

COLORADO TOLLING ENTERPRISE

AD HOC COMMITTEE ON TOLLING

January 26, 2005

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CTE Acting Director

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- Background
 - Revenue decline.
 - >\$32 billion shortfall for transportation over next 20 years.
 - Constitutionally mandated balanced budget.

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- Background (continued)
 - 42% roads in poor or mediocre condition.
 - 15% bridges structurally deficient or functionally obsolete.
 - 32% urban freeways congested.

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- Colorado's Approach
 - 1995 ~ Public/Private Partnerships Act allowing private investment in infrastructure.
 - 1999 ~ High Occupancy Toll Lanes Legislation.
 - 2002 ~ House Bill 1310 created a Statewide Tolling Enterprise.

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- Colorado's Tolling Enterprise
 - Responsibility to designate a statewide system of toll highways.
 - Authority to finance, construct, operate, and maintain toll highways.
 - Toll projects are limited to new roads or additional capacity only.
 - Interoperability with other toll roads.

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- Initial Screening
 - Preliminary identification of candidate corridors.
 - Broad based initial criteria.

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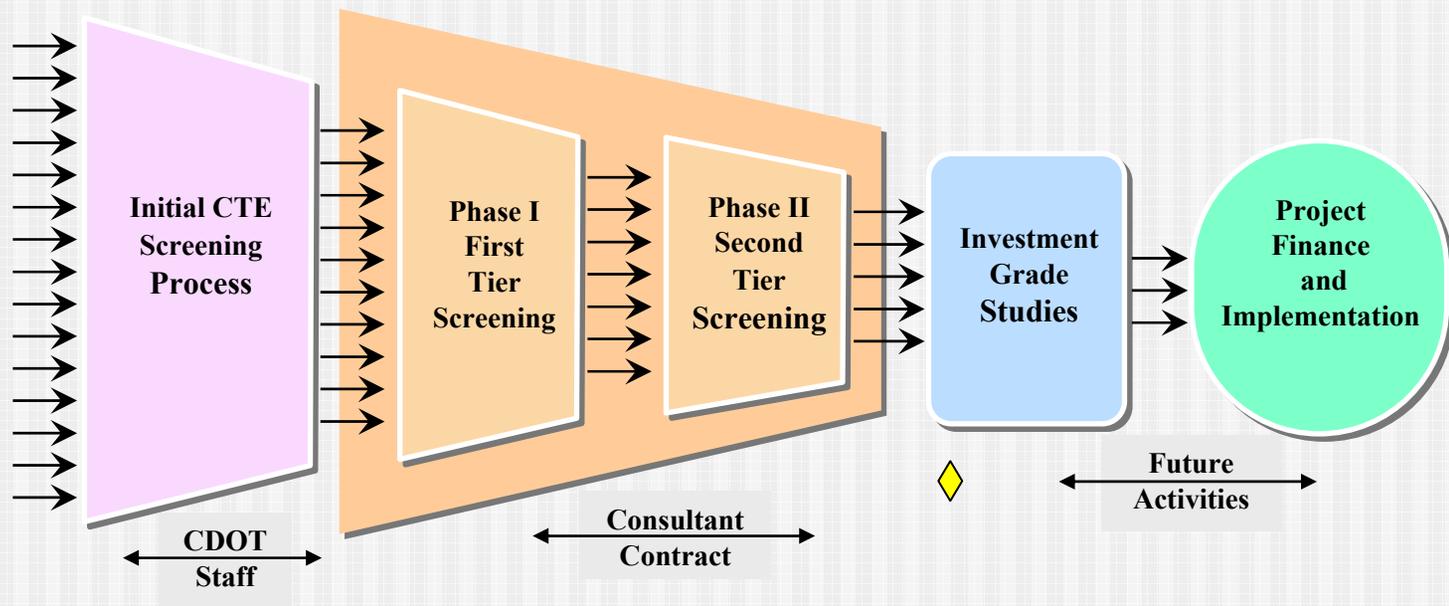
- Broad Base Criteria
 - Traffic volume $>30,000$ AADT.
 - Congestion $>.7$ V/C.
 - Truck traffic $>1,500$.
 - Already in plan for capacity improvements or under study.
 - Freeway or expressway category.
 - High population growth.

