



FY 2012 1st QUARTER PERFORMANCE REPORT

DRAFT September
2011



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Executive Summary: The 1st quarter of FY 12 was fairly routine, if you don't count the month of July. Some key highlights are:

- A faulty automatic vehicle identification (AVI) reader created a spike in license plate tolls (LPT) and erratic hybrid reporting. The reader was fixed at the end of July.
- I-25 data got stuck in a processing queue at E-470; when it got unstuck some July data was reported in August, resulting in anomalous revenue reporting.
- On July 12, the lanes were closed at night due to heavy flooding; two variable message signs (VMS) were struck by lightning during that event.
- There was no Colorado State Patrol enforcement this quarter, as a new five-year contract was negotiated and CSP internal processes worked through.
- This quarter, bus delays were frequent during morning peak hour, most attributed to the construction at Denver Union Station. The closure of the bus exit ramp there continues to be the primary operational issue.



INTRODUCTION

This report is a compilation of three months of data regarding traffic volumes and lane usage, bus travel times, revenues and expenditures, law enforcement activities and incidents which may have impacted operations or revenues during the first quarter of Fiscal Year 2012 (FY 12).

1.0 VOLUMES AND LANE USAGE

Recorded use of the I-25 HOV/Express Lanes (including both HOV and toll-paying vehicles) remains steady. The average monthly volume for the FY 12 first quarter was approximately 291,000 vehicles, compared to FY 11 fourth quarter average of 295,000. In FY 2011 the overall monthly average was 289,000 vehicles.

The tables below summarize traffic data for the Tolled Express and HOV lanes for the first quarter of FY 2012. Data includes weekend and non-peak traffic.

Please note a large spike in LPT in July, with a corresponding drop in Express traffic. This was due to a faulty automatic vehicle identification (AVI) reader, which was corrected at the end of July. When the AVI failed to read a transponder, it was automatically recorded as an LPT. The revenue effects of this are discussed on page 4 of this report.

| July Monthly Summary | | | | | |
|-----------------------------------|----------------|------------|-------------------|------------|--------------|
| | Express | HOV | Violations | LPT | Total |
| Total Monthly Traffic | 39292 | 194201 | 0 | 53164 | 286657 |
| Maximum Daily Traffic | 3059 | 7971 | 0 | 3362 | 13157 |
| Average Daily Traffic | 1740 | 6742 | 0 | 2457 | 10939 |
| Avg Weekday AM Peak Hour | 42 | 532 | 0 | 471 | 1045 |
| Avg Weekday PM Peak Hour | 302 | 689 | 0 | 99 | 1090 |
| Avg Weekday AM Peak Period | 168 | 2128 | 0 | 1885 | 4181 |
| Avg Weekday PM Peak Period | 1210 | 2757 | 0 | 395 | 4361 |

| August Monthly Summary | | | | | |
|-----------------------------------|----------------|------------|-------------------|------------|--------------|
| | Express | HOV | Violations | LPT | Total |
| Total Monthly Traffic | 67847 | 185901 | 157 | 27840 | 281745 |
| Maximum Daily Traffic | 3857 | 8114 | 13 | 1953 | 12691 |
| Average Daily Traffic | 3267 | 7034 | 7 | 1322 | 11630 |
| Avg Weekday AM Peak Hour | 425 | 583 | 1 | 167 | 1176 |
| Avg Weekday PM Peak Hour | 299 | 735 | 1 | 126 | 1160 |
| Avg Weekday AM Peak Period | 1701 | 2332 | 4 | 668 | 4705 |
| Avg Weekday PM Peak Period | 1195 | 2938 | 2 | 503 | 4638 |

