



Date: July 15, 2015  
To: High Performance Transportation Enterprise Board  
From: Brent E. Butzin, HPTE General Counsel  
Joe Mahoney, OMPD  
Subject: I-70 Mountain Corridor Peak Period Shoulder Lane (PPSL) Toll Rate Ranges

#### Purpose

The purpose of this memorandum is to summarize staff's planned to approach for variable toll rates for the I-70 Mountain Corridor Peak Period Shoulder Lanes (PPSL), and facilitate a discussion with the Board regarding the establishment of toll rates ranges.

#### Action

This item is for discussion only. Final toll rates for the I-70 PPSL will be presented to the Board for consideration and approval in August.

#### Background

I-70 Mountain Corridor Peak Period Shoulder Lane (PPSL) is expected to open for tolled traffic in Winter 2015. The I-70 Mountain Corridor will be the first toll operation in the nation focused exclusively on a recreational corridor. The information that has been collected historically concerning the value of time for travelers, which is used as a basis for setting toll rates, comes mostly from commuter corridor surveys. So there is little comparable data available for setting initial toll rates for the PPSL, or for predicting the flexibility required for adjusting toll rates over the course of a day of operations.

#### Details

HPTE's consultants recommend setting a base toll rate sufficient to cover toll collection costs, but low enough to attract initial customers to the toll lane, even when traffic in the general purpose lanes is relatively light and the corridor is free flowing. Given the unique travel characteristics of the I-70 Mountain Corridor, traffic volumes can increase by 200% to 300% over a period of 2-3 hours. As a result, PPSL operations will require a high level of flexibility to adjust toll rates, as an increased toll rate is the sole mechanism available to better ensure a reliable through-trip for the toll-paying customer.

To allow for this flexibility, staff is recommending the establishment of an open toll rate range for the PPSL. Under this approach, the Board would be asked to approve a minimum and maximum toll rate for each period of the day. Within each approved range, the toll would be subject to adjustment by PPSL operations to maintain target operational speeds for traffic in the PPSL. Real-time travel speeds in the PPSL will be monitored by PPSL operations. The specific toll rate ranges to be recommended are still being refined by staff and HPTE's consultants, however, one early model suggests a possible toll rate range for the 2:15pm to 5:00pm time period ranging from a minimum toll of \$4.50 to a maximum toll of \$30.00 (at the automated transponder rate). Staff is also working to establish guiding metrics and triggers for PPSL operations to use in determining when adjustments to toll rates within the approved range should be made.

It is also the above-signed attorney's opinion as counsel to HPTE that the Board is legally permitted to approve an open toll range that will allow staff to adjust toll rates based on real-time corridor conditions. Particularly, Section 43-4-408(3)(b), C.R.S. authorizes HPTE to incorporate congestion pricing into a schedule of user fees imposed by the enterprise.