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# Presentation to the Louisville and Southern Indiana Bridges Authority

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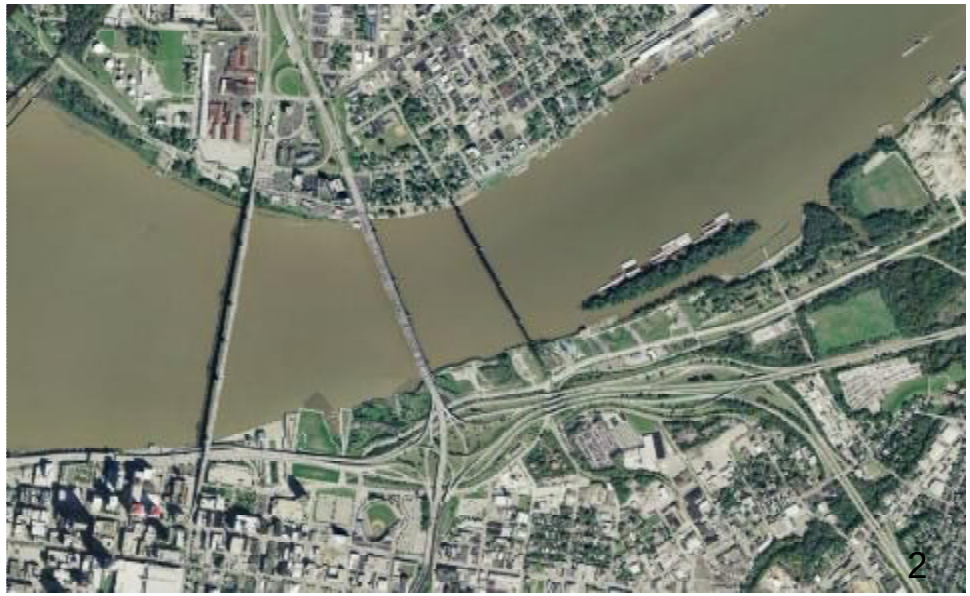
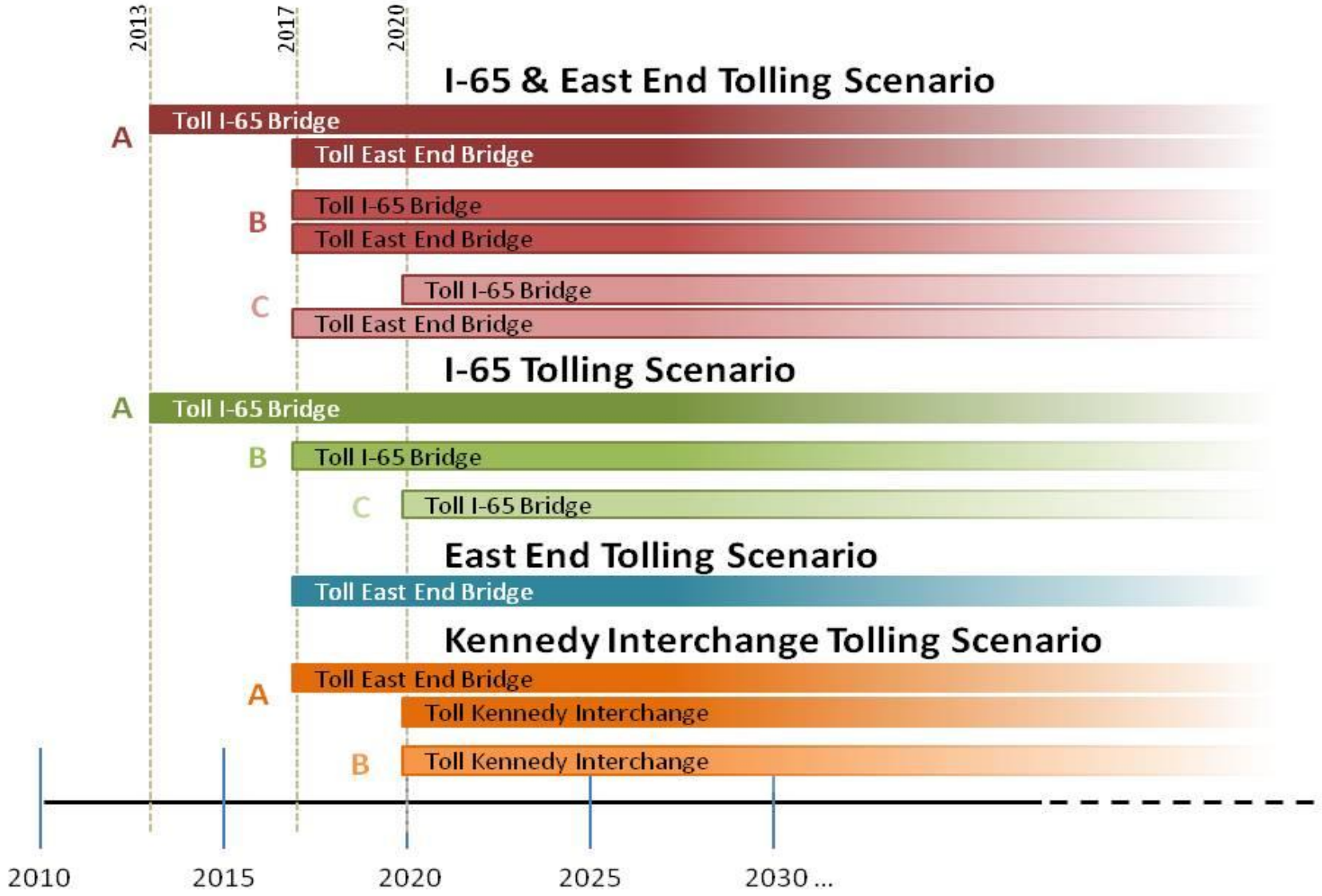
# OUTLINE