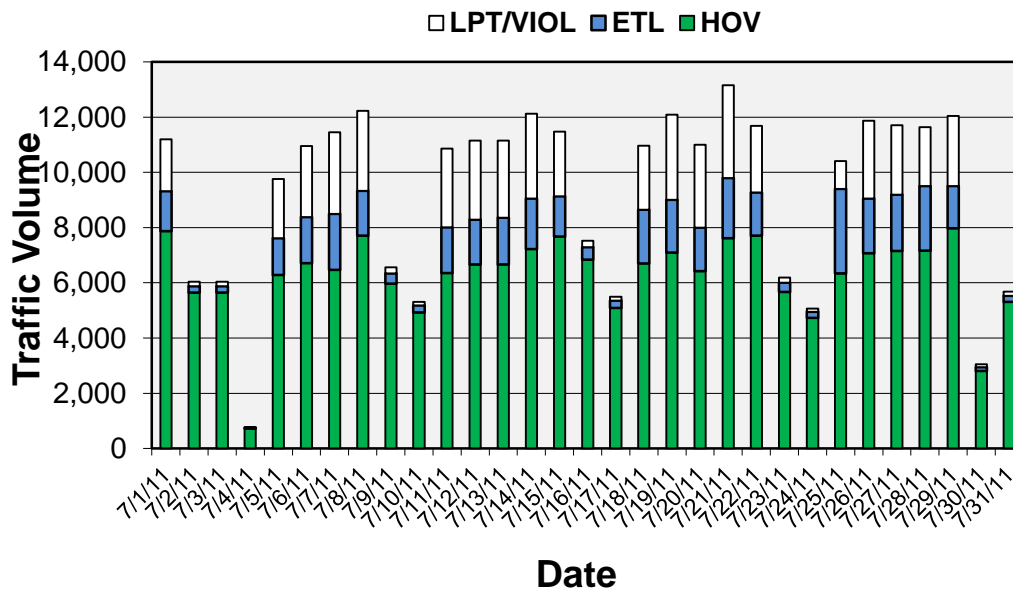


| September Monthly Summary | | | | | |
|-----------------------------------|---------|--------|------------|-------|--------|
| | Express | HOV | Violations | LPT | Total |
| Total Monthly Traffic | 70377 | 199408 | 134 | 35375 | 305294 |
| Maximum Daily Traffic | 3832 | 8714 | 10 | 4457 | 12405 |
| Average Daily Traffic | 3064 | 6629 | 6 | 1524 | 11222 |
| Avg Weekday AM Peak Hour | 399 | 571 | 1 | 206 | 1177 |
| Avg Weekday PM Peak Hour | 272 | 649 | 1 | 129 | 1050 |
| Avg Weekday AM Peak Period | 1597 | 2285 | 3 | 824 | 4709 |
| Avg Weekday PM Peak Period | 1087 | 2597 | 2 | 515 | 4202 |

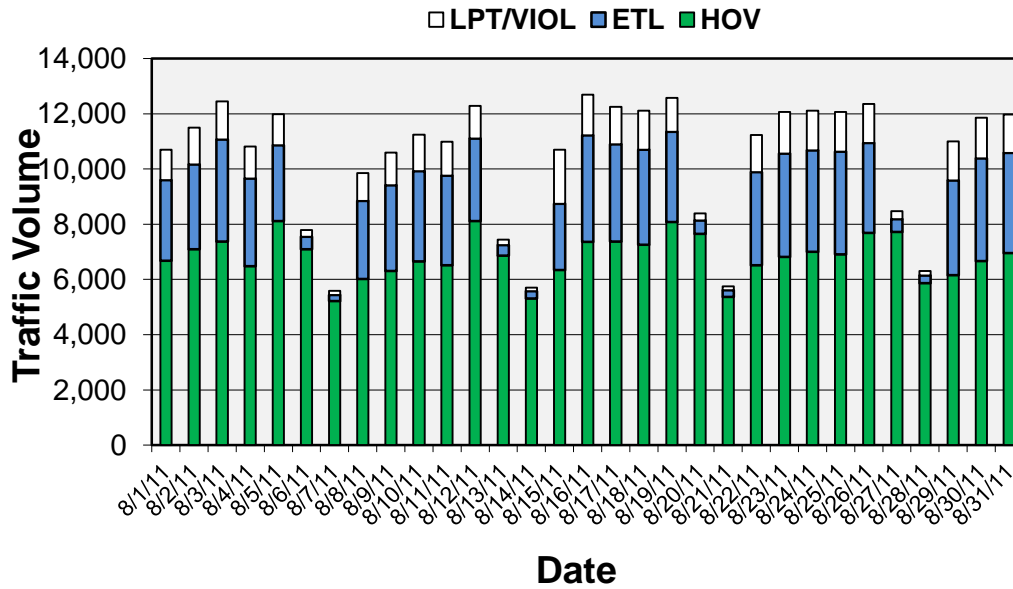
AM Peak: 6:00 AM – 10:00 AM
 PM Peak: 3:00 PM – 7:00 PM

