



MEMORANDUM

TO: HPTE BOARD OF DIRECTORS
FROM: KELLY BROWN, TOLLING OPERATIONS MANAGER
DATE: March 18, 2020
SUBJECT: REQUEST FOR APPROVAL OF PROPOSED 2020/2021 TOLL RATE ADJUSTMENTS FOR I-25 NORTH (US 36 to 120th Ave.)

Purpose and Requested Action

This memorandum presents a request from HPTE Staff that the High Performance Transportation Enterprise (HPTE) Board of Directors APPROVE the proposed 2020/2021 toll rate adjustments for AVI and LPT transactions for I-25 North (US 36 to 120th Ave.) ("Segment 2") that were presented at the January 2020 Board Meeting.

Policy Implications

The HPTE Board of Directors would be approving the recommended toll rate adjustment for AVI and LPT transactions for I-25 North (US 36 to 120th Ave.) ("Segment 2") per authority given by C.R.S. 43-4-806(2)(c)(I):

- If the proposed toll rate adjustments are approved by the Board, the new toll rates would go into effect on the same date that the I-25 North Segment 3 Express Lanes open for tolling, currently anticipated to be June 10, 2020. *Note: The date that the I-25 North Segment 3 Express Lanes opens for tolling is subject to change pending any changes to the Final Acceptance Testing schedule.*
- If the Board does not adopt the proposed toll rate adjustment, the current toll rates would remain unchanged.

Background and Details

HPTE has an annual toll rate adjustment process every year where Express Lane toll rate adjustments are considered. During the annual toll rate adjustment process in summer 2019, HPTE staff recommended that the annual toll rate adjustments for Segment 2 be deferred until I-25 North Segment 3 opened for operations. Then at that time, initial toll rates for Segment 3 and a proposed toll rate adjustment for Segment 2 would be jointly presented to the HPTE Board. Going forward, Segments 2 and 3 will be put on the same toll rate adjustment schedule. Therefore, the next time staff will possibly come to the Board with a toll rate adjustment on this corridor is spring 2021.

Staff presented to the Board at the January, 2020 Board Meeting the supporting documentation for the proposed 2020/2021 toll rate adjustment. The materials from the January, 2020 Board meeting are attached as Attachment A.

If approved by the Board at the March 2020 meeting, the Segment 2 adjusted toll rates would go into effect on the same date that Segment 3 opens for tolling.

Recommended New Rates

Staff recommends an adjustment to AVI and LPT toll rates of 6.5% to cover the rise in costs of operations, maintenance and inflation. The new AVI toll rates are rounded down to the nearest multiple of \$0.05. For example, the new AVI toll rate of \$1.10 was rounded down from \$1.12. The AVI toll rate adjustments range from five cents to twenty cents.

The new LPT toll rates have not been rounded up or down. The LPT toll rate adjustments range from twenty-five cents to forty-six cents.

Board Options and Recommendations

1. Act on Resolution #324 adopting the proposed 2020/2021 AVI and LPT toll rates for I-25 North Segment 2.
 - a. HPTE Staff recommends adopting the proposed toll rates.
2. Deny the request. Rates on I-25 North Segment 2 would remain unchanged until July 2021.

Next Steps

- If adopted, HPTE staff will implement the approved 2020/2021 AVI and LPT toll rates for I-25 North Segment 2 effective 12:00 AM on the same date that the I-25 North Segment 3 Express Lanes open for tolling, currently anticipated to be June 10, 2020. *Note: The date that the I-25 North Segment 3 Express Lanes opens for tolling is subject to change pending any changes to the Final Acceptance Testing schedule.*

Attachments

Attachment A: January 2020 Board Memo _ HPTE Board Memo 1-25 North Segments 2 and 3 Toll Range Final

Attachment B: I-25 N Seg 2 Toll Rate Adjustment Technical Memo

Attachment C: Resolution #324 Approving a Proposed Toll Schedule for I-25 North Segment 2



Date: January 15, 2020
To: High Performance Transportation Enterprise Board
From: Kelly Brown, Tolling Operations Manager
Subject: I-25 North Segment 3 (120th to E-470/NWP) Initial Toll Rate Ranges and I-25 North Segment 2 (US 36 to 120th) Toll Rate Adjustment

Purpose

The purpose of this memorandum is, (1) to summarize HPTE staff's planned approach for time of day toll rates for the I-25 North Segment 3 (120th to E-470/NWP) toll lanes, and to commence and facilitate a discussion with the Board and the public regarding the establishment of toll rates ranges; and, (2) request Board review of the proposed adjusted toll rates for I-25 North Segment 2 (US 36 to 120th) Automatic Vehicle Identification via a transponder (AVI) and License Plate Toll via camera (LPT) transactions and provide comments.

Action

This item is for information and discussion only. Approval for the proposed toll rates will be sought from the Board in March of this year.

