



## Colorado Transportation Investment Office Memorandum

**To:** Kelly Brown, Chief Toll Operations Officer  
**From:** Nathaniel Benton, Toll System Specialist  
**Date:** April 23, 2026

**Subject: FY 2026-27 Toll Rate Adjustment Technical Memo for Time-of-Day Pricing and Dynamic Pricing Algorithm Criterion for CTIO Express Lanes**

### **Purpose:**

This memorandum details the technical methodology and analysis regarding proposed toll rate adjustments to the Colorado Transportation Investment Office (CTIO) Express Lanes, including I-25 North Segment 2, I-25 North Segment 3, I-25 South Gap, I-70 Central, and the I-70 Mountain Express Lanes (MEXL). This memorandum presents the analysis conducted and provides suggested toll rate adjustments for the Chief Toll Operations Officer's review and concurrence prior to final presentation to the CTIO Board of Directors for approval.

### **Introduction:**

This memorandum serves as the analytical foundation for the proposed fiscal year 2026-27 (FY27) toll rate adjustments across the entire CTIO Express Lane network, as mandated by the CTIO Tolling Policy (November 2023). The toll rate adjustment analysis evaluates all required factors including current operational policies, traffic statistics, changes in operations and maintenance costs (O&M), changes in Consumer Price Index (CPI), debt service, and future corridor improvements. The conclusions presented here will serve as the basis for the recommended toll rate adjustments for review and consideration by the Chief Toll Operations Officer.

## Current Operations Policies for CTIO Express Lanes:

Table 1: Current Operations Policies

Express Lane	I-70 Central	C-470	I-25 North Segments 2&3	I-70 MEXL WB	I-70 MEXL EB	I-25 South Gap	I-25 North Segments 6,7,& 8
<b>Open 24/7</b>	Yes	Yes	Yes	No	No	Yes	Yes
<b>Tolling Regime*</b>	Dynamic Pricing	Time-of-Day (TOD)	Time-of-Day (TOD)	Dynamic Pricing	Time-of-Day (TOD)	Dynamic Pricing	Time-of-Day (TOD)
<b>HOV 3+</b>	Allowed	Not Allowed	Allowed	Not Allowed	Not Allowed	Allowed	Allowed
<b>Motorcycle Policy</b>	Free	Free	Free	No Discount	No Discount	Free	Free
<b>Trucks/ Trailers</b>	\$25 surcharge per zone for 4+ axles	\$25 surcharge per zone for 4+ axles	\$25 surcharge per zone for 4+ axles	Not Allowed	Not Allowed	\$25 surcharge per zone for 4+ axles	\$25 surcharge per zone for 4+ axles
<b>Transit Buses</b>	Allowed	Allowed, but no transit routes exist currently	Allowed	Not Allowed	Not Allowed	Allowed	Allowed

\*I-70 EB MEXL will be converted to dynamic pricing as of 7/1/2026 with CTIO Board of Directors Approval

## Methodology:

The CTIO Tolling Policy provides the framework for all toll rate adjustments. The policy requires an analysis of the traffic statistics, operations and maintenance costs, Consumer Price Index, debt financing, and future corridor improvements. To determine the necessity and extent of an adjustment, the following three-step process is applied, with analysis conducted separately for each Express Lane and direction:

### 1. Traffic Statistics:

This step evaluates the existing and projected traffic conditions to ensure compliance with federal speed mandates and operational levels of service (LOS). The analysis focuses on the past year's data using two core criteria:

- **Federal Speed Mandate:** Average speeds in the express lanes were examined to ensure compliance with the mandate of travel going at least 45 miles per hour (mph) for 90 percent of the time for a period of 180 consecutive days (federal code 23 U.S.C. 166(d)(2)).
- **Level of Service:** A traffic demand management analysis was performed to check whether the LOS criterion—meeting LOS C or better—would be met in the future. Express lane traffic volumes were projected based on growth rates obtained from the Colorado Department of Transportation's (CDOT) Online Transportation Information System.