Daily and monthly traffic volumes are illustrated in the following figures. They include High Occupancy Vehicle (HOV), Electronic Toll Collection (ETC), License Plate Tolling (LPT) and Violations combined. The reason for combining these two is that previously they were simply considered to be violators at the time of transaction if there was not an active Express Toll account. The current practice is to send a bill to users who do not have an Express Toll Account to give them an opportunity to pay, and if they do not pay after a second notice, only then do they become violators.

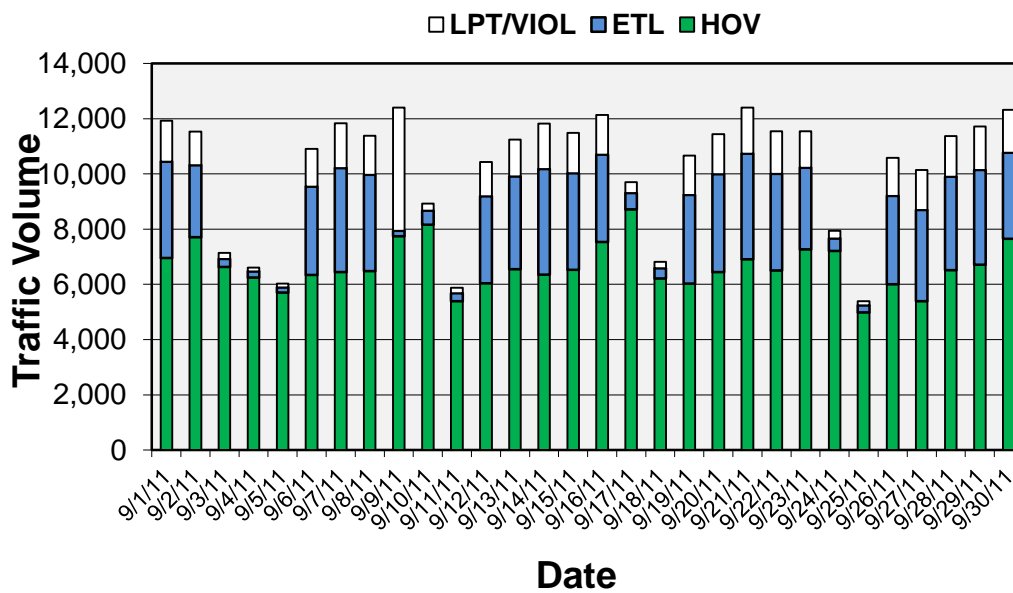
July 2011 DAILY TRAFFIC VOLUMES



August 2011 DAILY TRAFFIC VOLUMES



September 2011 DAILY TRAFFIC VOLUMES



2.0 BUS TRAVEL TIME

The IGA between CDOT and RTD prescribes triggers to determine if there is any degradation to travel times for buses and carpools. These triggers are:

- Exceeding travel time for more than one bus in an hour (provided the excess is not attributed to a stall, crash and closure of the lane, or special event).
- Exceeding the travel time for more than one day per week for three weeks in a row.
- Predictable patterns.

In July, seventeen buses were delayed, all occurring during a 30 minute period on the 21st. In August, there were 157 bus delays, most in the 3 minute range. All these delays occurred on Tuesdays, Wednesdays and Thursdays. In September, there were 124 bus delays, attributed to the construction at Union Station.