- What scenarios were studied?
- Differences with 2007 Study
- What was the methodology used?
- Traffic/Congestion Management implications of tolling
- Revenue impacts of tolling
- Path to Investment Grade Study



# Scenarios Studied



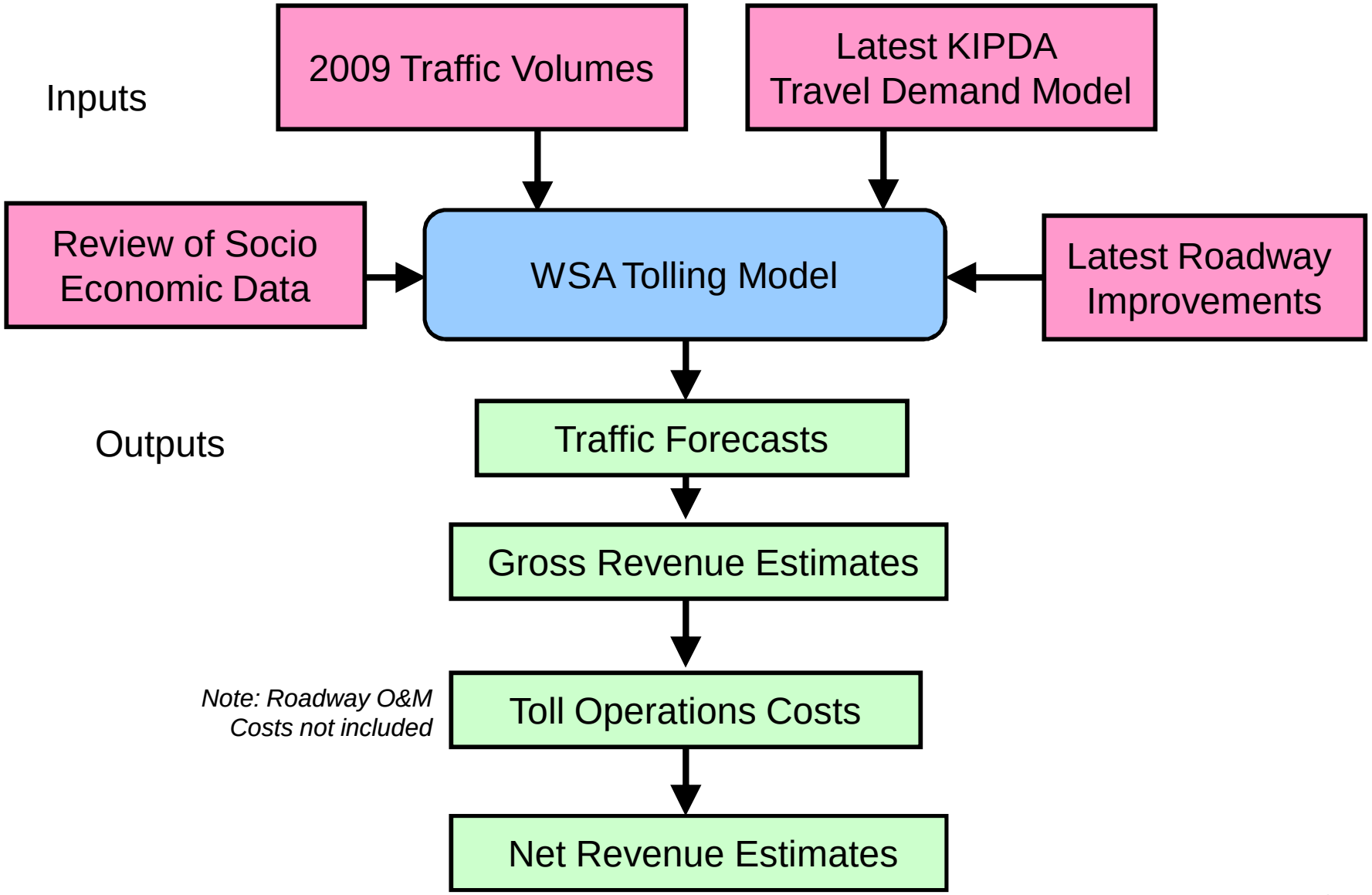
# Why These Scenarios?

- Current project scope and currently anticipated federal eligibilities
- Provides options for all bridge combinations, toll rates, and timing
- Allows for consideration of congestion impacts