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- Statewide Traffic and Revenue Feasibility Study
 - Consultant team selected.
 - Phase 1 screening completed ~ January 2004.
 - Phase 2 completed ~ July 2004.

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Statewide Traffic/Revenue Feasibility Study



- ◆ The results of these screening activities provide input into corridor environmental studies that the Colorado Department of Transportation is or will be conducting. Only upon receipt of an environmental decision document that yields a preferred alternative that is tolled, would the Colorado Tolling Enterprise proceed with future activities.

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- Parallel Studies (Undergoing NEPA)
 - I-70, I-25 to Peña.*
 - C-470, Kipling to I-25.*
 - U.S. 36, Denver to Boulder.
 - I-25, High Occupancy Toll Lane Conversion.
 - Northwest Corridor.
 - North I-25.
 - Powers Boulevard (Colorado Springs).
 - I-70 West.

* Unsolicited proposals received for Public/Private Partnerships

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- First-Tier Screening Criteria
 - Potential safety impacts.
 - Toll operations viability.
 - Economic growth considerations.
 - Consistency with statewide and regional plan goals.
 - Community impact assessment.
 - Congestion relief potential.

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- First-Tier Screening Criteria
(continued)
 - Network continuity considerations.
 - Order-of-Magnitude cost estimates.
 - General constructability assessment.
 - 20th year revenue potential.
 - Relative financial feasibility index.
 - Other considerations.

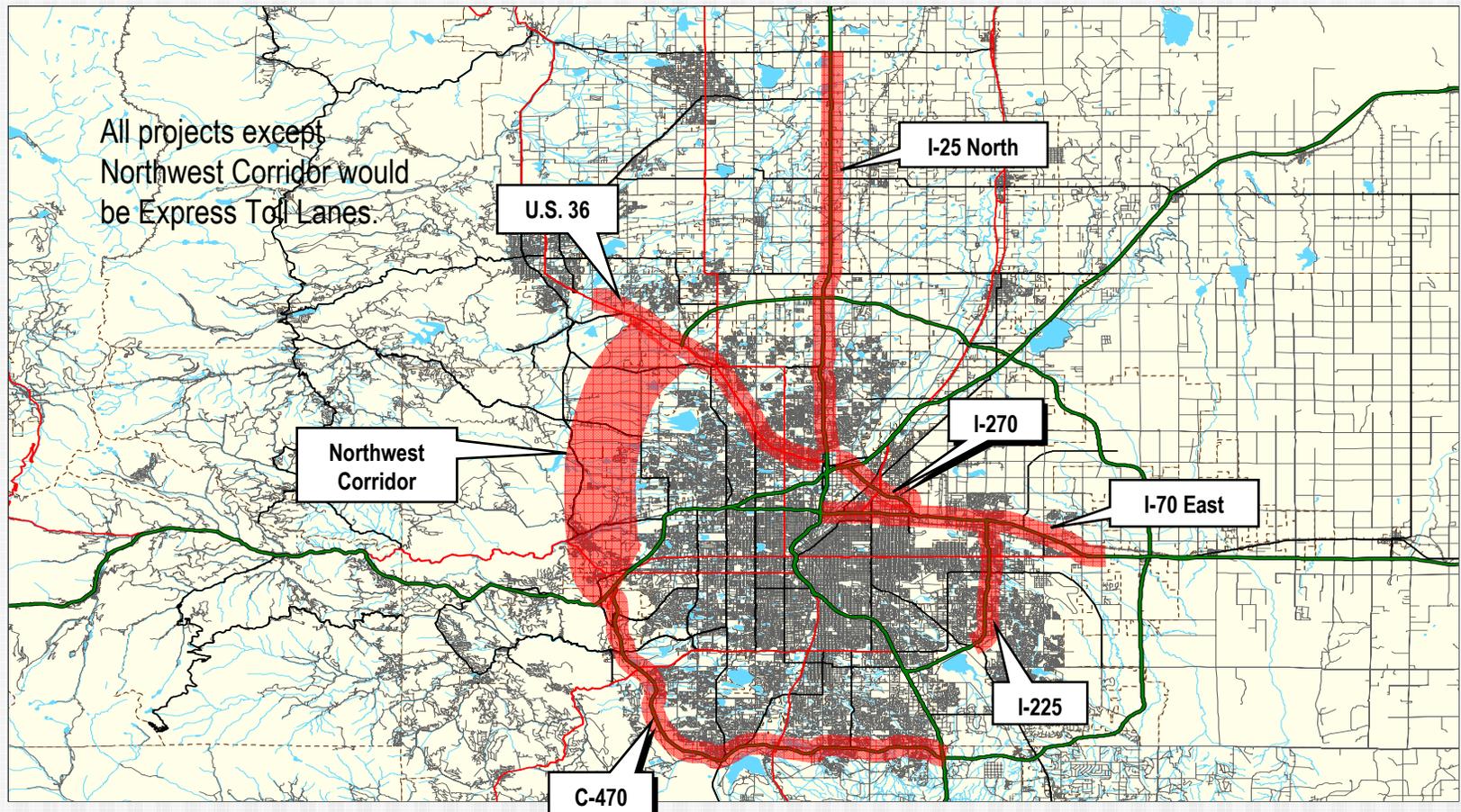
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■ Project Categories

