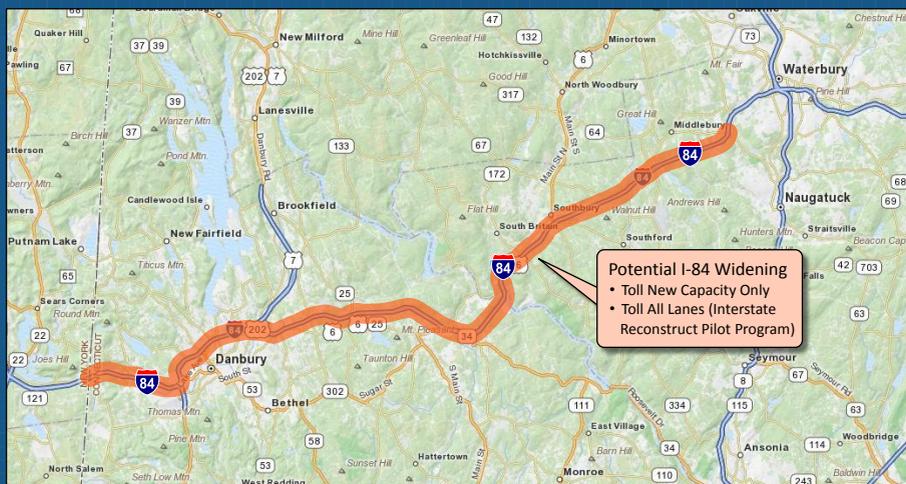
Regional Context



Interstate Widening and Reconstruction Concepts

- I-84 West – Waterbury to NY State Line
 - Add at least one lane in each direction
 - Critical through traffic route
- Possible pricing options
 - Toll only new capacity
 - Questionable viability on single lane in 30+ mile corridor
 - Toll all lanes
 - Under Interstate Reconstruction Pilot Program

I-84 West Widening Concepts



I-84 West Widening Highlights

- 2009 ADT's : 62,200 -133,400
- 2030 ADT's: 77,000-165,000
- Mostly four lanes today (2 lanes each direction)
 - One additional lane proposed over full length
- Cost range: \$2-4 billion
- No current source of funding available

Potential Congestion Pricing Application

- I-95 west of New Haven
 - Heavy congestion over long lengths
 - Very difficult corridor for typical widening
- Might congestion pricing help --
 - Managing demand
 - Help pay for spot improvements such as aux. lanes or interchange reconstruction
 - Might new capacity managed lanes be an option?
- Concern about diversions to parallel freeways and arterials
 - Especially if I-84 is not widened

Potential I-95 West Congestion Pricing



I-95 West highlights

- Potential Improvement area is 46 miles long
- 2009 ADT range: 62,200-157,000
- 2030 ADT range: 77,000 – 196,000
- Connecticut's most congested corridor
 - Often over 4 hours with traffic delays over 20 mile sections
 - By 2030 almost entire 46 mile section will be at or over capacity

The Key Questions (reprise):

- What is possible?
- What is permissible under Federal law and regulations?
- What makes sense?
- What might be some next steps?
- Are there opportunities under the FHWA Pricing and Tolling Program that might help?