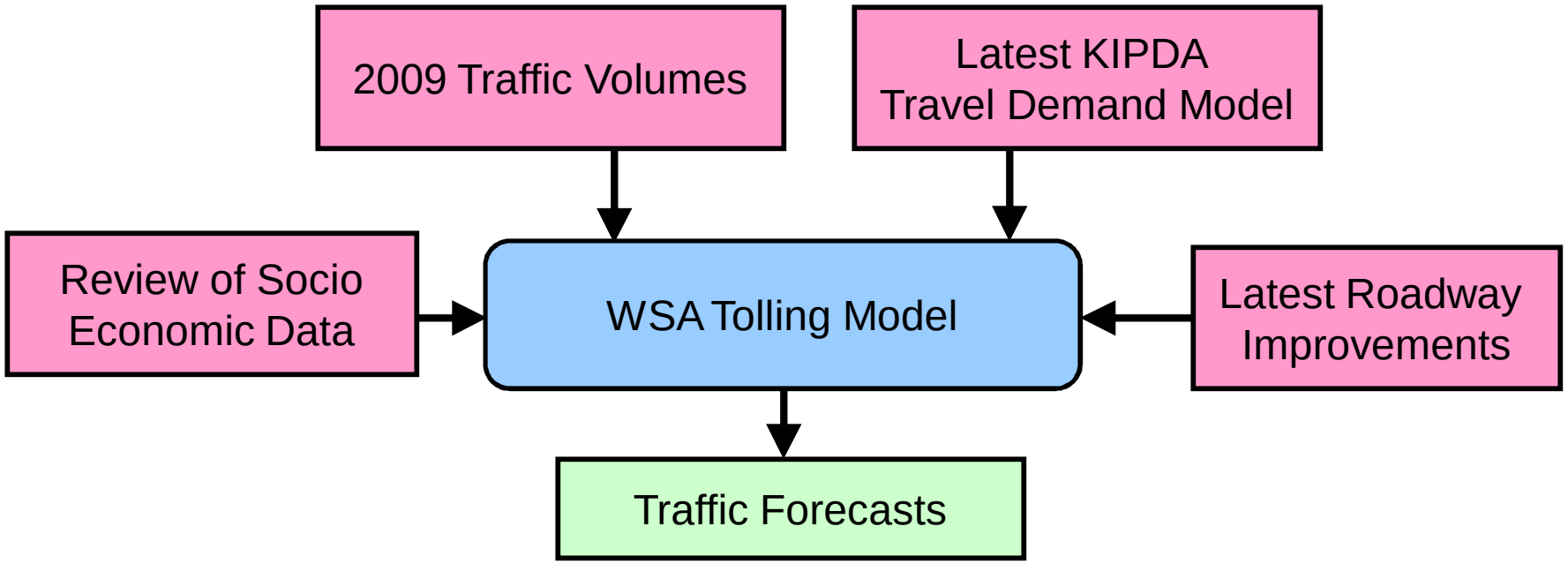
# Differences 2007 & 2010

- Updated 2009 Traffic Volumes
- Adjusted Socio Economics
- Changes to Metropolitan Transportation Plan Since 2007
- Different Scenarios Considered