The data used for this analysis included:

- Average speed and traffic volumes in the express lanes.
- Information on events (crashes, lane closures, maintenance, etc.) identified in the corridor may be used to filter this data. Nominal occurrences of adverse weather or crashes were included in the data as part of normal operations; however, major events whose impact was identified as severe were excluded.
- Express Lane and corridor growth rate, which are calculated using CDOT's Online Transportation Information System projections.
- Axle counts as obtained from CTIO's roadside devices.

### 2. Operational Cost and Inflation Analysis:

To maintain the Express Lane operations and maintenance, it is recommended that toll rates be adjusted based on the change in O&M costs, increases in transaction processing expenses, and the CPI. These adjustments ensure that the costs of the express lanes are fully covered.

To calculate adjustments in O&M, an analysis is conducted using vendor-specific data. This ensures that the CTIO maintains the operational and maintenance costs associated with tolling. Inflationary adjustments are derived from the Bureau of Labor Statistics' Consumer Price Index for the Denver-Aurora-Lakewood area. This analysis allows CTIO to adjust toll rates to maintain operation and maintenance costs and keep pace with regional inflationary pressures.

### 3. Financial Assessment:

Recommended toll rate adjustments also account for debt financing requirements and the funding of future corridor projects based on Board policy and priorities. By considering these financial commitments, the tolling strategy remains proactive in supporting both infrastructure and debt repayment schedules.

CTIO utilizes financial modeling to verify that debt service requirements are satisfied and financial covenants are upheld. Strategic planning for future corridor enhancements is a collaborative effort, integrating CTIO initiatives and policy with the broader CDOT capital program.

### Summary of Findings:

The analysis of data from April 1, 2025, to March 31, 2026, revealed three key findings driving the recommended FY27 toll rate adjustments. Two corridors require targeted adjustments to maintain speed and performance standards, while all corridors require a base adjustment to offset cost increases.

### Traffic Statistics:

Traffic analysis from April 1, 2025, to March 31, 2026, confirms that all Express Lanes met the mandated performance criteria. Specifically, average speeds remained above 45 mph for at least 90% of the time. The following data highlights the frequency with which speeds fell below this threshold. For most corridors, analysis focused on weekday peak periods (6:00 AM to 7:00 PM); however, I-70 MEXL data reflects high-volume weekend travel (Friday-Sunday for WB and Saturday-Monday for EB).

Table 2: Percent of Average Speeds Below 45 MPH - Time-of-Day Corridors

Express Lane	C-470 EB Zone 1	C-470 EB Zone 2	C-470 WB Zone 1	C-470 WB Zone 2	C-470 WB Zone 3	I-25 Seg 2 NB	I-25 Seg 2 SB	I-25 Seg 3 NB	I-25 Seg 3 SB	I-70 EB MEXL
6:00 AM	1.90%	1.17%	0.00%	1.24%	1.92%	0.82%	4.92%	0.86%	0.40%	N/A
7:00 AM	1.90%	1.56%	0.38%	1.60%	0.77%	0.41%	4.12%	0.43%	1.21%	N/A
8:00 AM	0.95%	1.17%	0.00%	0.40%	1.15%	0.00%	3.28%	0.00%	1.21%	N/A
9:00 AM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.82%	0.30%	0.00%	N/A
10:00 AM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.82%	0.00%	0.00%	0.00%
11:00 AM	0.00%	0.00%	0.00%	0.44%	0.00%	0.00%	0.82%	0.00%	0.40%	0.00%
12:00 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%	0.00%	0.00%
1:00 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%	0.00%	1.09%
2:00 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.41%	0.00%	0.00%	0.40%	3.19%
3:00 PM	0.00%	0.39%	0.00%	0.45%	0.00%	0.41%	0.82%	0.00%	0.00%	2.13%
4:00 PM	0.00%	0.39%	0.38%	0.44%	0.77%	0.82%	1.65%	0.00%	1.20%	2.13%
5:00 PM	0.00%	0.39%	0.00%	0.42%	0.38%	1.23%	2.06%	0.43%	0.80%	3.19%
6:00 PM	0.00%	0.39%	0.00%	0.42%	0.00%	0.41%	1.24%	0.00%	0.00%	4.40%
7:00 PM	0.95%	0.00%	0.00%	0.42%	0.38%	0.00%	0.00%	0.00%	0.40%	2.20%