Background

The I-25 North Segment 3 (120th to E-470/NWP) Express Lanes are expected to open for tolled traffic in April 2020. Similar to the I-25 North Segment 2 (US 36 to 120th), Segment 3 operates as a commuter corridor with fixed time-of-day toll rates.

Details

I-25 North Segment 3: HPTE staff recommends setting a base toll rate sufficient to cover toll collection costs and debt service, but low enough to attract customers to the Express Lane, even when traffic in the general purpose lanes is relatively light and the corridor is free flowing.

I-25 Segment 3 Toll Rates Setting: At the time of the January 2020 HPTE Board Meeting, analysis of the I-25 Segment 3 Initial toll rates and time of day time slots for the toll schedule, including a sensitivity analysis is still ongoing. Preliminary recommended fixed time of day toll rates for I-25 North Segment 3 will range from no lower than 17 cents per mile (off peak) and no higher than 53 cents a mile for the AVI Toll rates (peak). LPT toll rates will be calculated as a surcharge added to the AVI toll rate. A multi-axle surcharge of \$25 will be assessed on vehicles with 4 or more axles. This surcharge is in addition to the applicable AVI or LPT toll rate.

A proposed initial fixed time of day toll rates and toll schedule for I-25 North Segment 3 are presented in Table 1 and Table 2 below. These toll rates and this toll schedule is subject to change slightly pending the completion and outcomes of the ongoing toll rate Sensitivity Analysis.

Final proposed Toll Rates and Toll Schedule for I-25 North Segment 3 will be presented to the Board at the March 2020 meeting.

Table 1: Proposed Initial Fixed Time of Day Toll Rates and Toll Schedule For I-25 North Segment 3 Northbound

Seg. 3			Northbound	
			AVI	LPT
5:00 AM	-	6:00 AM	\$1.05	\$3.79
6:00 AM	-	6:45 AM	\$1.05	\$3.79
10:48 AM	-	7:15 AM	\$1.05	\$3.79
7:15 AM	-	8:15 AM	\$1.05	\$3.79
8:15 AM	-	8:45 AM	\$1.05	\$3.79
8:45 AM	-	10:00 AM	\$1.05	\$3.79
10:00 AM	-	12:00 PM	\$1.05	\$3.79
12:00 PM	-	3:00 PM	\$1.05	\$3.79
3:00 PM	-	3:30 PM	\$1.30	\$4.22
3:30 PM	-	4:30 PM	\$1.55	\$4.64
4:30 PM	-	6:00 PM	\$1.75	\$4.75
6:00 PM	-	8:00 PM	\$1.30	\$4.22
8:00 PM	-	5:00 AM	\$1.05	\$3.79
Weekend			\$1.05	\$3.79

Table 2: Proposed Initial Fixed Time of Day Toll Rates and Toll Schedule For I-25 North Segment 3 Southbound

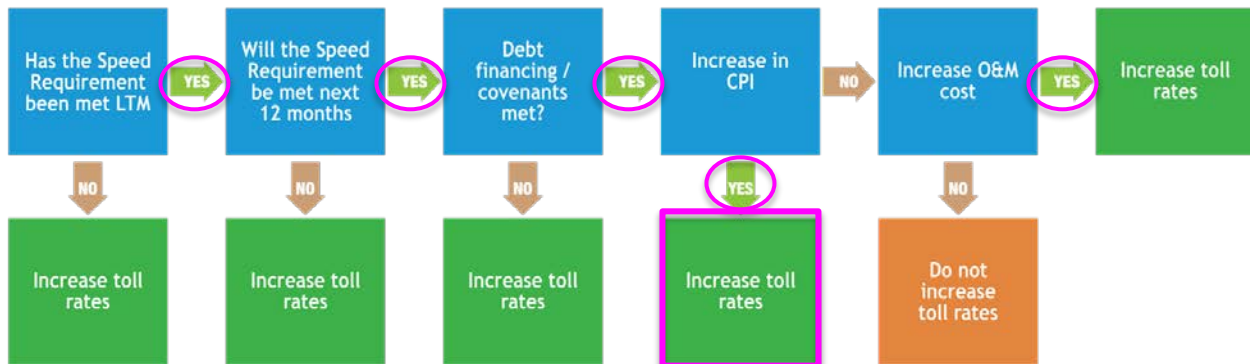
Seg. 3			Southbound	
			CURRENT AVI	CURRENT LPT
5:00 AM	-	6:00 AM	\$1.05	\$3.79
6:00 AM	-	6:45 AM	\$1.05	\$3.79
6:45 AM	-	7:15 AM	\$1.30	\$4.22
7:15 AM	-	8:15 AM	\$1.75	\$4.75
8:15 AM	-	8:45 AM	\$1.55	\$4.64
8:45 AM	-	10:00 AM	\$1.30	\$4.22
10:00 AM	-	12:00 PM	\$1.05	\$3.79
12:00 PM	-	3:00 PM	\$1.05	\$3.79
3:00 PM	-	3:30 PM	\$1.05	\$3.79
3:30 PM	-	4:30 PM	\$1.05	\$3.79
4:30 PM	-	6:00 PM	\$1.05	\$3.79
6:00 PM	-	8:00 PM	\$1.05	\$3.79
8:00 PM	-	5:00 AM	\$1.05	\$3.79
Weekend			\$1.05	\$3.79