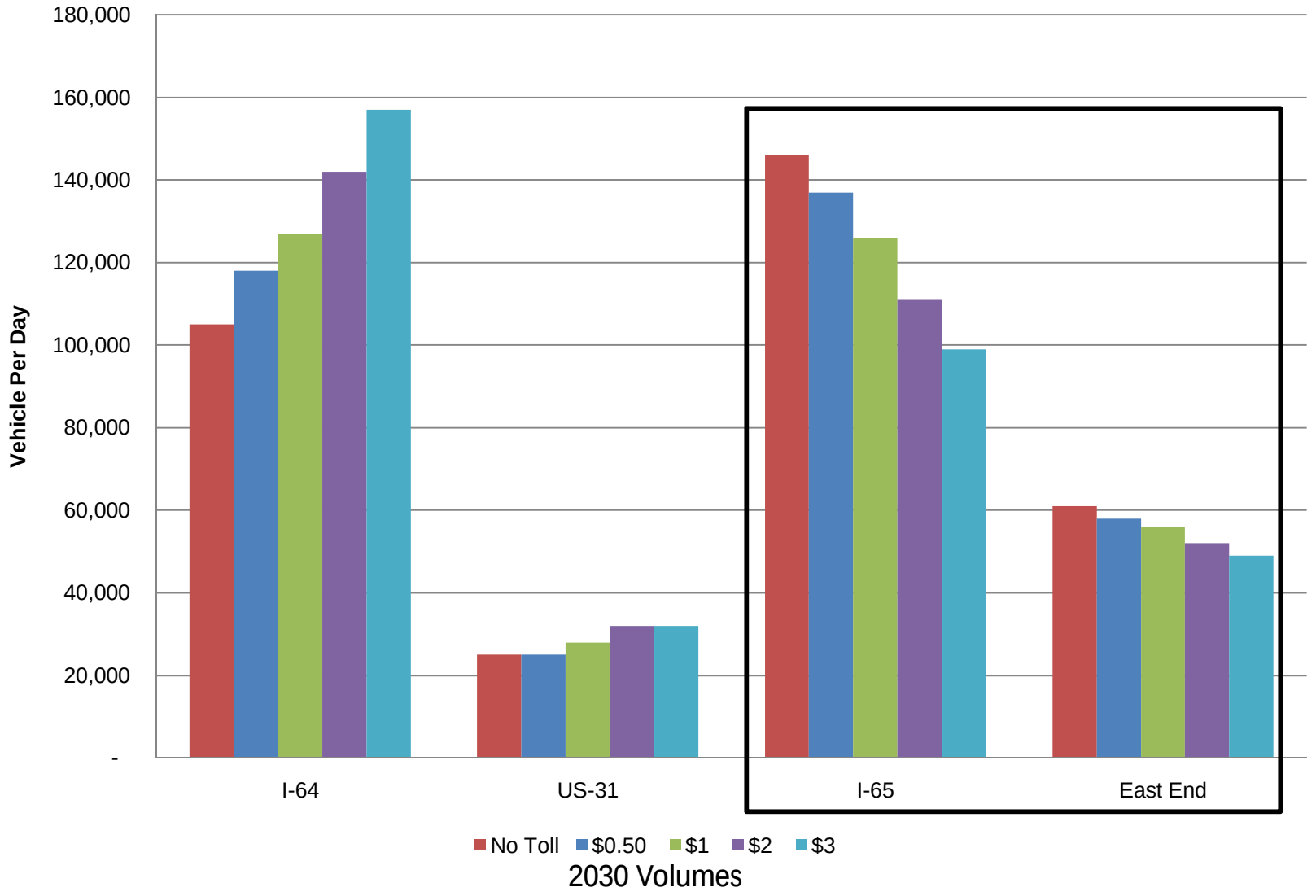
# Traffic and Revenue Process



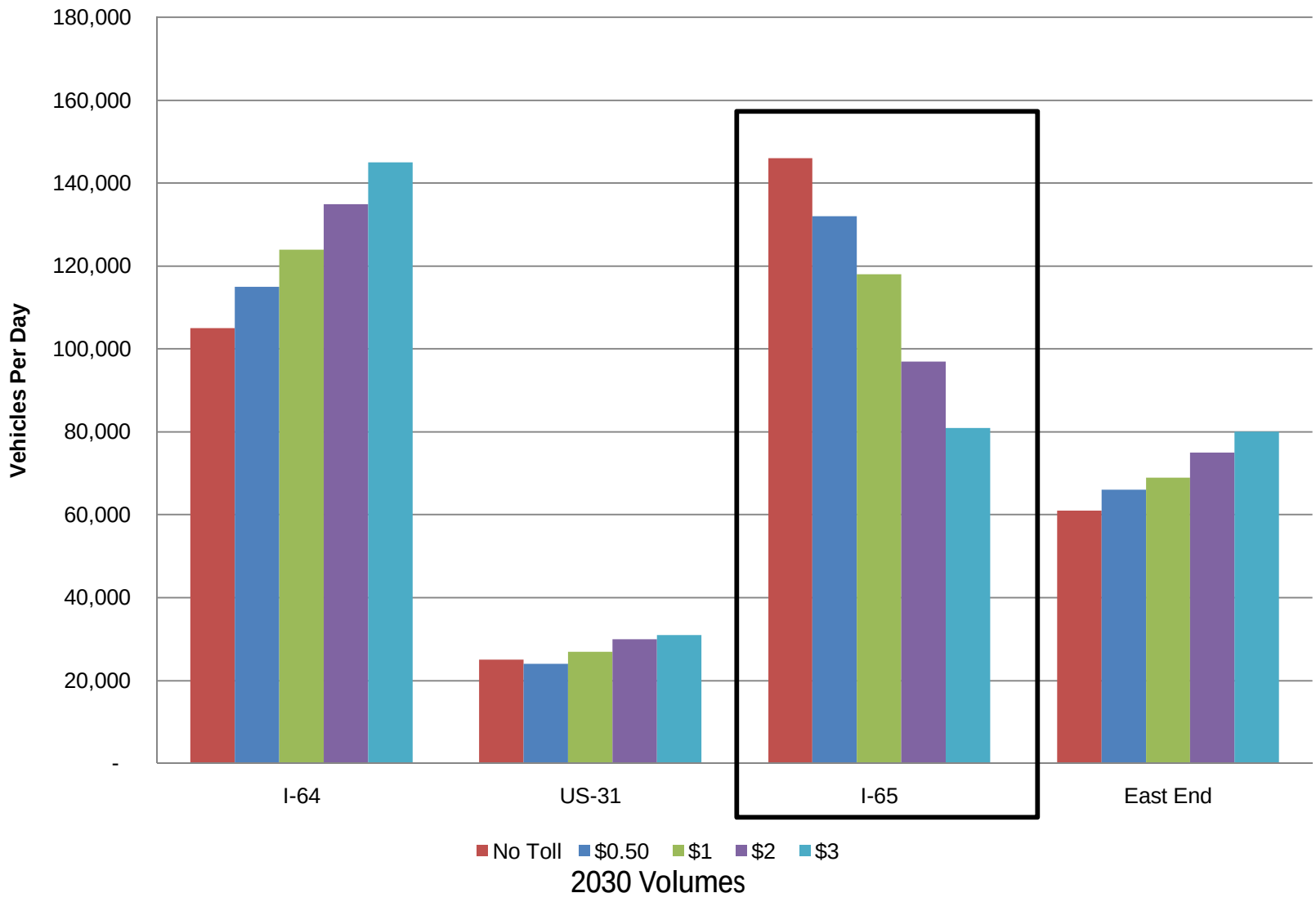
# Traffic Forecasts



# I-65 & East End Bridges



# I-65 Bridge


180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
-
Vehicles Per Day
I-64
US-31
I-65
East End
No Toll
$0.50
$1
$2
$3
2030 Volumes