- Type 1: New capacity on freeways (managed lanes).
- Type 2: New toll roads.
- Type 3: Managed “facilities” (new capacity in arterial corridors).
- Type 4: Truck only facilities.
- Type 5: Tunnel expansions.
- Type 6: High occupancy toll lanes (high occupancy vehicles toll free).

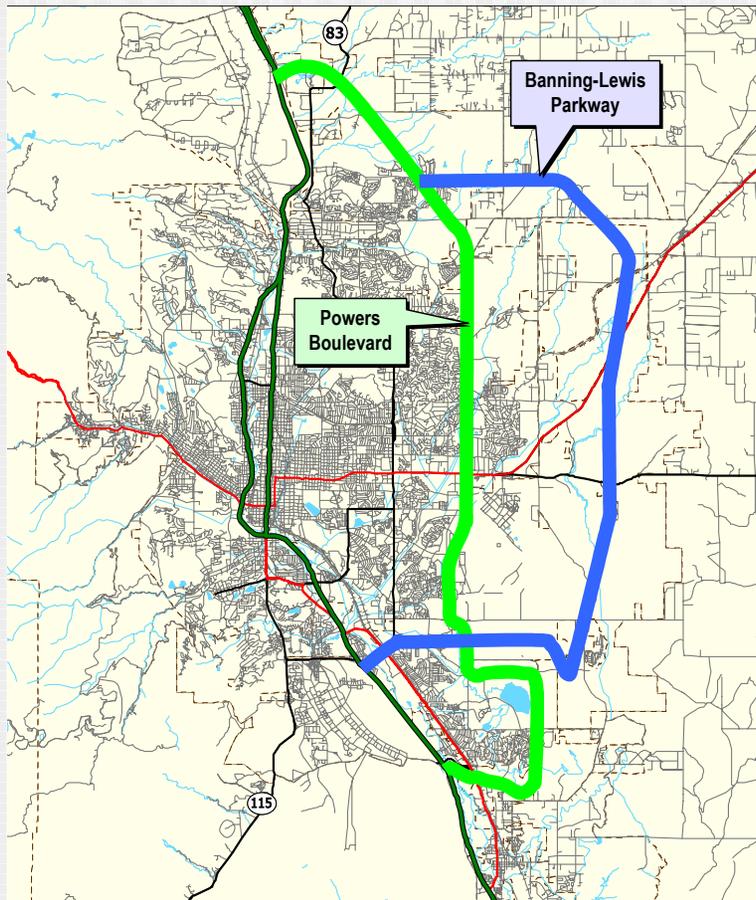
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Denver Area Second-Tier Projects



