

Resolution – HPTE #454

Adopting the High Performance Transportation Enterprise¹ Dynamic Pricing Algorithm Criterion for the Central 70, I-25 South Gap, and Westbound Mountain Express Lanes.

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

WHEREAS, pursuant to C.R.S. Section 43-4-808(3)(b), HPTE may incorporate congestion management and congestion pricing into its schedule of user fees for any highway or highway system; and

WHEREAS, HPTE has a Tolling Policy which provides a framework for the setting and adjustment of toll rates on HPTE-operated Express Lanes corridors; and

WHEREAS, on November 15, 2023, the Board approved an updated Tolling Policy that included proposed dynamic pricing algorithm criterion with key areas such as toll rate cap, rate change interval, and increment or decrement amount; and

WHEREAS, in September 2024, HPTE staff presented its recommendations for the dynamic pricing algorithm criterion for the Central 70, I-25 South Gap, and Westbound Mountain Express Lanes;

WHEREAS, the recommended Central 70, I-25 South Gap, and Westbound Mountain Express Lanes dynamic pricing algorithm criterion are summarized in Exhibit A.

NOW THEREFORE BE IT RESOLVED, the Board of the High Performance Transportation Enterprise hereby approves and adopts the Central 70, I-25 South Gap, and Westbound Mountain Express Lanes dynamic pricing algorithm criterion set forth in the attached Exhibit A to this Resolution, to be effective as of this date.

Signed as of October 16, 2024

Simon Logan
Secretary, HPTE Board of Directors

¹The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how/ the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

**Exhibit A: Central 70, I-25 South Gap and Westbound Mountain Express Lanes
Dynamic Pricing Algorithm Parameters**

Table 1 Central 70 Express Lanes Updated Parameters

Parameter	Previous Value	New Value
Maximum Increment	50 cents	\$4.00
Maximum Decrement	50 cents	\$4.00

Table 2 I-25 South Gap Express Lanes Parameters

Parameter	Value
Minimum toll rate:	\$1.50
Maximum toll rate:	\$4.75
Rate change interval range:	5-15 minutes
Maximum Increment:	\$3.25
Maximum decrement:	\$3.25

Table 3 Westbound Mountain Express Lanes Parameters

Parameter	Value
Minimum toll rate:	\$6.00
Maximum toll rate:	\$9.00
Rate change interval range:	5-15 minutes
Maximum Increment:	\$3.00
Maximum decrement:	\$3.00