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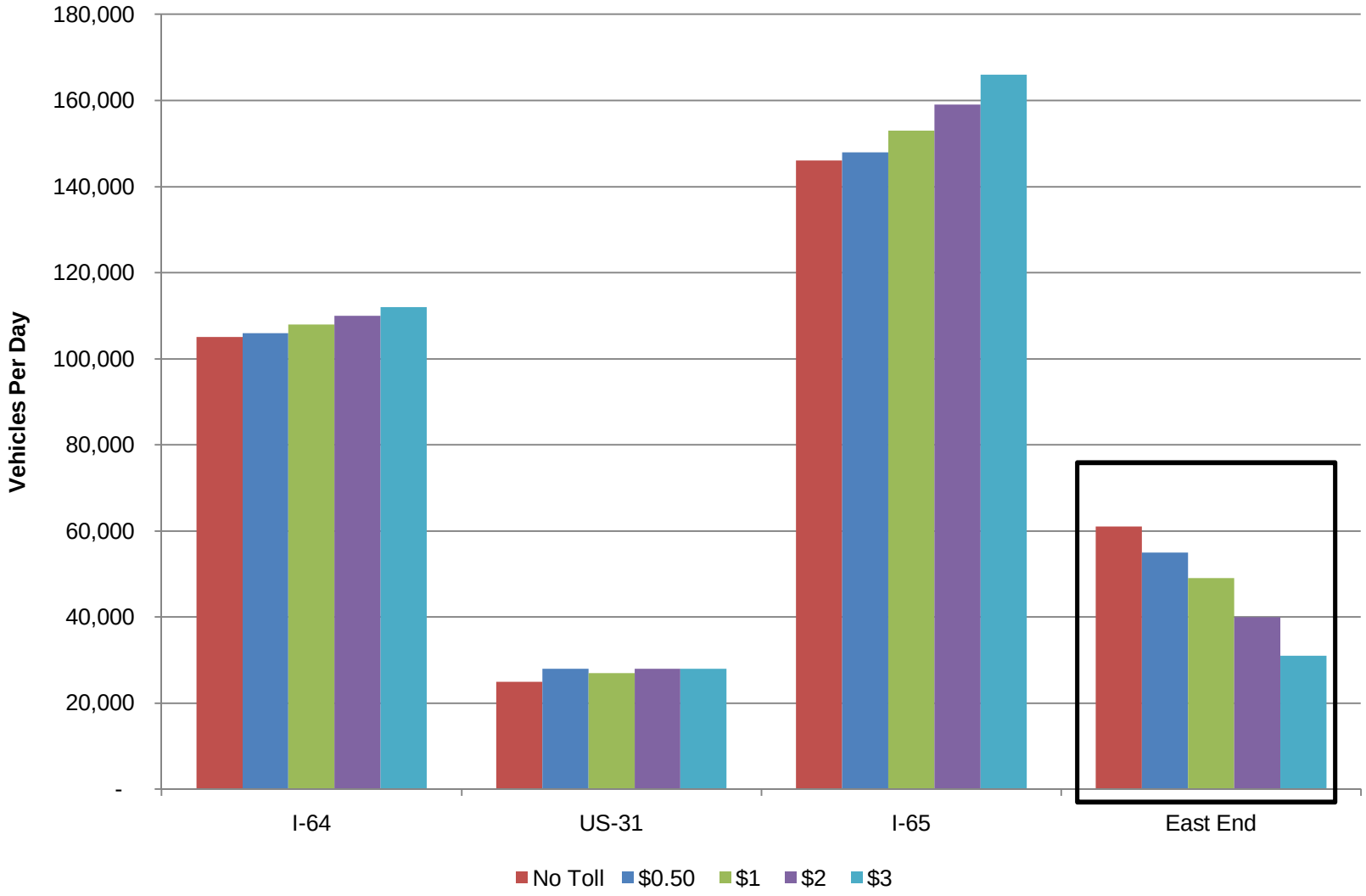
# East End Bridge



