



FY 2014 3rd PARTIAL QUARTER PERFORMANCE REPORT

February 2014



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Executive Summary:

- Traffic volumes are following seasonal patterns; this quarter's traffic is down about 1% over this time last year.
- The ability to track bus travel time is currently impaired. A solution to this issue is under development by Plenary Roads Denver.
- Revenues exceeded projections for two months of this quarter. Toll revenues were \$252,449 in January, \$213,503 in February, and the combined HPTE-PRD revenues for March were \$235,574.
- This quarter there was mid-day closure extension and a weekend closure to accommodate survey work and pothole repairs. Early in March, there were unexpected server errors and gateset failures that were quickly repaired.



Editor’s Note: This is HPTE’s final quarterly report on the I-25 Express Lanes. On March 7, 2014, Plenary Roads Denver assumed operations, maintenance and toll collection on the Lanes. This report will cover the months of January and February 2014. Using an entire month of data Plenary has submitted a monthly performance report for the Lanes for the month of March, 2014. It will be presented in conjunction with this report, for a full reporting on Express Lanes performance in 3rd Quarter of FY14.

INTRODUCTION

This report is a compilation of two months of data regarding traffic volumes and lane usage, bus travel times, revenues, law enforcement activities and incidents which may have impacted operations or revenues during a portion of the third quarter of Fiscal Year 2014 (FY 14).

1.0 VOLUMES AND LANE USAGE

The average monthly volume for this quarter was 268,524 vehicles (which includes March volume of 281,503 as noted in the PRD monthly report), compared to FY 13 third quarter average of 270,282, which is a 1% decrease over this time last year. This compares to the historical low monthly volume of 238,445 in December 2006, and the historical high of 355,308 in October 2007. This quarter is maintaining the seasonal cycle of decreasing volumes during winter months.

The tables below summarize traffic data for both Tolled Express and HOV lanes for the months of January and February 2014. March data is included in the PRD monthly report. Data includes weekend and non-peak traffic.

January Summary						
	AVI	Hybrid	LPT	HOV	Violation	Total
Total Monthly Traffic	78,555	5,076	30,278	167,615	455	276,903
Maximum Weekday Traffic	4,301	286	2,012	6,824	34	12,380
Average Weekday Traffic	2,349	151	921	5,376	14	8,660
Avg Weekday AM Peak Hour	518	32	194	769	2	1,515
Avg Weekday PM Peak Hour	479	30	190	782	3	1,485
Avg Weekday AM Peak Period	1,530	97	555	2,028	8	4,217
Avg Weekday PM Peak Period	1,355	85	522	2,416	9	4,387



February Summary						
	AVI	Hybrid	LPT	HOV	Violation	Total
Total Monthly Traffic	69,100	4,541	29,880	147,808	380	247,168
Maximum Weekday Traffic	4,149	275	2,977	7,484	30	12,134
Average Weekday Traffic	2,190	145	1,011	4,964	12	8,177
Avg Weekday AM Peak Hour	549	37	196	848	3	1,633
Avg Weekday PM Peak Hour	491	29	226	826	3	1,576
Avg Weekday AM Peak Period	1,597	104	579	2,214	8	4,502
Avg Weekday PM Peak Period	1,367	85	625	2,517	8	4,603