I-25 North Segment 2: HPTE has an annual toll rate adjustment process every year where Express Lane toll rate adjustments are considered. During the annual toll rate adjustment process in summer 2019, HPTE staff recommended that the annual toll rate adjustments for Segment 2 be deferred until I-25 North Segment 3 opened for operations. Then at that time, initial toll rates for Segment 3 and a proposed toll rate adjustment for Segment 2 would be jointly presented to the HPTE Board. Going forward, Segments 2 and 3 will be put on the same toll rate adjustment schedule. Therefore, the next time staff will possibly come to the Board with a toll rate adjustment on this corridor is spring 2021.

If approved by the Board at the March 2020 meeting, the Segment 2 adjusted toll rates would go into effect on the same date that Segment 3 opens for tolling.

Methodology for I-25 Segment 2 Toll Rates adjustment: HPTE staff analyzed the potential need for toll rate adjustments on Segment 2 using the matrix shown in Figure 1. The factors contributing to the proposed toll rate adjustment for Segment 2 are circled.

Figure 1: Segment 2 Toll Rate Adjustment Decision Matrix for 2020 Toll Rate Adjustment



Summary of Findings

Based on the below analysis, HPTE staff recommends an adjustment of AVI and LPT toll rates of six and a half percent (6.5%). The multi-axle (4+) surcharge remains unchanged at \$25.

Traffic Management: The Express Lanes average speeds met the speed requirement for the last 12 months and are expected to meet the speed requirement for the next 12 months.

In addition, the traffic Level of Service (LOS) for I-25 North Segment 2 was analyzed to assess the performance of the Express Lanes. The data used for this analysis included:

- Average speed in the general purpose and Express Lanes
- Traffic volumes in the general purpose and Express Lanes
- Information on events (lane closures, maintenance etc.) that occurred along the segment of I-25 as identified in the corridor's Event Audit Report
- Historic weather data

Based on the data studied, the Express Lanes are performing as intended in providing reliable speeds and travel times.

Inflation: To estimate inflation adjustment, HPTE staff evaluated the changes in the Denver-Aurora-Lakewood Consumer Price Index (CPI). The Consumer Price Index increased by 3.1 percent between April 2018 and November 2019. This is the CPI data for the period between the last toll adjustment analysis and the latest data available for the current toll rate adjustment analysis.

Operations/Maintenance Costs: HPTE staff analyzed the costs of operations/maintenance on Segment 2. CDOT O&M costs are expected to increase by 1.9 percent for the 2020/2021 operating period based on projected inflation rates for the Denver-Aurora-Lakewood Consumer Price Index.

Toll Transaction Processing Costs: HPTE staff analyzed the costs of toll collections on Segment 2. Toll collection costs increase by five percent yearly per the Tolling Services Agreement with E-470.

Recommended New Rates

HPTE staff recommends the proposed new AVI and LPT toll rates for the toll schedule shown below in Tables 3 and 4 below. The recommended proposed toll rate for AVI was made by multiplying the current AVI toll rate by 6.5 percent then taking that figure and rounding down to the nearest multiple of \$0.05. For example, in the table below, the new AVI toll rate of \$1.10 was rounded down from \$1.12. The new recommended proposed LPT toll rate was made by multiplying the current LPT toll rate by 6.5 percent and has not been rounded. There is no change to the multi-axle (4+) surcharge; it remains at \$25.

Table 3: Proposed New Adjusted AVI and LPT toll rates for I-25 North Segment 2 Northbound

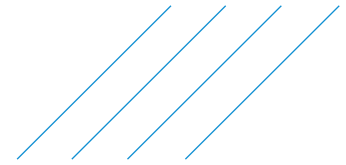
6.5% INCREASE			Northbound			
			CURRENT AVI	PROPOSED NEW AVI	CURRENT LPT	PROPOSED NEW LPT
5:00 AM	-	6:00 AM	\$1.05	\$1.10	\$3.79	\$4.04
6:00 AM	-	6:45 AM	\$1.05	\$1.10	\$3.79	\$4.04
6:45 AM	-	7:15 AM	\$1.05	\$1.10	\$3.79	\$4.04
7:15 AM	-	8:15 AM	\$1.05	\$1.10	\$3.79	\$4.04
8:15 AM	-	8:45 AM	\$1.05	\$1.10	\$3.79	\$4.04
8:45 AM	-	10:00 AM	\$1.05	\$1.10	\$3.79	\$4.04
10:00 AM	-	12:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
12:00 PM	-	3:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
3:00 PM	-	3:30 PM	\$1.30	\$1.35	\$4.22	\$4.49
3:30 PM	-	4:30 PM	\$1.55	\$1.65	\$4.64	\$4.94
4:30 PM	-	6:00 PM	\$3.15	\$3.35	\$7.15	\$7.61
6:00 PM	-	8:00 PM	\$1.30	\$1.35	\$4.22	\$4.49
8:00 PM	-	5:00 AM	\$1.05	\$1.10	\$3.79	\$4.04
Weekend			\$1.30	\$1.35	\$4.22	\$4.49