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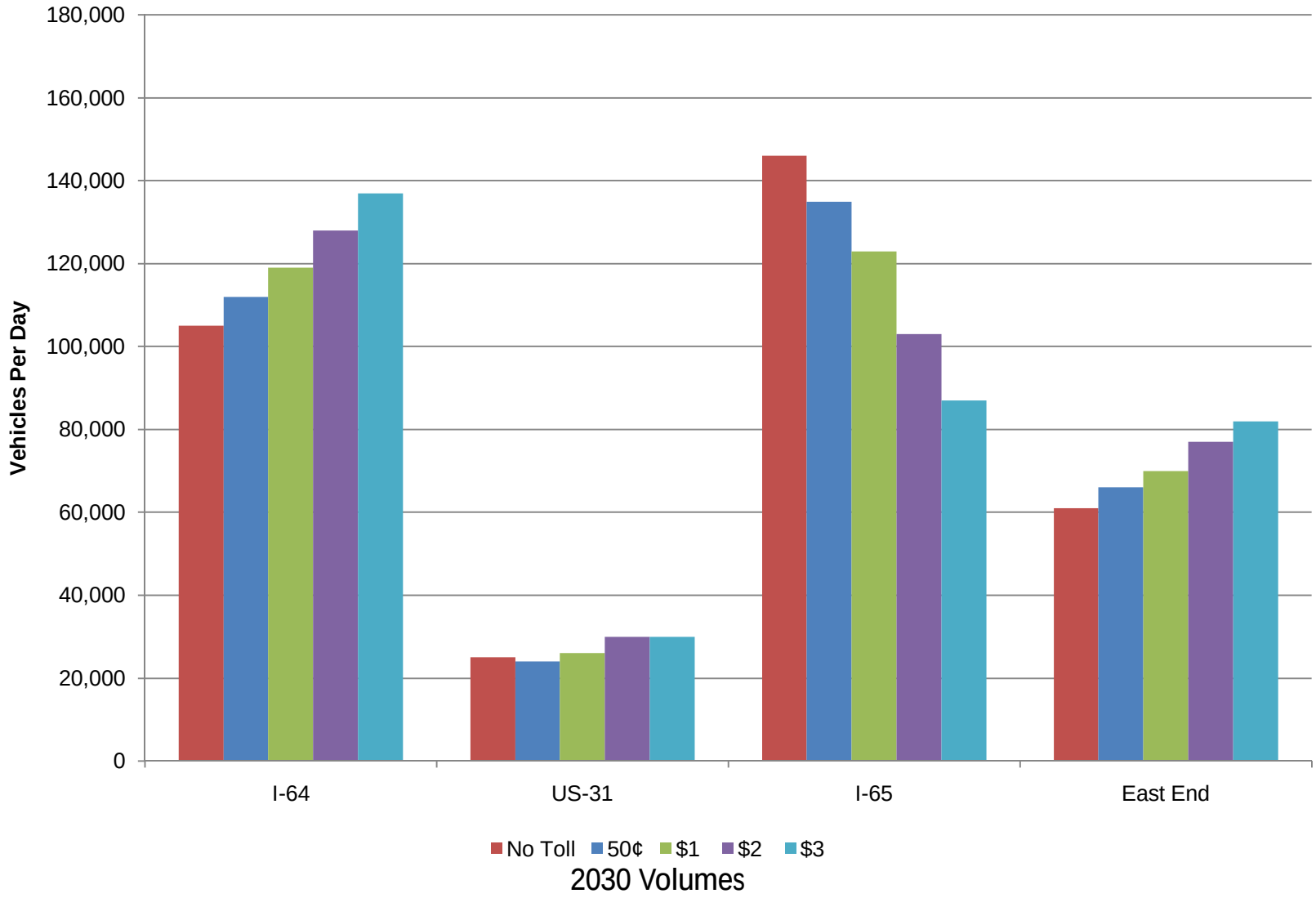
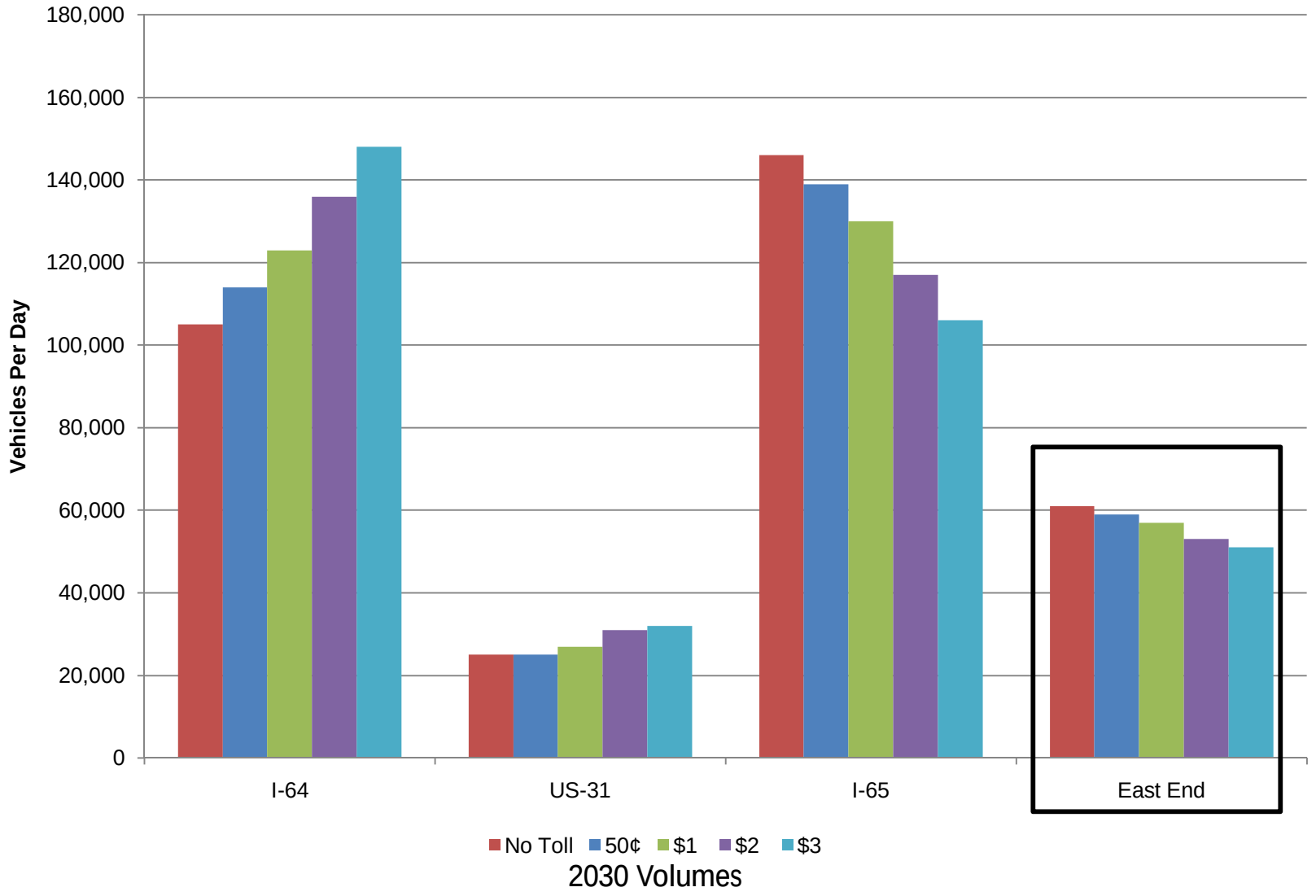
# Kennedy Interchange



# Interchange & East End Bridge



# Gross Revenue Assumptions

- All electronic toll collection
- Truck tolls are 2 and 4 times the car rates
  - 5% (light trucks)
  - 13% (heavy trucks)
- For modeling purposes, the same toll rates in effect at all times throughout the day.
- Tolls are collected in both directions.
- Toll rates increased annually according to the Consumer Price Index (CPI), assumed at 2.5% for this analysis.