Table 5: Projected Level of Service - Dynamic Pricing Corridors

Express Lane	I-70 Central WB	I-70 Central EB	I-25 South Gap NB Zone 1	I-25 South Gap NB Zone 2	I-25 South Gap SB Zone 1	I-25 South Gap SB Zone 2	I-70 WB MEXL
6:00 AM	B	A	A	A	A	A	A
7:00 AM	C	B	A	A	A	A	A
8:00 AM	B	A	A	A	A	A	A
9:00 AM	A	A	A	A	A	A	A
10:00 AM	A	A	A	A	A	A	A
11:00 AM	A	A	A	A	A	A	A
12:00 PM	A	A	A	A	A	A	A
1:00 PM	A	A	A	A	A	A	A
2:00 PM	B	A	A	A	A	A	A
3:00 PM	C	B	A	A	A	A	A
4:00 PM	C	C	A	A	A	A	A
5:00 PM	C	B	A	A	A	A	A
6:00 PM	A	A	A	A	A	A	A
7:00 PM	A	A	A	A	A	A	A

Despite overall performance, targeted adjustments are recommended on two corridors to continue meeting the speed and LOS mandates into the future:

- I-70 Central:** A toll rate adjustment (maximum toll rate criterion) is recommended due to speed degradation during peak evening hours. As highlighted in Table 3, speeds on I-70 Central Westbound (WB) drop below 45 MPH 8.46% of the time at 5:00 PM and 5.36% of the time at 4:00 PM. Due to the performance degradation, which is an increase of 3.44 and 3.27 percentage points from the past year respectively, it is recommended that the maximum toll rate criterion of the dynamic tolling algorithm be increased to manage demand and ensure travel speed is maintained.
- I-25 Segment 2 Southbound:** A toll rate adjustment is recommended due to speed degradation during the morning hours. As highlighted in Table 2, I-25 Segment 2 Southbound (SB) sees speeds drop below 45 mph 4.92% of the time at 6:00 AM and 4.12% of the time at 7:00 AM. Due to the performance degradation, it is recommended that raising the toll rate from 5:00 - 7:15 AM to match the 7:15 - 8:15 AM time-of-day slot, will better manage demand and ensure travel speed is maintained.

### Operational Cost and Inflation Analysis:

Adjustments are recommended for all express lanes to account for cost increases:

- Inflation:** The Denver-Aurora-Lakewood Consumer Price Index for the 12 months ending in March 2026 was estimated at 4.5% for transportation.
- O&M Costs:** Operations and Maintenance Costs have increased by 3.6% on all express lanes, establishing a need to adjust the toll rates to account for the increase in operating and maintaining the express lanes.

### Debt Financing and Future Corridor Improvements:

There are no adjustments recommended based on debt financing or corridor improvements.

## **Recommendation for Rate Adjustment:**

Although each express lane is unique, there are commonalities across all corridors. The toll rate change factors that apply to all express lanes include operation and maintenance costs as well as inflationary costs.

Operations and maintenance costs have increased by 3.6% on all express lanes, while CPI has increased by 4.5%. Staff recommend an increase of 4.5% to the current toll rates and the dynamic pricing criterion to account for the increase in both the O&M costs and the CPI. This increase will be applied to I-25 North Segment 2, I-25 North Segment 3, I-25 South Gap, and I-70 Central. As mentioned previously, other factors in toll adjustments may alter the final toll rate and dynamic pricing criterion based on corridor specific factors.