Table 4: Proposed New Adjusted AVI and LPT toll rates for I-25 North Segment 2 Southbound

6.5% INCREASE			Southbound			
			CURRENT AVI	PROPOSED NEW AVI	CURRENT LPT	PROPOSED NEW LPT
5:00 AM	-	6:00 AM	\$1.05	\$1.10	\$3.79	\$4.04
6:00 AM	-	6:45 AM	\$1.05	\$1.10	\$3.79	\$4.04
6:45 AM	-	7:15 AM	\$1.30	\$1.35	\$4.22	\$4.49
7:15 AM	-	8:15 AM	\$2.35	\$2.50	\$5.89	\$6.27
8:15 AM	-	8:45 AM	\$1.55	\$1.65	\$4.64	\$4.94
8:45 AM	-	10:00 AM	\$1.30	\$1.35	\$4.22	\$4.49
10:00 AM	-	12:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
12:00 PM	-	3:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
3:00 PM	-	3:30 PM	\$1.05	\$1.10	\$3.79	\$4.04
3:30 PM	-	4:30 PM	\$1.05	\$1.10	\$3.79	\$4.04
4:30 PM	-	6:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
6:00 PM	-	8:00 PM	\$1.05	\$1.10	\$3.79	\$4.04
8:00 PM	-	5:00 AM	\$1.05	\$1.10	\$3.79	\$4.04
Weekend			\$1.30	\$1.35	\$4.22	\$4.49

Next Steps

- The Board is being asked to review the recommended proposed AVI and LPT toll rates range for I-25 North Segment 3 and provide feedback.
- The Board is being asked to review the recommended proposed AVI and LPT toll rate adjustments range for I-25 North Segment 2 and provide feedback.
- HPTE staff will update the Segment 3 toll rates and/or toll schedule if necessary once the ongoing Traffic and Revenue Study and ongoing Sensitivity Analysis are complete and present the updated toll rates and/or toll schedule at the March Board meeting.
- HPTE staff will integrate any requested changes to the recommended proposed AVI and LPT toll rates for I-25 North Segment 2 and Segment 3 and will return to the Board in March for final adoption of AVI and LPT toll rates for I-25 North Segment 2 and Segment 3.
- HPTE staff will begin the Public Outreach process.



Memo

To: Kelly Brown, High Performance Transportation Enterprise (HPTE)

From:	Rami Harb, Atkins	Email:	rami.harb@atkinsglobal.com
Date:	March 12, 2020	Phone:	720-475-7075
Ref:	I-25 North (Segment 2) Express Lanes (US 36 to 120th Avenue)	cc:	

Subject: Toll Rate Adjustment Analysis- I-25 Segment 2

1. Introduction

Atkins North America, Inc. (Atkins) and the Colorado High Performance Transportation Enterprise (HPTE) developed this Toll Rate Adjustment Analysis memorandum to document the methodology used to evaluate the need for toll rate increases on Interstate 25 (I-25) North Segment 2 Express Lanes (U.S. Highway 36 [US 36] to 120th Avenue). The current toll rates were set in 2018 based on analysis of the Segment 2 Express Lanes using data from November 2017 through March 2018.

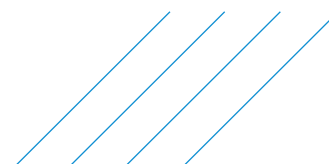
2. Methodology

A flowchart outlining the steps to be followed for determining the need for a toll rate increase is provided in **Appendix 1**. This flowchart was used as guidance to decide if a toll rate increase is required for I-25 North Segment 2. For the period April 2019 to December 2019, a three-step process was undertaken to analyze the need for toll rates increases. The analysis was done separately for the northbound and southbound directions.

First, average speeds in the express lanes were examined to determine if the express lanes meet the criterion of travel going at least 45 miles per hour (mph) for 90 percent of the time for a period of 180 consecutive days. In addition, the traffic Level of Service (LOS) for this segment of I-25 was analyzed to assess the performance of the express lanes.