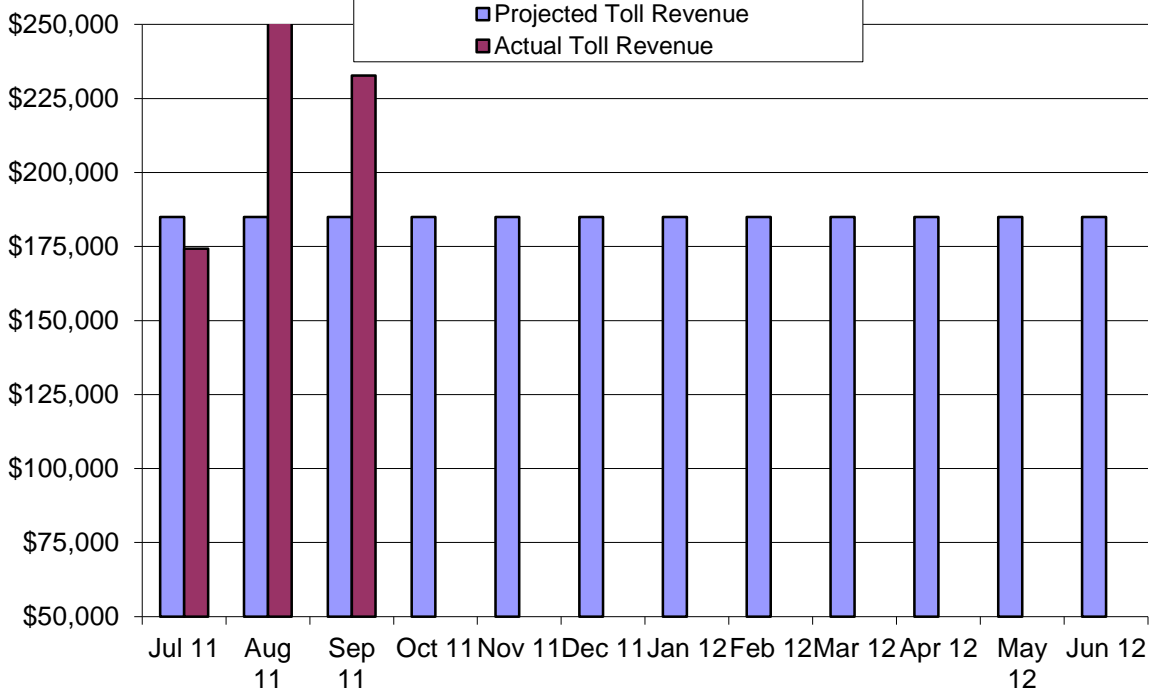
We continue to monitor the morning peak exiting onto 19th Street. In February 2011, RTD closed a bus-only exit ramp at that location, which took buses directly from the exit to Union Station. Now, buses must exit with all other vehicles directly onto 19th Street. The volume of traffic coming off the Express Lanes is creating a slowdown of travel times, compounded by signalization at that intersection and others in the area.

