



DATE: May 20, 2015  
TO: HPTE Board  
FROM: Michael Cheroutes, Director  
SUBJECT: US 36 Tolling Proposal

#### Purpose

At its meeting in March the Board announced its intent to defer action on the initial tolling regime proposed by Plenary Roads Denver on February 6, 2015, for Phase 1 of the US 36 project until additional public outreach had been completed. A comprehensive memo regarding those efforts is attached. