

COLORADO TOLLING ENTERPRISE

**Transportation Legislative Review
Committee**

June 17, 2005

**Peggy Catlin
CTE Acting Director**

COLORADO TOLLING ENTERPRISE

- Background

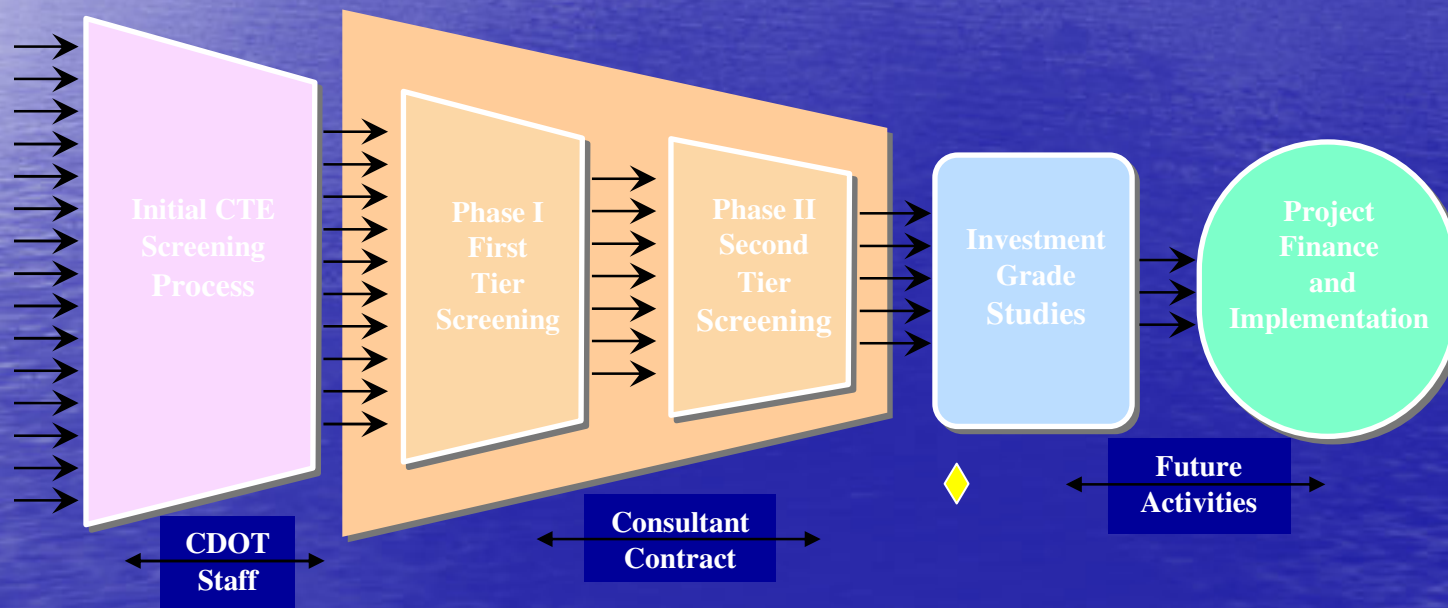
- Revenue decline.
- 2025 long range plan identified >\$32 billion shortfall for transportation over next 20 years.
- 2030 plan identified much greater shortfall.
- 42% roads in poor or mediocre condition.
- 15% bridges structurally deficient or functionally obsolete.
- 32% urban freeways congested.

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- Colorado's Tolling Enterprise
 - HB 02-1310
 - Responsibility to designate a statewide system of toll highways.
 - Authority to finance, construct, operate, and maintain toll highways.
 - Toll projects are limited to new roads or additional capacity only.
 - Interoperability with other toll roads.

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Statewide Traffic/Revenue Feasibility Study



◆ The results of these screening activities provide input into corridor environmental studies that the Colorado Department of Transportation is or will be conducting. Only upon receipt of an environmental decision document that yields a preferred alternative that is tolled, would the Colorado Tolling Enterprise proceed with future activities.