3.0 REVENUES

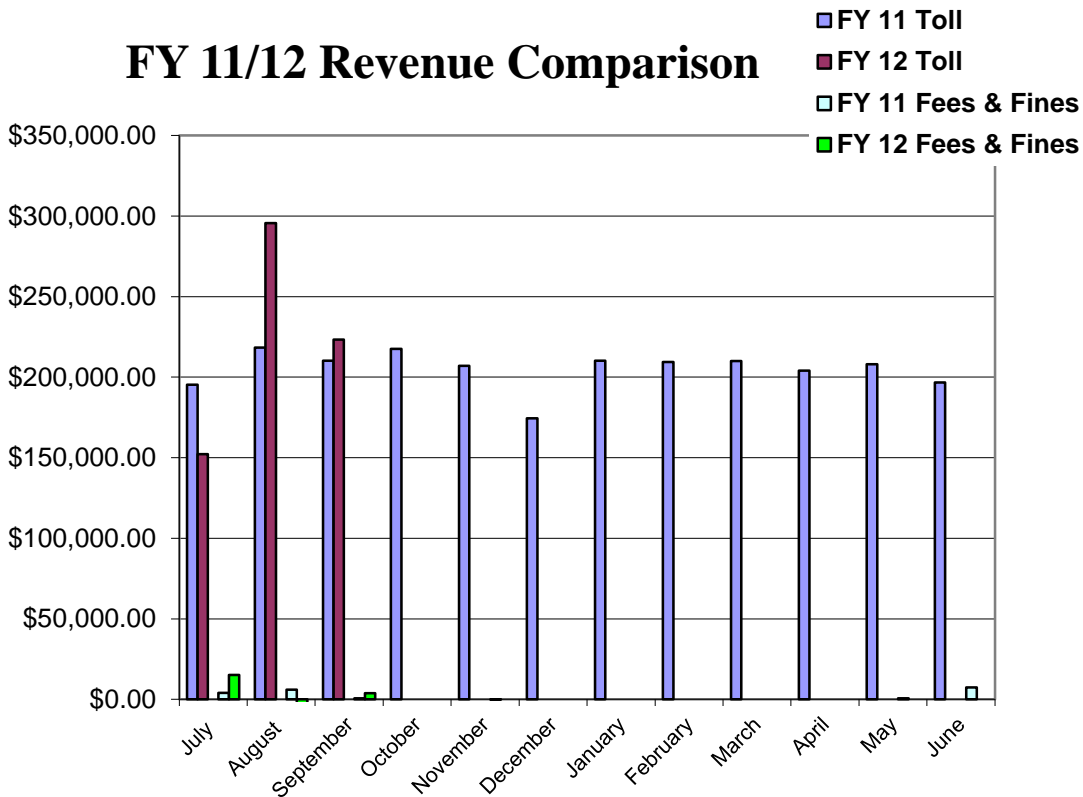
As is the case with traffic volumes, revenues are stable. The HPTE has been conservative in revenue estimates, (estimating approximately \$185,000 per month, totaling \$2.3 million annually) versus actual revenues that continue to be somewhat higher as shown in the chart below. Toll revenues were \$174,252 in July, \$298,052 in August, and \$232,732 in September. **Note:** At the end of July, E-470 experienced toll data getting stuck in a queue and not posting. When the data was unstuck, some July revenue was posted in August, which accounts for July revenue being lower than normal, and August being greater than normal.

The following figures show the projected vs. actual toll revenue to date for Fiscal Year 2012 and the comparison of previous year monthly revenues to current year.

Fiscal Year 2012 Monthly Estimated Toll Revenue vs. Actual



FY 11/12 Revenue Comparison



4.0 INCIDENTS

On July 12, the lanes were closed at night due to severe flooding, and then were opened a half-hour late the next morning. Two VMS signs were hit by lightning, and were quickly repaired.

In August, the HOV/HOT lanes were closed for four nights (8:00 pm to 5:00 am) to accommodate the 80th Street bridge work over US 36. Also, on August 18 there was an accident in the southbound lanes that affected traffic going into downtown Denver and exiting on southbound I-25.

At the request of the Denver Police Department, on September 27th, the HOV/HOT lanes were closed from 10:00 a.m. to 4:00 p.m. to accommodate the presidential motorcade.

5.0 ENFORCEMENT

The Colorado State Patrol (CSP) did not provide enforcement during the first quarter of FY 2012. The five-year contract was being negotiated at the beginning of the quarter, and the agreement was executed at the end of July. Internal CSP accounting processes were resolved at the end of the quarter.

6.0 OPERATIONAL ISSUES

This quarter there were intermittent problems with communications to the variable message signs (VMS) resulting in delayed posting of the correct toll price for the time of day. The problem was the failure of a network device called a Digi board, which was replaced at the end of September.

The closure of bus lanes in front of Union Station continues to force all traffic to exit onto 19th Street, causing some delays in the morning peak hour. This closure and exit issue is expected to be resolved in 2013 when Union Station reopens. CDOT and the City and County of Denver are evaluating interim solutions.