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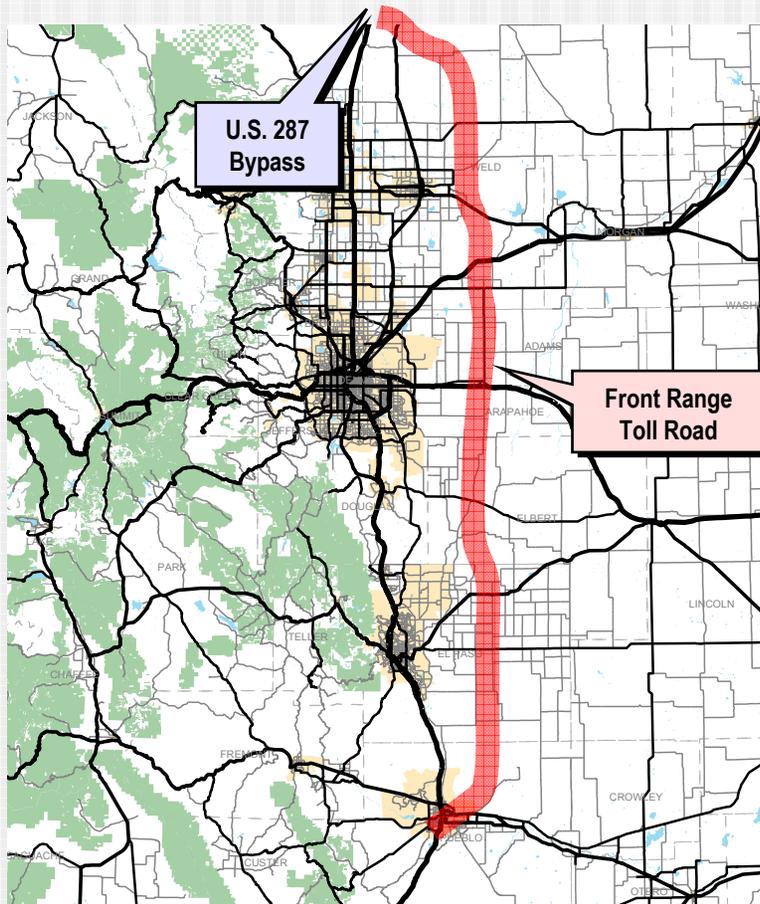
Colorado Springs Area Second-Tier Projects