## **Recommended Adjustments to Toll Rates for I-25 Segment 2 (US 36 to 120<sup>th</sup> Ave) Express Lanes:**

Based on data from April 2025 to March 2026, it was determined that the current toll rates are not effectively managing traffic demand and maintaining desired speeds and traffic LOS on the I-25 Segment 2 SB express lane. I-25 Segment 2 SB from 6:00 AM to 8:00 AM sees speeds drop below 45 mph on average 4.52% of the time, demonstrating a need to increase the toll rate to ensure compliance with the federal code. Staff is recommending an increase in toll rates from 5:00 AM to 7:15 AM to match peak time-of-day pricing from 7:15 AM to 8:15 AM.

Traffic analysis of the Northbound (NB) direction does not indicate the need for an increase.

Given the increase in O&M and the increase in inflation, staff recommend increasing the toll rates for I-25 Segment 2 by 4.5%, rounded up to the nearest \$0.05, for both Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) rates. Staff also recommend adjusting the 5:00 AM to 7:15 AM toll rates in the SB direction to mitigate the decrease in speed during that time.

## **Staff Recommended Toll Rate Adjustments:**

Based on the results of the analysis, staff recommend proposed AVI and LPT toll rates per the toll schedule shown in the tables below.

Proposed FY 2026-27 Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) Toll Rates for I-25 Segment 2:

Table 6: I-25 Seg 2 Northbound Proposed Toll Rates

Time-of-Day Toll Rate Schedule	Current AVI	Current LPT	Proposed AVI	Proposed LPT
5:00 AM - 6:00 AM	\$1.50	\$5.00	\$1.60	\$5.25
6:00 AM - 6:45 AM	\$1.50	\$5.00	\$1.60	\$5.25
6:45 AM - 7:15 AM	\$1.50	\$5.00	\$1.60	\$5.25
7:15 AM - 8:15 AM	\$1.50	\$5.00	\$1.60	\$5.25
8:15 AM - 8:45 AM	\$1.50	\$5.00	\$1.60	\$5.25
8:45 AM - 10:00 AM	\$1.50	\$5.00	\$1.60	\$5.25
10:00 AM - 12:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
12:00 PM - 3:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
3:00 PM - 3:30 PM	\$1.90	\$5.50	\$2.00	\$5.75
3:30 PM - 4:30 PM	\$2.15	\$6.00	\$2.25	\$6.30
4:30 PM - 6:00 PM	\$4.15	\$9.15	\$4.35	\$9.60
6:00 PM - 8:00 PM	\$1.90	\$5.50	\$2.00	\$5.75
8:00 PM - 5:00 AM	\$1.50	\$5.00	\$1.60	\$5.25
Weekend	\$1.90	\$5.50	\$2.00	\$5.75

Table 7: I-25 Seg 2 Southbound Proposed Toll Rates

Time-of-Day Toll Rate Schedule	Current AVI	Current LPT	Proposed AVI	Proposed LPT
5:00 AM - 6:00 AM	\$1.90	\$5.50	\$3.40	\$8.00
6:00 AM - 6:45 AM	\$1.90	\$5.50	\$3.40	\$8.00
6:45 AM - 7:15 AM	\$1.90	\$5.50	\$3.40	\$8.00
7:15 AM - 8:15 AM	\$3.25	\$7.65	\$3.40	\$8.00
8:15 AM - 8:45 AM	\$2.15	\$6.00	\$2.25	\$6.30
8:45 AM - 10:00 AM	\$1.90	\$5.50	\$2.00	\$5.75
10:00 AM - 12:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
12:00 PM - 3:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
3:00 PM - 3:30 PM	\$1.50	\$5.00	\$1.60	\$5.25
3:30 PM - 4:30 PM	\$1.50	\$5.00	\$1.60	\$5.25
4:30 PM - 6:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
6:00 PM - 8:00 PM	\$1.50	\$5.00	\$1.60	\$5.25
8:00 PM - 5:00 AM	\$1.50	\$5.00	\$1.60	\$5.25
Weekend	\$1.90	\$5.50	\$2.00	\$5.75

**Multi-Axle (4+) Surcharge:**

After analysis and researching trends across the industry, the multi-axle (4+) surcharge is recommended to remain unchanged at \$25.