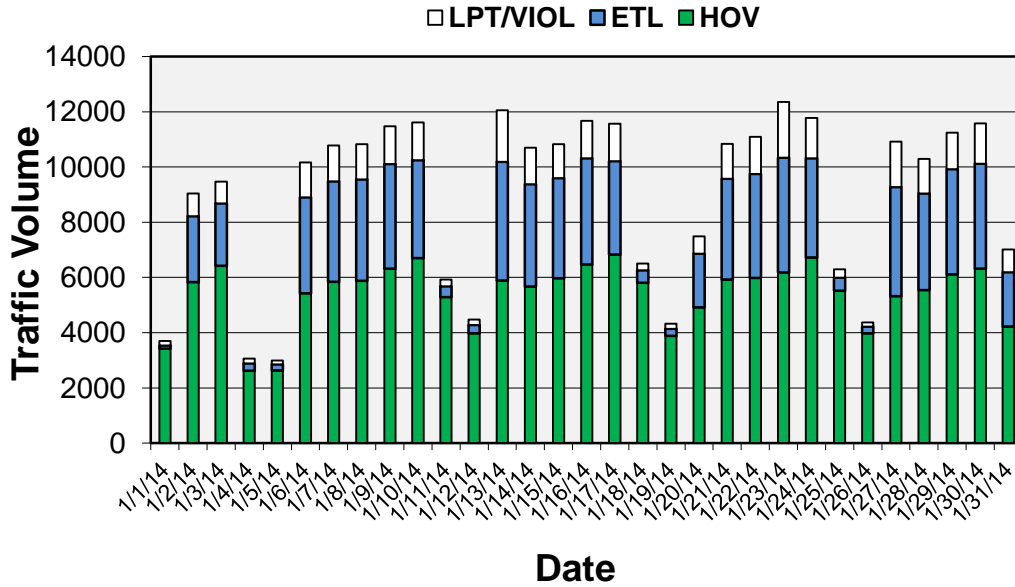
AM Peak: 6:00 AM – 10:00 AM
 PM Peak: 3:00 PM – 7:00 PM

The table below shows what percentage of Average Quarterly Total Traffic each of the different traffic types present. Use by vehicle type remains predictable, with HOV's accounting for about two-thirds total traffic in the lanes.

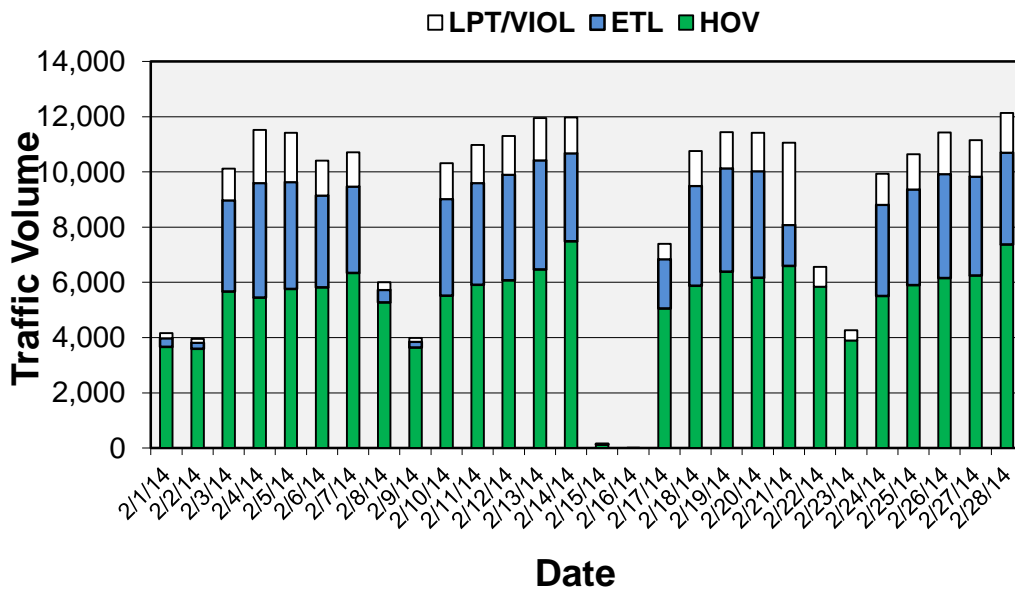
Comparison of Traffic Types as Percent of Average Quarterly Total Traffic		
Traffic Type	3rd Quarter FY 13	3rd Quarter FY 14
Transponder	27%	27%
License Plate Toll	11%	11%
High Occupancy Vehicle	62%	62%

Daily and monthly traffic volumes are illustrated on the following pages. They include High Occupancy Vehicle (HOV), Electronic Toll Collection (ETC), License Plate Tolling (LPT) and Violations.