- Powers Boulevard
- Banning-Lewis Parkway

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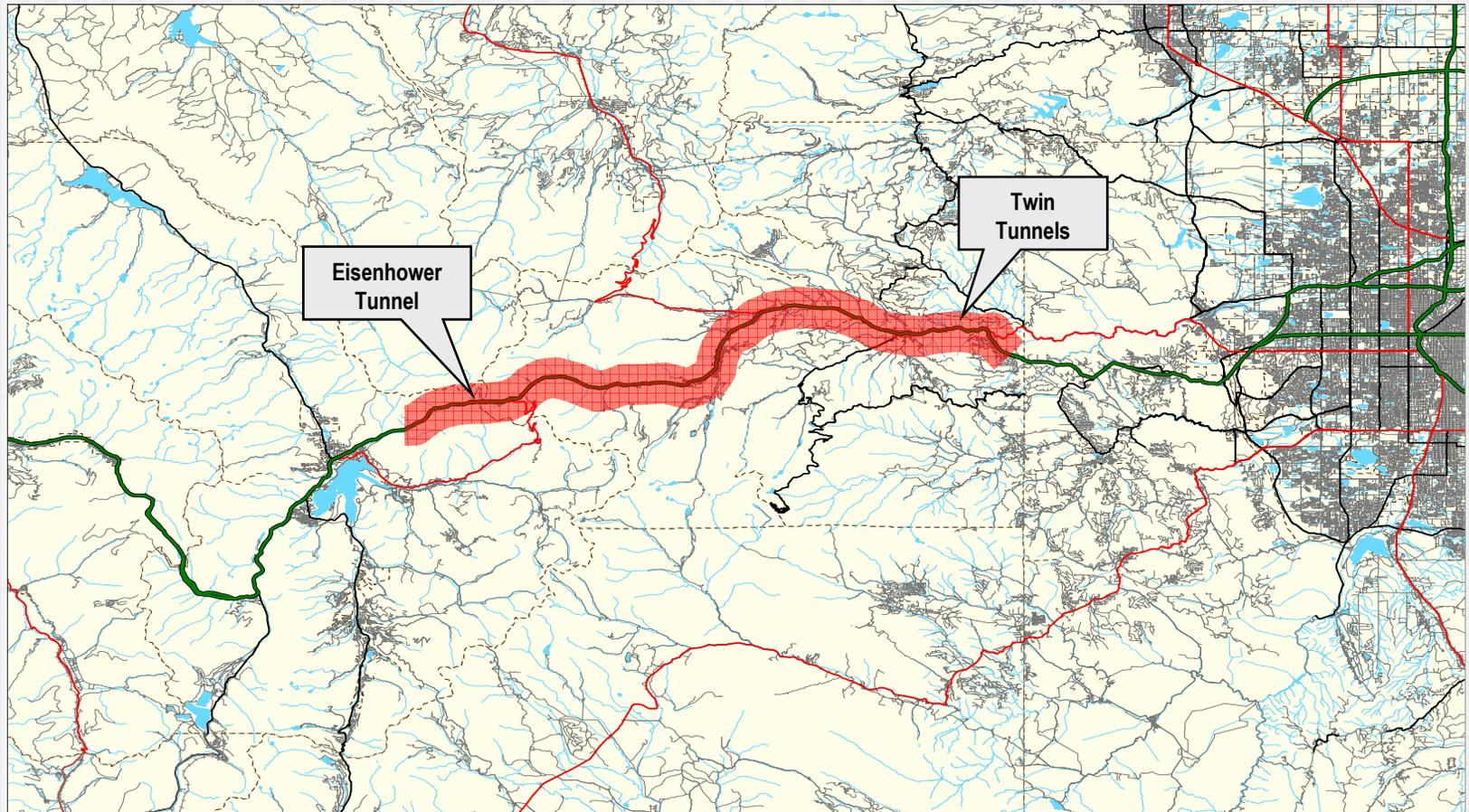
Other Second-Tier Projects



- Front Range Toll Road
- U.S. 287 Bypass

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I-70 Mountain Corridor Second-Tier Projects



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- Traffic and Revenue Assessment
 - Preliminary Only:
 - Subject to considerable refinement in investment grade studies.
 - Used regional models for all short listed projects:
 - Denver area.
 - Fort Collins area.
 - Colorado Springs area.
 - I-70 Mountain Corridor model.
 - For ETL projects, developed “micro-models” for each corridor.