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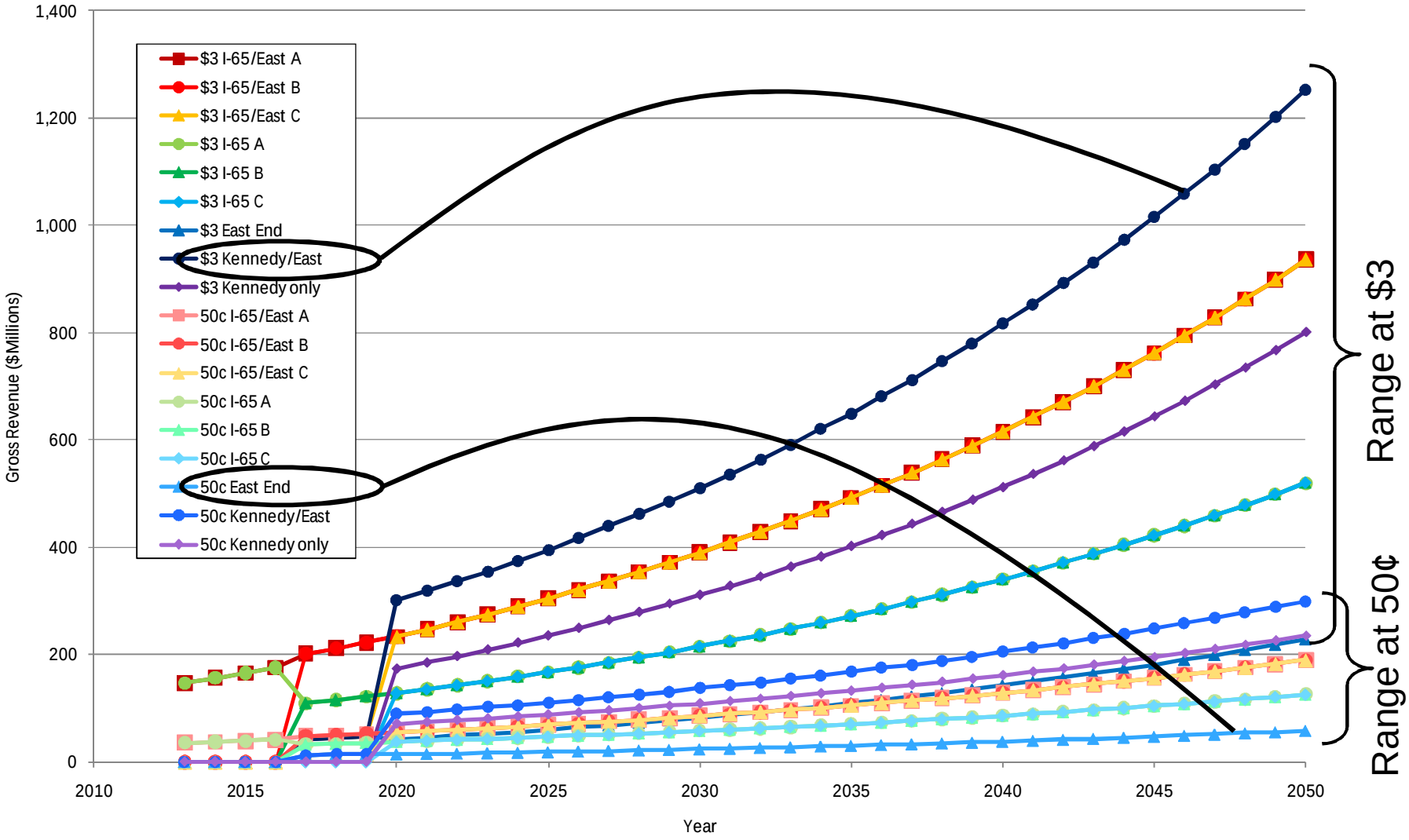
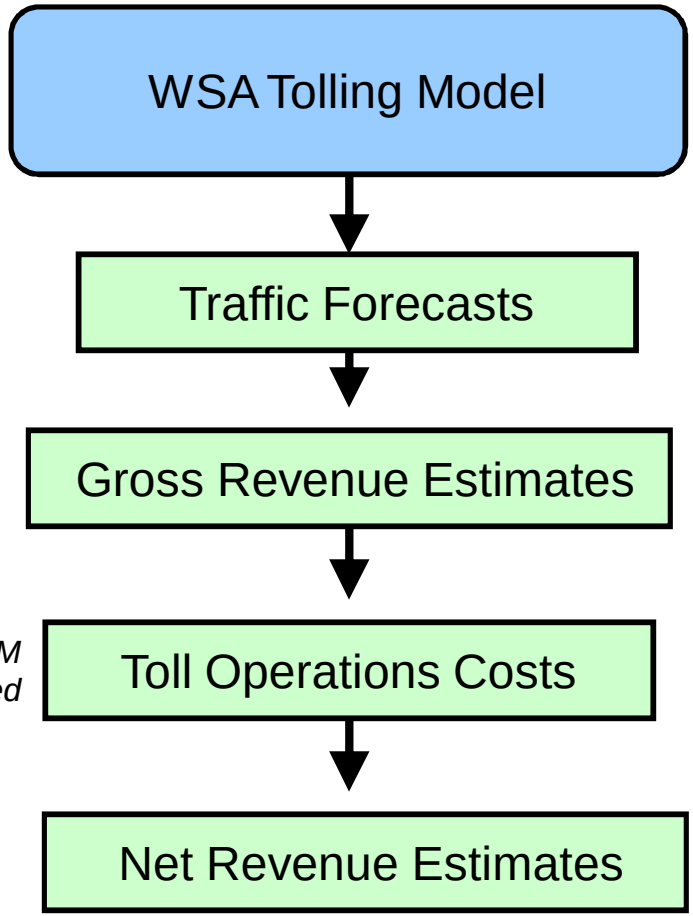
# Gross Nominal Revenues