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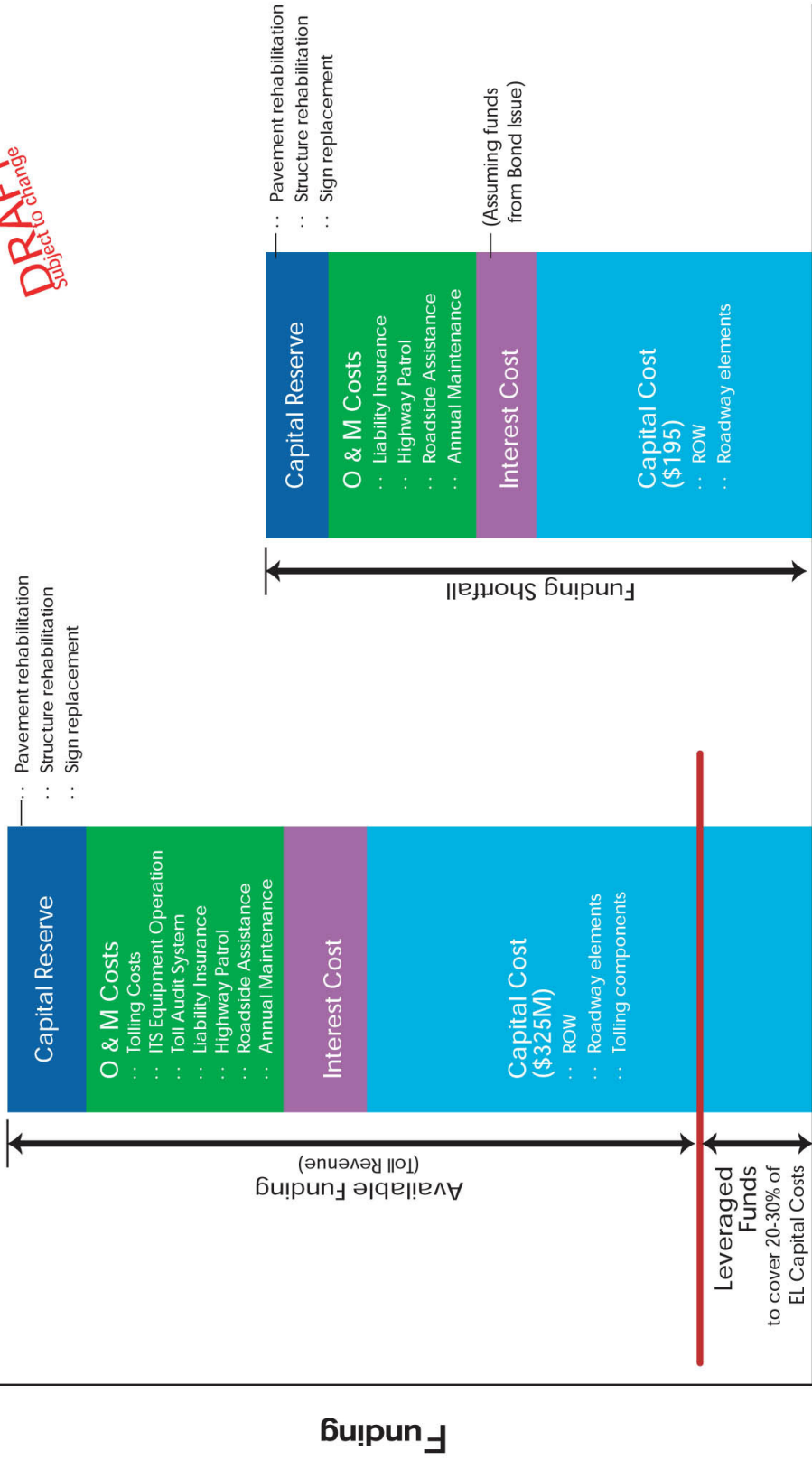
- Parallel CDOT Studies (Undergoing NEPA)
 - I-70, I-25 to Peña.*
 - C-470, Kipling to I-25.*
 - U.S. 36, Denver to Boulder.*
 - Northwest Corridor.
 - North I-25.*
 - Powers Boulevard (Colorado Springs).
 - I-70 West.