Second, the traffic demand management analysis was performed to check whether the LOS criterion—meeting LOS C or better—would be met in the future for the period April 2020 to December 2020. The express lane traffic volumes were projected for the period April 2020 to December 2020 based on growth rate (1.3 percent) from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS). These projected volumes then were used to determine the future LOS in the express lanes. The data used for this analysis included:

- Average speed in the general-purpose and express lanes
- Traffic volumes in the general-purpose and express lanes
- Information on events (crashes, lane closures, maintenance, etc.) that occurred along the segment of I-25 as identified in the corridor's Event Audit Report. Nominal occurrences of adverse weather or crashes in the general-purpose lanes were taken as part of normal operations and included in the data. However, major events (those lasting more than two



hours per the *Manual on Uniform Traffic Control Devices* [MUTCD, 2009]) whose impact was identified as severe in the corridor’s Event Audit Report were excluded from the data.

- Growth rate calculated from CDOT’s OTIS traffic volume projections

Third, the Operations and Maintenance (O&M) cost, inflation, and toll transaction processing cost increases were evaluated by HPTE and provided to Atkins to consider increases based on costs.

3. Summary of Findings

3.1. Traffic Management

Table 1 shows the percentage of time that the average express lane speed was below 45 mph at different times of the weekdays during the analysis period. **The express lanes average speeds satisfied the criterion of operating at higher than 45 miles per hour at least 90 percent of the time.**

Table 1: Percentage of Time the Express Lane Speed Falls below 45 MPH each Hour

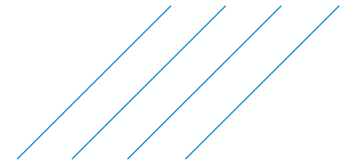
Hour	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
NB (%)	2	2	1	0	3	2	1	2	1	1	0	1	1	0	0	0	2	5	1	1	1	1	1	1
SB (%)	1	2	1	2	2	1	4	6	4	2	1	1	0	0	0	0	1	1	1	1	1	0	0	0

Table 2 shows the average LOS for the express lanes at different weekday times. The LOS in the express lanes, based on average density of vehicles, was at LOS C or better for each hour of the day. Based on the traffic parameters above, the express lanes are performing as intended in providing acceptable LOS. For the hours at LOS C, the traffic volumes were projected a year into the future to determine if the LOS criterion (LOS C or better) would be met during the year 2020. As shown in Error! Reference source not found., the future LOS is LOS C for the hours analyzed. Therefore, the current toll rates are managing traffic demand in the express lanes as intended based on the LOS.

Table 2: Level of Service by Hour

Hour	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Northbound																								
2019 LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	B	A	B	C	C	A	A	A	A	A	A
Projected 2020 LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-
Southbound																								
2019 LOS	A	A	A	A	A	A	C	C	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Projected 2020 LOS	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Based on the traffic operations results above, it was determined that current toll rates fulfil the travel speed and LOS criteria for the express lanes.



3.2. Inflation and Operations and Maintenance Costs

To estimate inflation adjustment, HPTE staff evaluated the changes in the Denver-Aurora-Lakewood Consumer Price Index (CPI), the increase in Operations and Maintenance costs, and the increase in toll transaction processing costs. As a result, HPTE determined the need to increase toll rates by 6.5 percent.

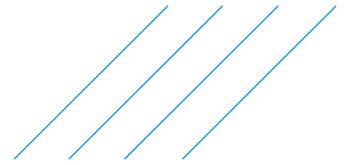
4. Recommendation for New Rates

Based on the results noted in the previous section, HPTE recommended revised Automatic Vehicle Identification (AVI) and License Plate Tolling (LPT) toll rates for the toll schedule shown below in **Table 3**. There is no change to the multi-axle (4+) surcharge; it remains at \$25.