**Recommended Adjustments to Toll Rates for I-25 Segment 3 (120<sup>th</sup> Ave to Northwest Pkwy/E-470) Express Lanes:**

Based on data from April 2025 to March 2026, it was determined that the current toll rates are effectively managing traffic demand and maintaining desired speeds and traffic LOS.

Given the increase in O&M and the increase in inflation, staff recommend increasing the toll rates for I-25 Segment 3 by 4.5%, rounded up to the nearest \$0.05, for both Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) rates in both directions.

**Staff Recommended Toll Rate Adjustments:**

Based on the results of the analysis, staff recommend proposed AVI and LPT toll rates per the toll schedule shown in the tables below.

Proposed FY 2026-27 Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) Toll Rates for I-25 Segment 3:

*Table 8: I-25 Seg 3 Northbound Proposed Toll Rates*

Time-of-Day Toll Rate Schedule	Current AVI	Current LPT	Proposed AVI	Proposed LPT
5:00 AM - 6:00 AM	\$1.40	\$4.20	\$1.50	\$4.40
6:00 AM - 6:45 AM	\$1.40	\$4.20	\$1.50	\$4.40
6:45 AM - 7:15 AM	\$1.40	\$4.20	\$1.50	\$4.40
7:15 AM - 8:15 AM	\$1.40	\$4.20	\$1.50	\$4.40
8:15 AM - 8:45 AM	\$1.40	\$4.20	\$1.50	\$4.40
8:45 AM - 10:00 AM	\$1.40	\$4.20	\$1.50	\$4.40
10:00 AM - 12:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
12:00 PM - 3:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
3:00 PM - 3:30 PM	\$2.30	\$5.60	\$2.45	\$5.90
3:30 PM - 4:30 PM	\$2.95	\$6.60	\$3.10	\$6.90
4:30 PM - 6:00 PM	\$2.95	\$6.60	\$3.10	\$6.90
6:00 PM - 8:00 PM	\$2.30	\$5.60	\$2.45	\$5.90
8:00 PM - 5:00 AM	\$1.40	\$4.20	\$1.50	\$4.40
Weekend	\$1.40	\$4.20	\$1.50	\$4.40

*Table 9: I-25 Seg 3 Southbound Proposed Toll Rates*

Time-of-Day Toll Rate Schedule	Current AVI	Current LPT	Proposed AVI	Proposed LPT
5:00 AM - 6:00 AM	\$1.40	\$4.20	\$1.50	\$4.40
6:00 AM - 6:45 AM	\$1.40	\$4.20	\$1.50	\$4.40
6:45 AM - 7:15 AM	\$2.70	\$6.15	\$2.85	\$6.45
7:15 AM - 8:15 AM	\$2.95	\$6.60	\$3.10	\$6.90
8:15 AM - 8:45 AM	\$2.95	\$6.60	\$3.10	\$6.90
8:45 AM - 10:00 AM	\$1.85	\$4.70	\$1.95	\$4.95
10:00 AM - 12:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
12:00 PM - 3:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
3:00 PM - 3:30 PM	\$1.40	\$4.20	\$1.50	\$4.40
3:30 PM - 4:30 PM	\$1.40	\$4.20	\$1.50	\$4.40
4:30 PM - 6:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
6:00 PM - 8:00 PM	\$1.40	\$4.20	\$1.50	\$4.40
8:00 PM - 5:00 AM	\$1.40	\$4.20	\$1.50	\$4.40
Weekend	\$1.40	\$4.20	\$1.50	\$4.40

### Multi-Axle (4+) Surcharge:

After analysis and researching trends across the industry, the multi-axle (4+) surcharge is recommended to remain unchanged at \$25.