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Financial Summary

Project	Total 2010 Project Cost with COI	Senior Lien Proceeds Par Amount	Federal ⁽¹⁾		Shortfall/ (Excess)	% of Project Cost	State & Local		Net Transfers \$ ⁽³⁾
			Upfront Transfers %	Transfers \$			Annual Transfers %	Gross Transfers \$ ⁽²⁾	
I-70E Express Toll Lanes Scenario 3	293,799,057	293,803,307	0.00%	-	(4,250)	100.00%	0.00%	-	-
I-70 Mountain Corridor - Scenario 3	1,097,606,741	1,097,609,009	0.00%	-	(2,268)	100.00%	0.00%	-	-
I-25 Express Toll Lanes Scenario 1	522,092,110	522,092,920	0.00%	-	(809)	100.00%	0.00%	-	-
I-225 Express Toll Lanes	290,149,773	237,603,245	0.00%	-	52,546,529	81.89%	0.00%	-	-
I-270 Express Toll Lanes	342,000,226	244,726,949	0.00%	-	97,273,277	71.56%	0.00%	-	-
C-470 Express Toll Lanes Scenario 2A	852,240,365	578,498,911	2.58%	18,036,151	255,705,303	70.00%	0.00%	-	-
Powers Toll Road Scenario 4	394,169,608	243,542,868	10.01%	32,365,222	118,261,518	70.00%	0.00%	-	-
Northwest Corridor Scenario 2	526,511,749	297,186,533	16.52%	71,347,792	157,977,424	70.00%	0.00%	-	-
Denver Area Projects Scenario 2	4,772,150,614	2,581,988,481	19.38%	758,623,843	1,431,538,290	70.00%	0.00%	-	-
Denver Area Projects Scenario 1	4,728,017,529	2,558,193,766	10.90%	414,642,845	1,755,180,917	62.88%	1.41%	223,153,273	85,521,879
Front Range Toll Road Express Toll Lanes Scenario 1	3,768,725,282	1,321,022,578	20.00%	632,981,471	1,814,721,233	51.85%	10.00%	675,303,371	284,841,439
Banning-Lewis Parkway Toll Road - Scenario 2	918,411,929	214,320,663	20.00%	156,517,093	547,574,173	40.38%	10.00%	134,309,112	54,563,285
U.S. 36 Express Toll Lanes	1,901,224,249	384,281,903	20.00%	325,258,901	1,191,683,445	37.32%	10.00%	223,153,273	85,521,879
U.S. 287 Corridor Express Toll Lanes	222,180,746	4,270,319	20.00%	38,865,390	179,045,037	19.41%	10.00%	15,587,417	6,651,248

= Denver Regional Area Projects Selected for Cashflow

⁽¹⁾ Upfront transfers include federal moneys available in the form of a one-time, upfront payment

⁽²⁾ Gross transfers include the total annual state and local contributions over the life of the program

⁽³⁾ Net transfers are the present value at 5.00% of the gross transfers to the year 2010

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■ Financial Feasibility Summary (With Full Project Cost)

<u>Project</u>	<u>Type</u>	<u>Scenario</u>	<u>Feasible With With Toll Revenue Only</u>	<u>Feasible With Some Federal Funds</u>	<u>Not Feasible</u>
I-25 North	ETL	1	●		
I-70 East	ETL	3	●		
U.S. Route 36	ETL	1			●
I-225	ETL	1	●		
I-270	ETL	1	●		
C-470	ETL	2A		● (2.6%)*	
Northwest Corridor	Toll Road	2		● (16.5%)*	
Denver Area "System"	System	1			●
Denver Area "System"	System	2		● (19.4%)*	
I-70 Mountain Corridor	Tunnels	3A	●		●
U.S. 287 Bypass	Toll Road	1			●
Powers Boulevard	Toll Road	4		● (10.0%)*	
Banning-Lewis Parkway.	Toll Road	2			●
Front Range Toll Road	Toll Road	1			●

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- Intercept Survey Highlights
 - 24% of public knew CDOT was considering toll lanes on C-470.
 - 74% of public did not know CDOT was considering toll lanes on C-470.
 - 82% of public have used other toll ways in Denver; e.g., E-470.

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- Intercept Survey Highlights (continued)
 - 67% of public considered 'Excellent', 'Good', 'Okay' to develop express toll lanes on C-470.
 - 31% of public considered it 'Bad' to develop express toll lanes on C-470.
 - 70% of public would consider using express lanes if general public lanes were congested.

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- Intercept Survey Highlights (continued)
 - Willingness to pay 20 to 30 cents per mile:
 - 81% in an emergency or late for an appointment.
 - 56% if free lanes of C-470 were not moving.
 - 43% if heavy congestion on C-470.
 - 21% if moderate congestion on C-470.
 - 10% if light congestion on C-470.
 - 7% every time C-470 is driven.