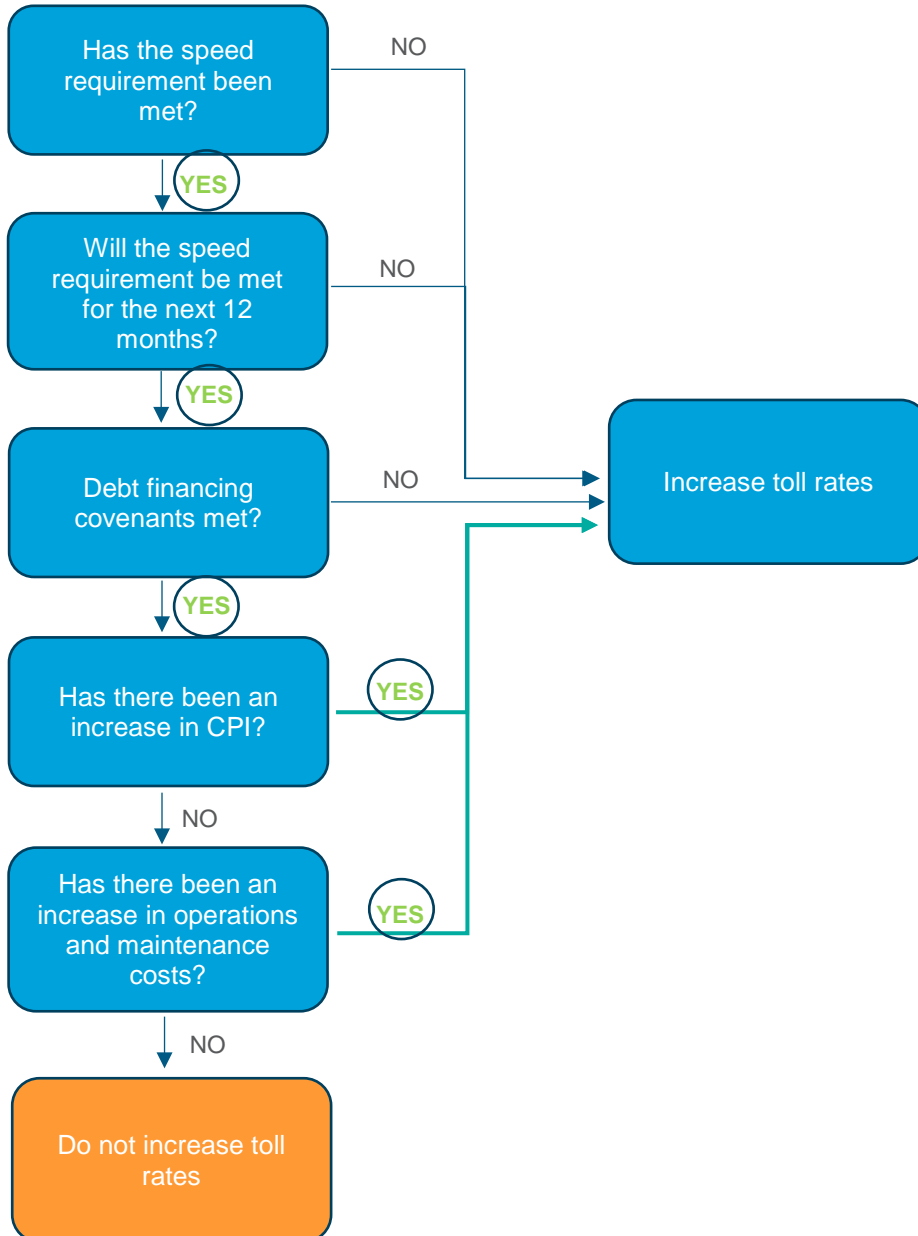
Table 3: Proposed New Toll Rates for I-25 Segment 2

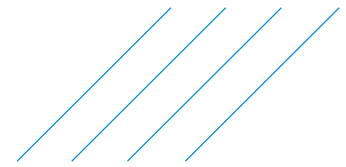
	Northbound				Southbound			
	AVI	NEW AVI	LPT	NEW LPT	AVI	NEW AVI	LPT	NEW LPT
5:00 AM-6:00 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.05	\$1.10	\$3.79	\$4.04
6:00 AM-6:45 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.05	\$1.10	\$3.79	\$4.04
6:45 AM-7:15 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.30	\$1.35	\$4.22	\$4.49
7:15 AM-8:15 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$2.35	\$2.50	\$5.89	\$6.27
8:15 AM-8:45 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.55	\$1.65	\$4.64	\$4.94
8:45 AM-10:00 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.30	\$1.35	\$4.22	\$4.49
10:00 AM-12:00 PM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.05	\$1.10	\$3.79	\$4.04
12:00 PM-3:00 PM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.05	\$1.10	\$3.79	\$4.04
3:00 PM-3:30 PM	\$1.30	\$1.35	\$4.22	\$4.49	\$1.05	\$1.10	\$3.79	\$4.04
3:30 PM-4:30 PM	\$1.55	\$1.65	\$4.64	\$4.94	\$1.05	\$1.10	\$3.79	\$4.04
4:30 PM-6:00 PM	\$3.15	\$3.35	\$7.15	\$7.61	\$1.05	\$1.10	\$3.79	\$4.04
6:00 PM-8:00 PM	\$1.30	\$1.35	\$4.22	\$4.49	\$1.05	\$1.10	\$3.79	\$4.04
8:00 PM-5:00 AM	\$1.05	\$1.10	\$3.79	\$4.04	\$1.05	\$1.10	\$3.79	\$4.04
Weekend	\$1.30	\$1.35	\$4.22	\$4.49	\$1.30	\$1.35	\$4.22	\$4.49

Appendix 2 shows a comparison of maximum toll rate per mile for all tolled roadways operating in the United States, including I-25 North Express Lanes.