* In conjunction with RTD.

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- T&R Second-Tier Financial Assumptions
 - Total cost assumes:
 - Capital construction.
 - Financing costs.
 - Operations and Maintenance.
 - Replacement.
 - Up to 20% of capital construction costs only could be contributed “up front” by other sources.
 - 70% of financing by Senior Lien Bonds with 1.75 coverage.
 - Subordinated debt for remainder.

DRAFT
Subject to Change



Funding

General Purpose Lanes

Express Lanes

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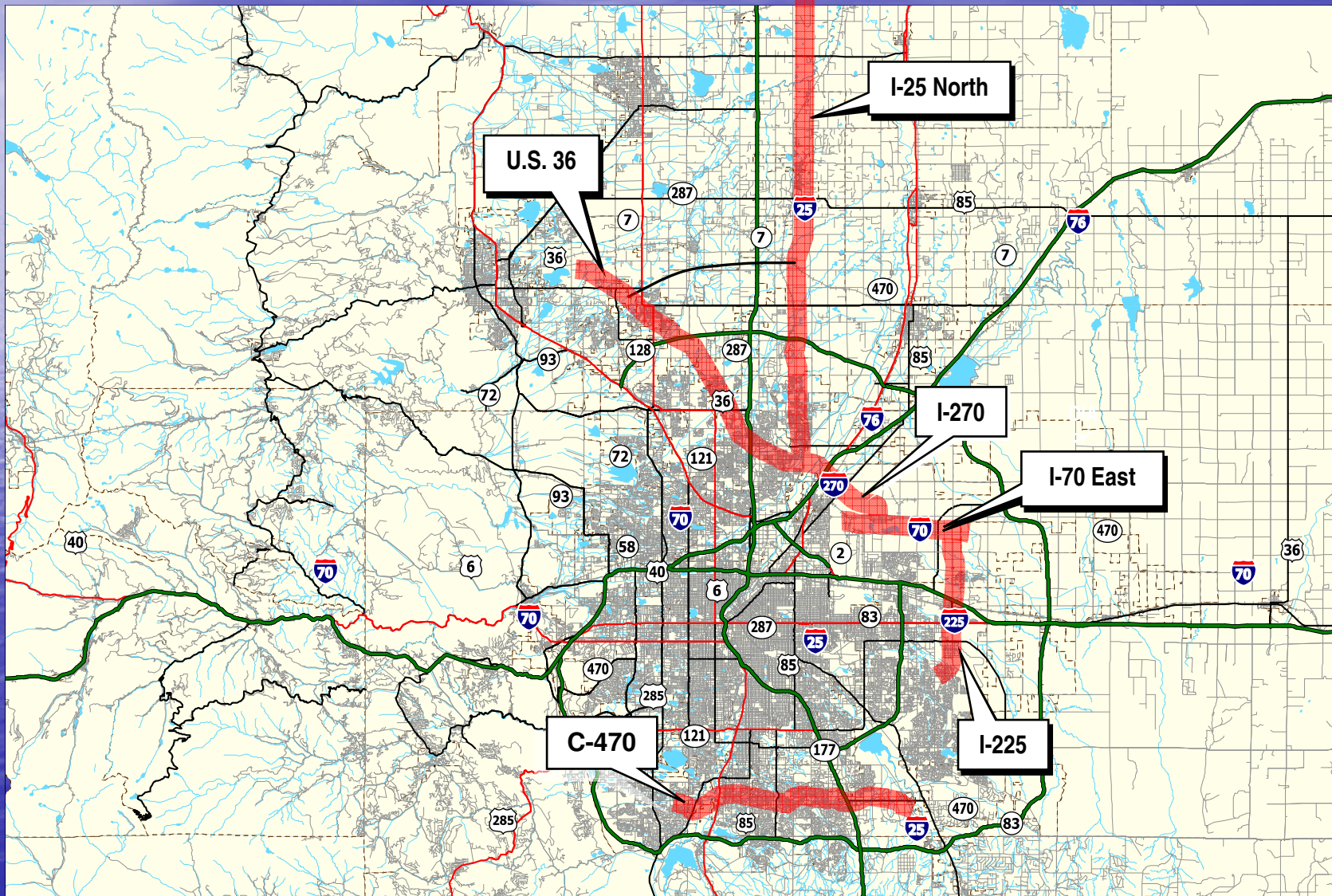
Financial Feasibility Summary (With Full Project Cost)