### Recommended Adjustments to the Dynamic Pricing Algorithm Criterion for the I-70 Central Express Lanes:

Based on data from April 2025 to March 2026, it was determined that the current dynamic pricing parameters are not effectively managing traffic demand and maintaining desired speeds and traffic LOS on the I-70 Central WB express lane. From 5:00 PM to 6:00 PM, speeds drop below 45 mph 8.46% of the time, demonstrating a need to increase the maximum cap on dynamic pricing to ensure compliance with the federal code.

Given the performance of the express lane, the increase in O&M, and the increase in inflation, staff recommend increasing the minimum Automatic Vehicle Identification (AVI) toll cap by 4.5%, rounded up to the nearest \$0.05, for I-70 Central in both directions. Due to the speed of I-70 Central WB, staff is recommending an increase of \$1.00 to the maximum toll rate criterion to improve speed in the express lane. No changes are suggested to the maximum increment and decrement, or the rate change interval.

### Staff Recommended Toll Rate Adjustments:

Based on the results of the analysis, staff recommend proposed dynamic pricing algorithm criterion adjustments in the tables below.

Proposed FY 2026-27 Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) dynamic pricing algorithm criterion for I-70 Central:

Table 10: Dynamic Pricing Algorithm Criterion Summary Central 70 Westbound

Dynamic Pricing Criterion	Current	Proposed
Minimum AVI Toll Rates	\$1.55	\$1.65
Minimum LPT Toll Rates	\$3.90	\$4.15
Maximum AVI Toll Rates	\$6.00	\$7.00
Maximum LPT Toll Rates	\$15.00	\$17.50
Maximum AVI Increase*	\$4.00	\$5.35
Maximum AVI Decrease*	\$4.00	\$5.35

Table 11: Dynamic Pricing Algorithm Criterion Summary Central 70 Eastbound

Dynamic Pricing Criterion	Current	Proposed
Minimum AVI Toll Rates	\$1.55	\$1.65
Minimum LPT Toll Rates	\$3.90	\$4.15
Maximum AVI Toll Rates	\$6.00	\$7.00
Maximum LPT Toll Rates	\$15.00	\$17.50
Maximum AVI Increase*	\$4.00	\$5.35
Maximum AVI Decrease*	\$4.00	\$5.35

\*LPT Surcharge Applies

Staff recommend all other dynamic pricing algorithm criteria remain the same.

### License Plate Tolling (LPT) Surcharge:

There is no change to the LPT surcharge of 150% of the Central I-70 express lane AVI toll rates.

### Multi-Axle (4+) Surcharge:

After analysis and researching trends across the industry, the multi-axle (4+) surcharge is recommended to remain unchanged at \$25.

### Recommended Adjustments to the Dynamic Pricing Algorithm Criterion for the I-25 South Gap Express Lanes:

Based on data from April 2025 to March 2026, it was determined that the current dynamic pricing parameters are effectively managing traffic demand and maintaining desired speeds and traffic LOS.

Given the increase in O&M and the increase in inflation, staff recommend increasing the maximum and minimum AVI and LPT toll cap by 4.5%, rounded up to the nearest \$0.05, for I-25 South Gap. No changes are suggested to the maximum increment and decrement, or the rate change interval.

### Staff Recommended Toll Rate Adjustments:

Based on the results of the analysis, staff recommend proposed dynamic pricing algorithm criterion adjustments in the tables below.

Proposed FY 2026-27 Automatic Vehicle Identification (AVI) and License Plate Toll (LPT) dynamic pricing algorithm criterion for I-25 South Gap:

Table 12: Dynamic Pricing Algorithm Criterion Summary I-25 South Gap Northbound

Dynamic Pricing Criterion	Current Zone 1	Current Zone 2	Proposed Zone 1	Proposed Zone 2
Minimum AVI Toll Rates	\$ 2.10	\$ 1.85	\$2.20	\$1.95
Minimum LPT Toll Rates	\$ 5.25	\$ 4.65	\$5.50	\$4.90
Maximum AVI Toll Rates	\$2.50	\$2.25	\$2.65	\$2.40
Maximum LPT Toll Rates	\$6.25	\$5.65	\$6.65	\$6.00