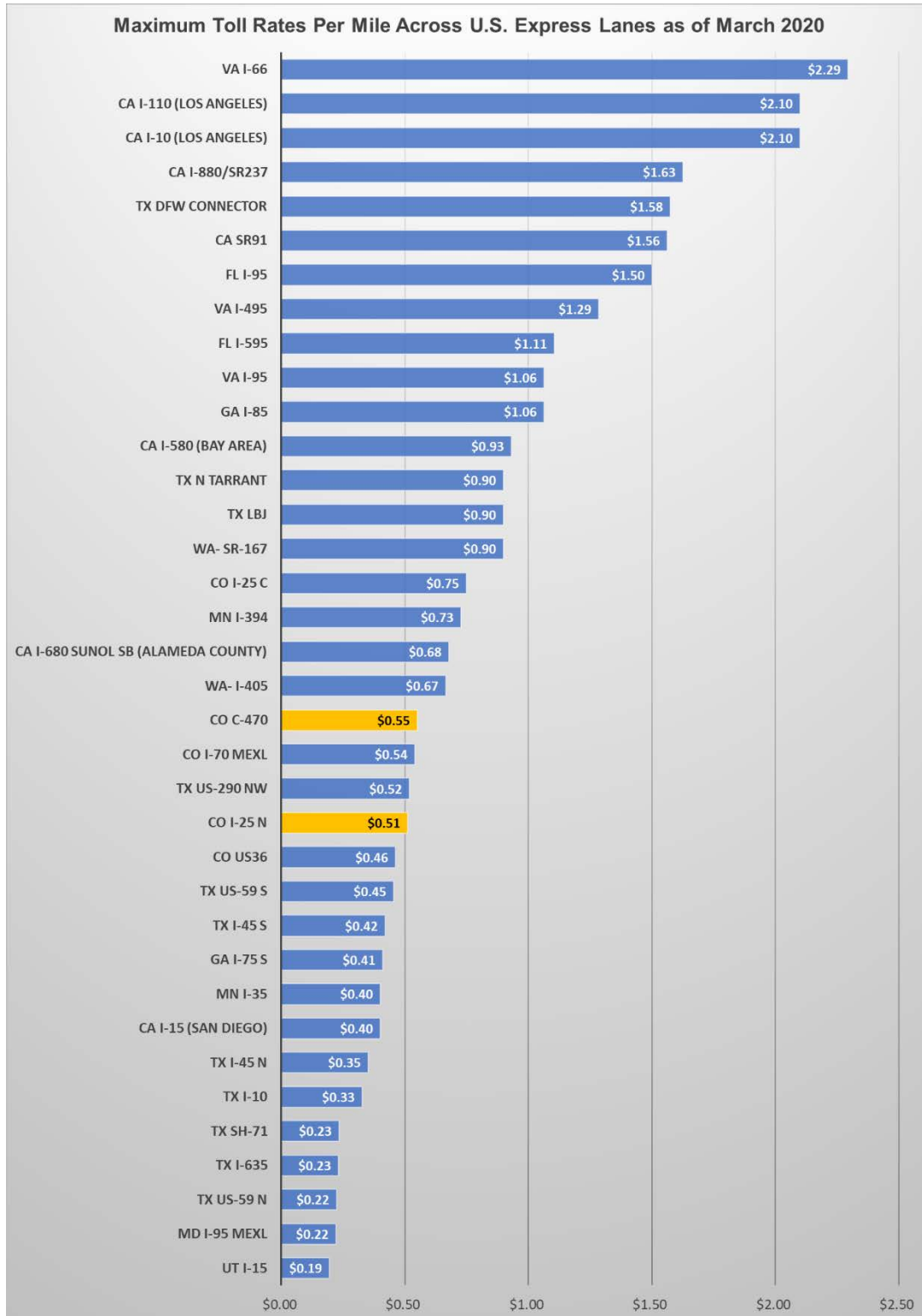


APPENDIX 1: Toll Rate Increase Flowchart





APPENDIX 2: Toll Rates Per Mile



Resolution – HPTE #324

Approving a Proposed Toll Schedule for the I-25 North Express Lanes: Segment 2

WHEREAS, pursuant to Section 43-4-806, *et seq.*, C.R.S., the General Assembly of the State of Colorado created the Colorado High Performance Transportation Enterprise (“HPTE”) as a government-owned business within the Colorado Department of Transportation (“CDOT”) to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS, pursuant to Section 43-4-806(2)(c)(I), C.R.S., the HPTE Board of Directors (the “Board”) has the authority to establish user fees for the privilege of using surface transportation infrastructure; and

WHEREAS, HPTE, in partnership with CDOT, completed construction and commenced tolling operations in July 2016 on the I-25 North Express Lanes (Segment 2) (“Segment 2 Express Lanes”), consisting of one tolled express lane in each direction between approximately US 36 and the Wagon Road Park-n-Ride at 120th Avenue; and

WHEREAS, HPTE has an annual toll rate adjustment process where Express Lane rate adjustments are considered, based on traffic demand management, costs of operations and maintenance, inflation, and HPTE’s Tolling Policy; and