<u>Project</u>	<u>Type</u>	<u>Scenario</u>	<u>Feasible With With Toll Revenue Only</u>	<u>Feasible With Some Other Funds*</u>	<u>May Not Be Feasible</u>
I-25 North	ETL	1	●		
I-70 East	ETL	3	●		
U.S. Route 36	ETL	1			●
I-225	ETL	1	●		
I-270	ETL	1	●		
C-470	ETL	2A		● (2.6%)	
Northwest Corridor	Toll Road	2		● (16.5%)	
Denver Area "System"	System	1			●
Denver Area "System"	System	2		● (19.4%)	
I-70 Mountain Corridor	Tunnels	3A	●		●
U.S. 287 Bypass	Toll Road	1			●
Powers Boulevard	Toll Road	4		● (10.0%)	
Banning-Lewis Parkway.	Toll Road	2			●
Front Range Toll Road	Toll Road	1			●

* % of Capital Cost Only

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- After Feasibility – Now What?
- More Questions than answers on how to proceed
- CTE Board Assembled Ad Hoc Committee on Tolling

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- Purpose of Ad Hoc Committee on Tolling
 - Advisory to Colorado Tolling Enterprise Board and Transportation Commission.
 - Report to State Transportation Advisory Committee.
 - Consensus: Defined as “being able to live with the outcome”.

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- Membership
 - CTE = 4 (Board members/Executive Director)
 - DRCOG = 9
 - North Front Range MPO = 2
 - Pikes Peak Council of Governments = 2
 - Intermountain Regional Planning Council = 1
 - Upper Front Range Regional Planning Council = 1
 - RTD = 1 (Bill McMullen)
 - FHWA = Colorado Division Administrator