Table 13: Dynamic Pricing Algorithm Criterion Summary I-25 South Gap Southbound

Dynamic Pricing Criterion	Current Zone 1	Current Zone 2	Proposed Zone 1	Proposed Zone 2
Minimum AVI Toll Rates	\$1.85	\$2.10	\$1.95	\$2.20
Minimum LPT Toll Rates	\$4.65	\$5.25	\$4.90	\$5.50
Maximum AVI Toll Rates	\$2.25	\$2.50	\$2.40	\$2.65
Maximum LPT Toll Rates	\$5.65	\$6.25	\$6.00	\$6.65

Staff recommend all other dynamic pricing algorithm criteria remain the same.

### License Plate Tolling (LPT) Surcharge:

There is no change to the LPT surcharge of 150% of the I-25 South Gap express lane AVI toll rates.

### Multi-Axle (4+) Surcharge:

After analysis and researching trends across the industry, the multi-axle (4+) surcharge is recommended to remain unchanged at \$25 per zone.

### Recommended Initial Dynamic Pricing Algorithm Criterion for the I-70 Mountain Express Lanes:

I-70 EB MEXL is currently a time-of-day corridor, however, CTIO staff is recommending that the corridor be converted to dynamic pricing on July 1, 2026. The recommended initial dynamic pricing algorithm criterion is recommended to match the current WB MEXL dynamic pricing criterion. Staff recommend proposed dynamic pricing criterion shown in the table below:

Table 14: Initial Dynamic Pricing Algorithm Criterion Summary I-70 MEXL Eastbound

Dynamic Pricing Criterion	Current	Proposed
Minimum AVI Toll Rates	\$8.00	\$6.00
Minimum LPT Toll Rates	\$14.67	\$12.00
Maximum AVI Toll Rates	\$9.00	\$9.00
Maximum LPT Toll Rates	\$16.25	\$18.00
Rate Change Interval	N/A	5-15 minutes
Maximum AVI Increase*	N/A	\$3.00
Maximum AVI Decrease*	N/A	\$3.00

\*LPT Surcharge Applies

### License Plate Tolling (LPT) Surcharge:

There is no change to the LPT surcharge of 100% of the I-70 MEXL AVI toll rates.

### Deferred Toll Rate Adjustments for I-25 Segments 6, 7, and 8, C-470, and I-70 MEXL Express Lanes:

While this technical memorandum provides analysis for network-wide adjustments, certain corridors toll rate adjustments will be deferred for approval later in the fiscal year to better align with the current state of the Express Lanes.