WHEREAS, HPTE has conducted public outreach on the user fee rates proposed for Segment 2, attached hereto and incorporated herein as **Exhibit A** (the “Segment 2 Toll Schedule”), submitted by HPTE staff and made the feedback received from the public available to the Board for its review; and

WHEREAS, the Board has reviewed the range of user fee rates in the Segment 2 Toll Schedule, and based on the information presently available, considers the proposed toll rates to be reasonable, appropriate and compliant with HPTE’s Tolling Policy for toll rate adjustments; and

WHEREAS, HPTE has entered into an *Intergovernmental Agreement for the Interstate 25 North Express Lanes Extension and Express Bus Project* with the Regional Transportation District (“RTD”), dated November 22, 2014, (the “RTD IGA”), which provided for certain monetary contributions by RTD toward Segment 2 Express Lanes, in consideration of which HPTE agreed, *inter alia*, to provide at least thirty (30) days advance notice of any changes to the toll schedule, and ensure that the minimum toll rate during peak period in either direction of the Segment 2 shall not be less than the then existing fare for the lowest publically available adult fare express service from the Wagon Road Park-n-Ride to Denver Union Station; and

WHEREAS, HPTE will provide the requisite notice to RTD and the proposed Segment 2 Toll Schedule complies with the requirements of the RTD IGA.

NOW THEREFORE BE IT RESOLVED, the Board hereby approves and adopts the proposed user fee rates for the I-25 North Express Lanes (Segment 2) set forth in the Toll Schedule attached as **Exhibit A**, to be effective as of the I-25 North Segment 3 (120th to E-470/Northwest Parkway) commencement of tolling, currently anticipated to be June 10, 2020, but is subject to change pending any change to the Final Acceptance Testing schedule.

Signed as of March 18, 2020

Simon Logan
Secretary, HPTE Board of Directors

**Exhibit A to HPTE Resolution #324
(I-25 North Segment 2 Toll Schedule)**

			Northbound			
			CURRENT AVI	PROPOSED NEW AVI	CURRENT LPT	PROPOSED NEW LPT
5:00 AM	-	6:00 AM	\$1.05	\$1.12	\$3.79	\$4.04
6:00 AM	-	6:45 AM	\$1.05	\$1.12	\$3.79	\$4.04
6:45 AM	-	7:15 AM	\$1.05	\$1.12	\$3.79	\$4.04
7:15 AM	-	8:15 AM	\$1.05	\$1.12	\$3.79	\$4.04
8:15 AM	-	8:45 AM	\$1.05	\$1.12	\$3.79	\$4.04
8:45 AM	-	10:00 AM	\$1.05	\$1.12	\$3.79	\$4.04
10:00 AM	-	12:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
12:00 PM	-	3:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
3:00 PM	-	3:30 PM	\$1.30	\$1.38	\$4.22	\$4.49
3:30 PM	-	4:30 PM	\$1.55	\$1.65	\$4.64	\$4.94
4:30 PM	-	6:00 PM	\$3.15	\$3.35	\$7.15	\$7.61
6:00 PM	-	8:00 PM	\$1.30	\$1.38	\$4.22	\$4.49
8:00 PM	-	5:00 AM	\$1.05	\$1.12	\$3.79	\$4.04
Weekend			\$1.30	\$1.38	\$4.22	\$4.49

A surcharge of \$25 will be assessed on vehicles with 4 or more axles. This surcharge is in addition to the applicable AVI or LPT toll rate.

			Southbound			
			CURRENT AVI	PROPOSED NEW AVI	CURRENT LPT	PROPOSED NEW LPT
5:00 AM	-	6:00 AM	\$1.05	\$1.12	\$3.79	\$4.04
6:00 AM	-	6:45 AM	\$1.05	\$1.12	\$3.79	\$4.04
6:45 AM	-	7:15 AM	\$1.30	\$1.38	\$4.22	\$4.49
7:15 AM	-	8:15 AM	\$2.35	\$2.50	\$5.89	\$6.27
8:15 AM	-	8:45 AM	\$1.55	\$1.65	\$4.64	\$4.94
8:45 AM	-	10:00 AM	\$1.30	\$1.38	\$4.22	\$4.49
10:00 AM	-	12:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
12:00 PM	-	3:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
3:00 PM	-	3:30 PM	\$1.05	\$1.12	\$3.79	\$4.04
3:30 PM	-	4:30 PM	\$1.05	\$1.12	\$3.79	\$4.04
4:30 PM	-	6:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
6:00 PM	-	8:00 PM	\$1.05	\$1.12	\$3.79	\$4.04
8:00 PM	-	5:00 AM	\$1.05	\$1.12	\$3.79	\$4.04
Weekend			\$1.30	\$1.38	\$4.22	\$4.49

A surcharge of \$25 will be assessed on vehicles with 4 or more axles. This surcharge is in addition to the applicable AVI or LPT toll rate.