January 2014 DAILY TRAFFIC VOLUMES



February 2014 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:

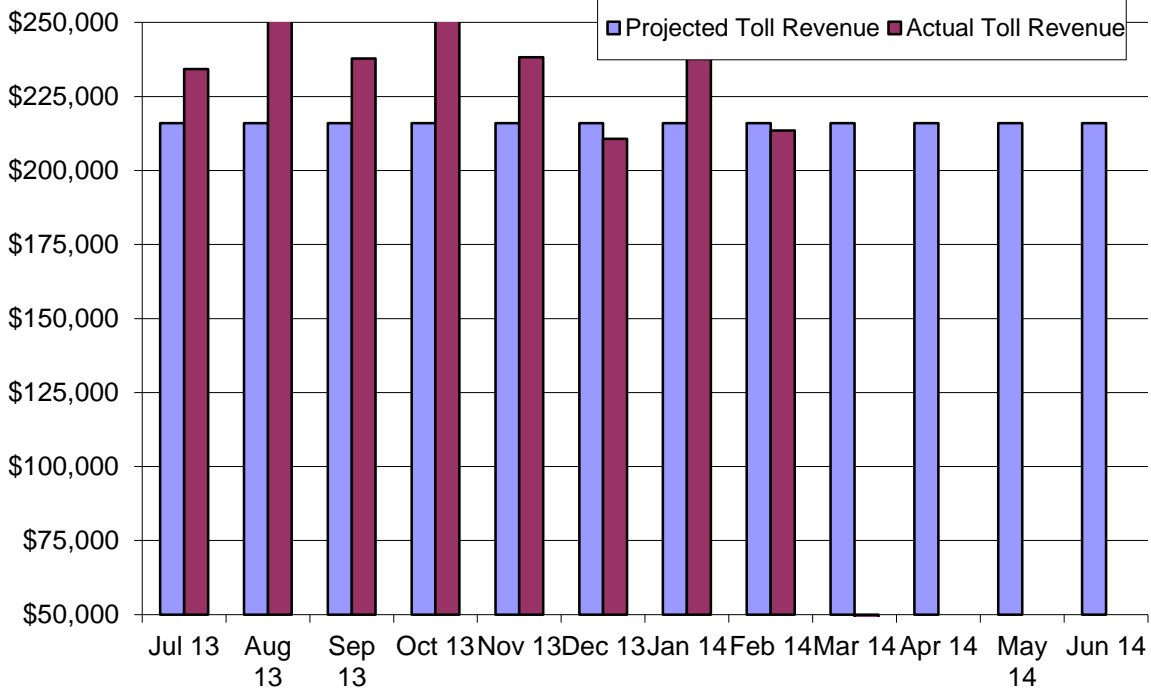
- Exceeding travel time for more than one bus in an hour (provided the excess is not attributed to a stall, crash and closure of the lane, or special event).
- Exceeding the travel time for more than one day per week for three weeks in a row.
- Predictable patterns.

Beginning in August 2013, RTD began replacing the old T21 plastic case transponders with the new 6C sticker transponders, because replacements for the T21 model are no longer available. The travel time indicators (TTI's) in the lanes are set only to read the T21 protocol. As a result, CDOT lost the ability to track the travel times of the buses in the Express Lanes during the succeeding months. A solution to this issue is under development.