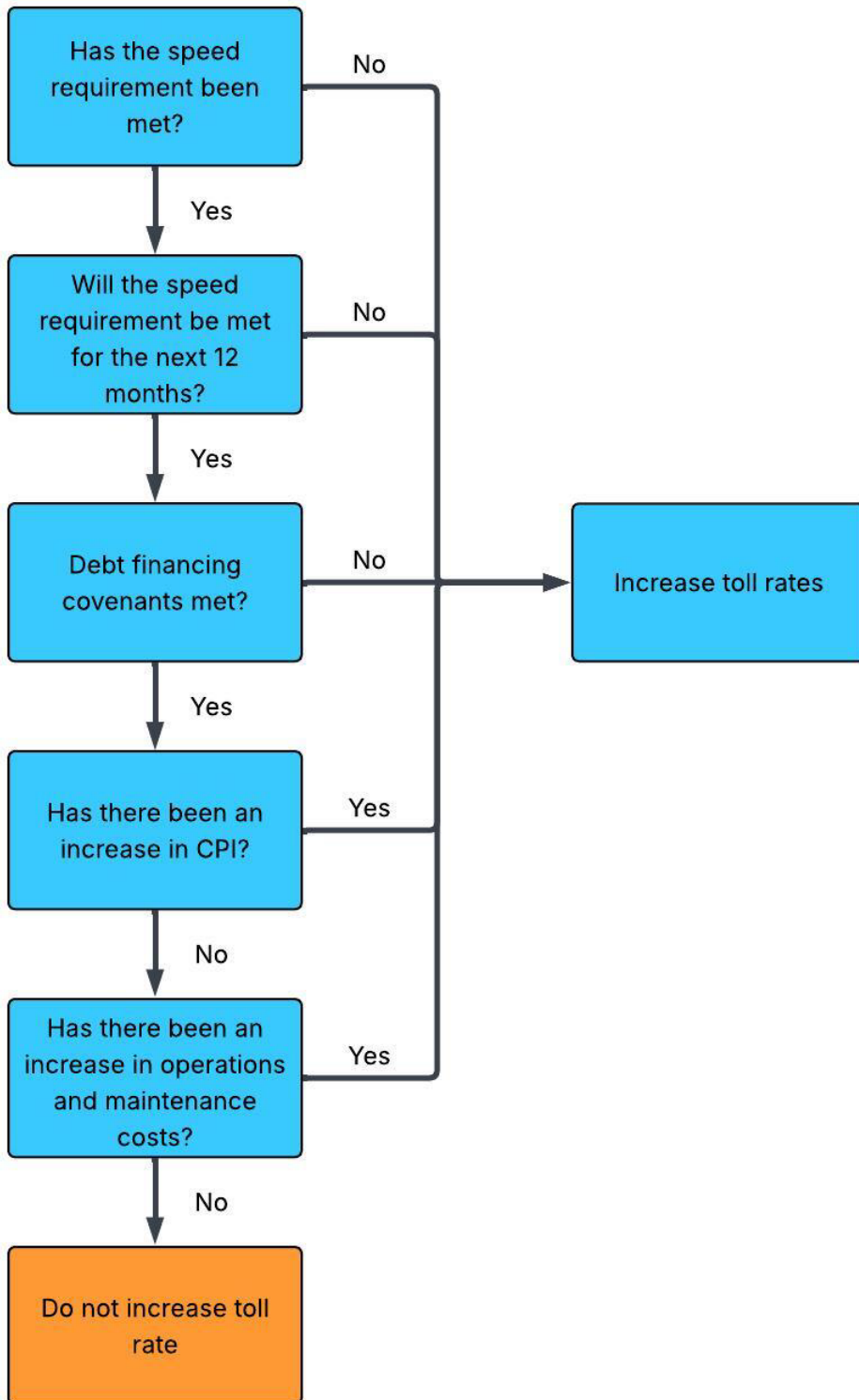
- I-25 Segments 6, 7, and 8: These segments commenced tolling operations on April 7, 2026. Current traffic data is currently deemed insufficient for immediate adjustments. Recommendations for these segments will be deferred according to historical dynamic pricing corridor go-live timelines.
- C-470: To account for the transition to the Next Generation Lane Toll System (NGLTS), FY27 toll rate adjustments for C-470 will be deferred until the system conversion is complete to ensure consistency across platforms. Staff will return with a recommendation for dynamic pricing algorithm criteria—incorporating the 4.5% CPI and O&M increases—to be implemented once the corridor is ready for dynamic pricing to go-live.
- I-70 MEXL: The fiscal year for the Mountain Express Lanes runs from November 1<sup>st</sup> to October 31<sup>st</sup>. Toll rate adjustments on this corridor are aligned with the MEXL fiscal year.

Staff will return with recommendations for dynamic pricing algorithm criteria—incorporating the 4.5% CPI and O&M increases—to be implemented on November 1<sup>st</sup>.

## **Summary of Recommended Adjustments**

In summary, the technical analysis proposes toll rate adjustments to maintain mandated speeds, account for a 4.5% CPI increase, and cover a 3.6% rise in O&M costs. Upon the Chief Toll Operations Officer validation of this methodology, these recommendations will be prepared for final review and approval by the CTIO Board of Directors.

## Appendix 1: Toll Rate Adjustment Flowchart for Time-of-Day Pricing



## Appendix 2: Toll Rate Adjustment Flowchart for Dynamic Pricing