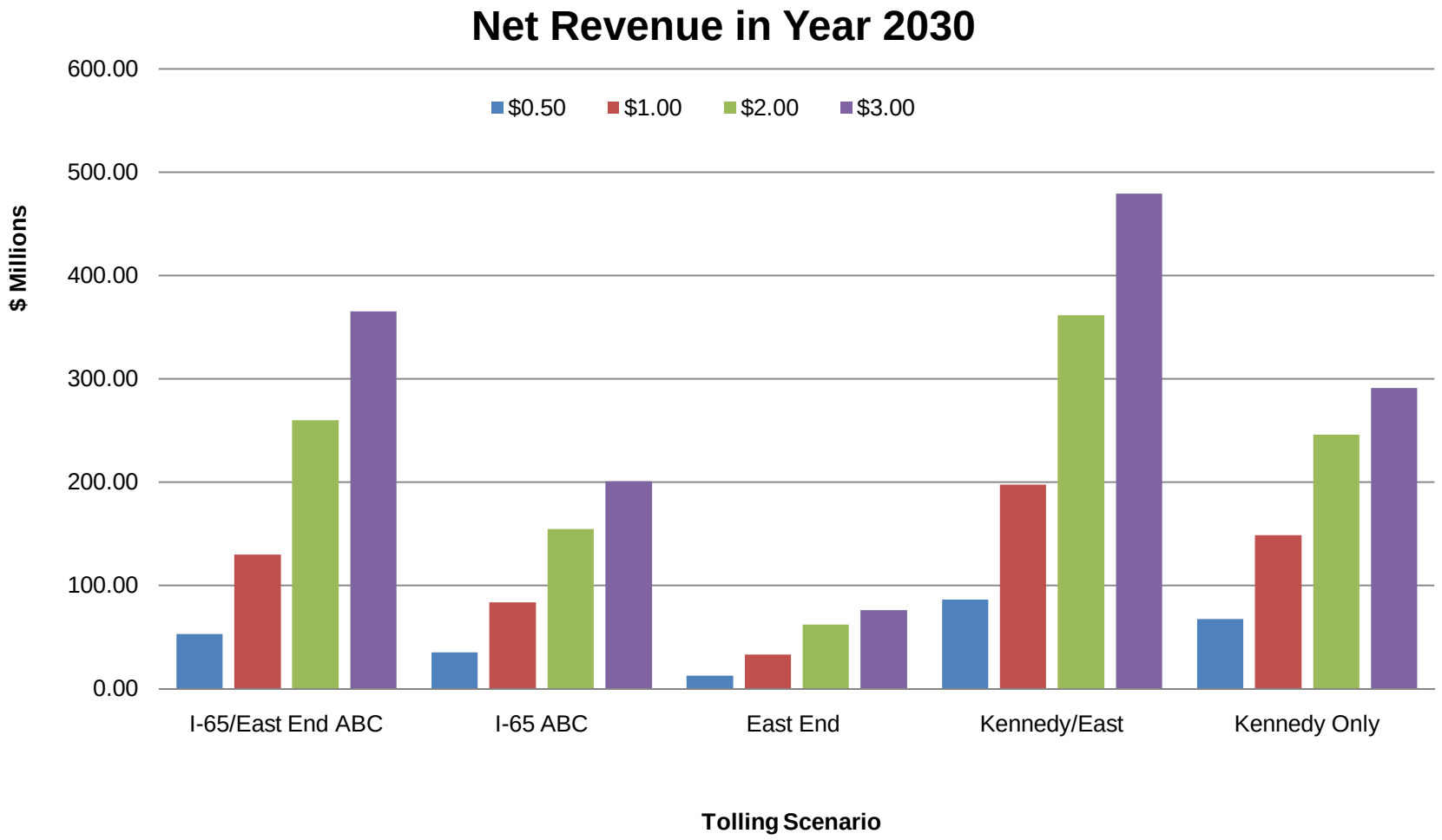


# Gross to Net Revenues




*Note: Roadway O&M Costs not included*

# Net Revenues



# Path to Investment Grade

- Create Time of Day (TOD) Model
- Refine Origin-Destination Information
- Create Truck Model with TOD Model
- Continue Evaluations
- Independent Economic Assessment
- Stated Preference Surveys
- Some Data/Analysis is Time Sensitive

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