3.0 REVENUES

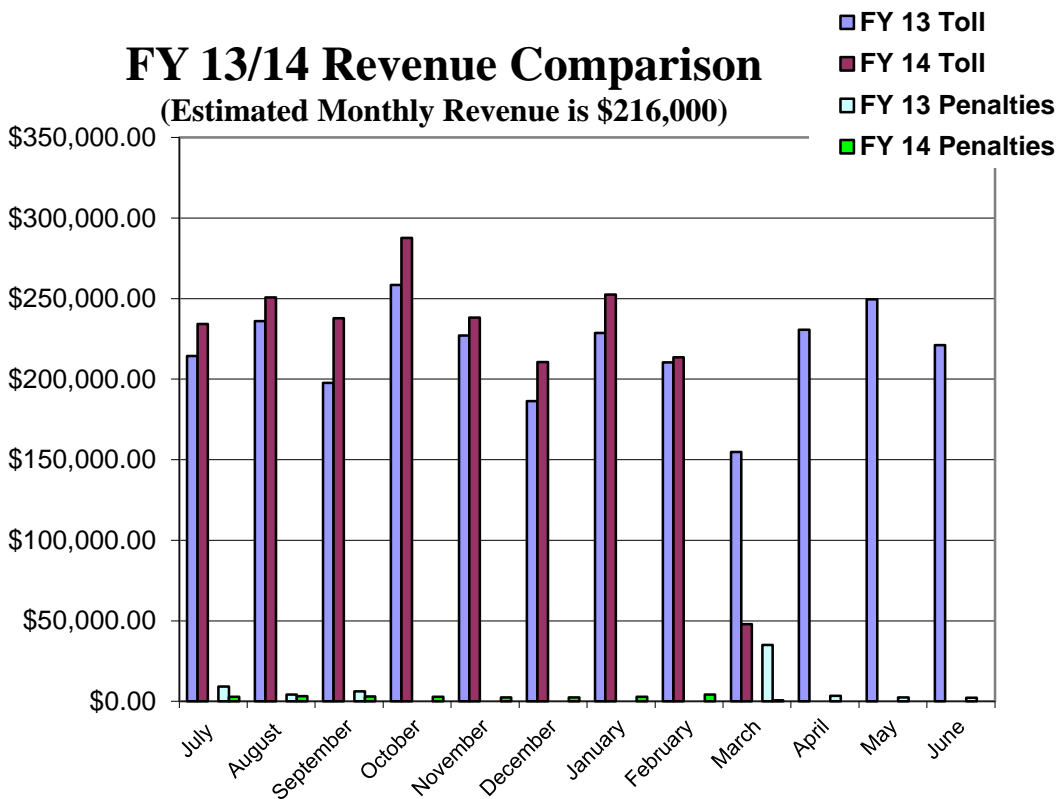
The HPTE has been conservative in revenue estimates, (estimating approximately \$216,000 per month, totaling \$2.6 million annually) versus actual revenues that tend to vary somewhat as shown in the chart below. Toll revenues were \$252,449 in January, \$213,503 in February, and \$47,989 for the first week in March. PRD reported \$187,585 revenue in March beginning on the 7th. The total HPTE-PRD revenue for March is \$235,574. The following figures show the projected vs. actual toll revenue to date for Fiscal Year 2014 and the comparison of previous year monthly revenues to current year.

Fiscal Year 2014 Monthly Estimated Toll Revenue vs. Actual



FY 13/14 Revenue Comparison

(Estimated Monthly Revenue is \$216,000)





4.0 INCIDENTS AND CLOSURES

In January, there were no recorded incidents or closures.

On February 5th, very cold and icy conditions slowed traffic in the general lanes and the Express Lanes during the morning rush. Later that week, the standard mid-day maintenance window was extended from 10:00 to 2:00 to allow surveying that is part of the US 36 expansion project. On the weekend of the 15th and 16th, the lanes were closed for pothole repair, and reopened as usual on Monday morning.

On March 5, the lanes closed unexpectedly just after 7:00 a.m. due to a server error. They were reopened by 7:20. On March 6, the inner gate at I-25 and 20th Street was hit. CDOT made the necessary repairs during the 10:00 standard closure. Later in March, PRD noted another gate failure, which was repaired after 20 minutes.

5.0 ENFORCEMENT

Law enforcement activities during FY 14 third quarter are shown in the table below.

COLORADO STATE PATROL MANUAL CITATIONS							
	Contacts	Toll	HOV	Hazardous	Seatbelt	Other	
Jan 14	167	24	42	48	6	20	0 felony; 0 misd.
Feb 14	144	15	50	22	2	25	1 felony, 0 misd.
Mar 14	196	17	61	29	4	31	0 felony, 1 misd.

Of note, HPTE provided CSP “step in” services, while PRD negotiates their contract with the CSP.

6.0 OPERATIONAL ISSUES

The closure of bus exit lanes in front of Denver Union Station continues to force all traffic to exit onto 19th Street, causing some delays in the morning peak hour. The bus ramp will reopen on May 11, 2014 when the DUS concourse opens to the public.

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 display a decal on their windshield. CDOT has tracked hybrid usage of the Express Lanes, which has been consistent for the third



quarter as illustrated in the table below. Hybrids account for about 2% of peak period traffic in the morning and the evening.

FY 2014 2nd Quarter Hybrid Summary

	Total # Hybrids	Inbound	Outbound	AM Rush Average	PM Rush Average
January	5076	2314	2762	24	21
February	4541	2155	2386	25	21
March (PRD)	4999	n/a	n/a	n/a	n/a

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