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- Issues

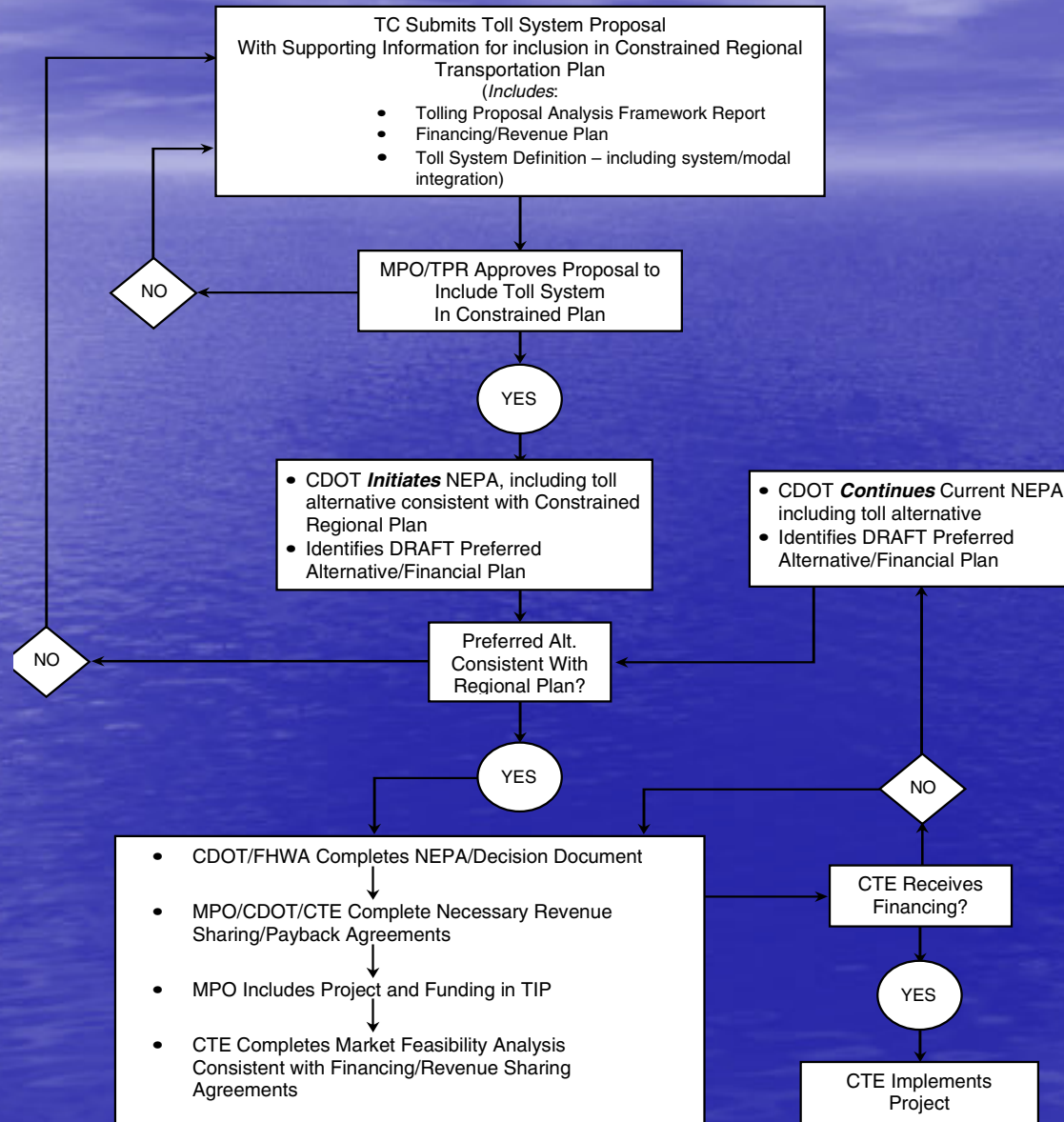
- Define tolling decision process.
- Identify roles and responsibilities in decision process.
- Identify technical information necessary for decision to include tolling in Regional Plan.
- Identify policy issues that require discussion for decision to include tolling in Regional Plan.

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- Technical Analysis Framework
 - Includes (not limited to):
 - Impact of toll system on transit/other modes.
 - Available right-of-way analysis regarding general purpose lanes, other modes, tolling.
 - Environmental impacts, including air quality, noise, land use.
 - Social impacts, including demographic/equity analysis.
 - Economic analysis, including cost of implementation, business impacts, life cycle costs, etc.

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Tolling Decision Process



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- Effect of Tolling on CDOT Resource Allocation
- Toll Revenue Sharing on Toll System
- Toll Revenue Use for Other Modes/Integration with Other Modes
- Toll Revenue Use for Operations, Maintenance, Replacement
- Leveraging Federal Dollars and Tolling
- Assumptions Used in Feasibility/Market Analysis

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- Ad Hoc Committee – Next Steps
 - Report with Committee Recommendations to TC & CTE Board
 - Presentation to STAC
 - TC/CTE Workshops (receive public comments)
 - MPO/TPR Discussions (receive public comments)
 - Action by TC/CTE Board
 - Action by MPO/TPR Boards

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- I-25 HOT Lanes – Status Update
 - April to May
 - Formal request to convert from HOV to HOT submitted to FHWA – approved 5/13/05
 - Final HOT infrastructure construction begins.
 - Tolling equipment contract negotiations with E-470.
 - Draft IGAs for enforcement, maintenance, and operations under review.
 - Stakeholders Policy Meeting – May 11 – direction to proceed

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- I-25 HOT Lanes – Status Update
 - June to August:
 - Launch marketing/public relations campaign (issue transponders).
 - Complete infrastructure construction and install tolling equipment.
 - Sign IGAs.

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- I-25 HOT Lanes – Status Update (Continued)
 - September to November:
 - Test equipment; collect baseline data.
 - Public Outreach and Marketing
 - Transponder Distribution

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- I-25 HOT Lanes – Status Update (Continued)
 - December:
 - Open I-25 Hot Lanes (Hopefully)
 - Track performance
 - Adjustments as necessary