7.0 HYBRID UTILIZATION

Fuel efficient vehicles have been allowed free access to the I-25 Express Lanes even if they have only one occupant provided that they have obtained a permit from CDOT, obtained a specially coded transponder, and displayed a decal on their windshield. CDOT has tracked hybrid usage of the Express Lanes, which has been consistent for the first quarter as illustrated in the table below.

Please note that in July in-bound hybrid reports are erratic. This is a result of a faulty automatic vehicle identification (AVI) reader, which was corrected at the end of July.



FY12 – 1st Quarter Hybrid Counts

| July 2011 | | | August 2011 | | | September 2011 | | |
|-----------|-----|-----|-------------|-----|-----|----------------|-----|-----|
| Date | AM | PM | Date | AM | PM | Date | AM | PM |
| 7/1 | 8 | 95 | 8/1 | 115 | 127 | 9/1 | 128 | 134 |
| 7/2 | | 15 | 8/2 | 101 | 123 | 9/2 | 102 | 106 |
| 7/3 | 4 | 19 | 8/3 | 104 | 119 | 9/3 | 3 | 23 |
| 7/4 | | 3 | 8/4 | 111 | 107 | 9/4 | 5 | 29 |
| 7/5 | 1 | 105 | 8/5 | 102 | 104 | 9/5 | | 19 |
| 7/6 | 7 | 126 | 8/6 | 2 | 34 | 9/6 | 134 | 144 |
| 7/7 | 6 | 127 | 8/7 | 4 | 16 | 9/7 | 133 | 149 |
| 7/8 | 8 | 120 | 8/8 | 111 | 118 | 9/8 | 136 | 150 |
| 7/9 | 8 | 35 | 8/9 | 122 | 115 | 9/9 | | 21 |
| 7/10 | 6 | 25 | 8/10 | 123 | 118 | 9/10 | 6 | 45 |
| 7/11 | | 131 | 8/11 | 126 | 134 | 9/11 | 6 | 27 |
| 7/12 | 2 | 144 | 8/12 | 103 | 105 | 9/12 | 131 | 144 |
| 7/13 | 1 | 141 | 8/13 | 7 | 24 | 9/13 | 132 | 151 |
| 7/14 | | 127 | 8/14 | 3 | 19 | 9/14 | 132 | 146 |
| 7/15 | 4 | 108 | 8/15 | 123 | 62 | 9/15 | 139 | 149 |
| 7/16 | 6 | 27 | 8/16 | 116 | 141 | 9/16 | 119 | 119 |
| 7/17 | 6 | 29 | 8/17 | 128 | 139 | 9/17 | 5 | 37 |
| 7/18 | 30 | 130 | 8/18 | 129 | 141 | 9/18 | 4 | 26 |
| 7/19 | 1 | 126 | 8/19 | 108 | 116 | 9/19 | 131 | 145 |
| 7/20 | 1 | 129 | 8/20 | 2 | 38 | 9/20 | 141 | 146 |
| 7/21 | 1 | 139 | 8/21 | 3 | 19 | 9/21 | 132 | 149 |
| 7/22 | 5 | 117 | 8/22 | 135 | 144 | 9/22 | 136 | 142 |
| 7/23 | 4 | 30 | 8/23 | 136 | 151 | 9/23 | 105 | 119 |
| 7/24 | | 12 | 8/24 | 131 | 150 | 9/24 | 6 | 32 |
| 7/25 | 110 | 130 | 8/25 | 139 | 146 | 9/25 | 2 | 15 |
| 7/26 | 12 | 137 | 8/26 | 113 | 121 | 9/26 | 140 | 141 |
| 7/27 | 24 | 126 | 8/27 | 2 | 31 | 9/27 | 142 | 121 |
| 7/28 | 46 | 142 | 8/28 | 5 | 27 | 9/28 | 130 | 151 |
| 7/29 | | 110 | 8/29 | 133 | 157 | 9/29 | 141 | 139 |
| 7/30 | 1 | 17 | 8/30 | 137 | 157 | 9/30 | 109 | 120 |
| 7/31 | 3 | 11 | 8/31 | 131 | 134 | | | |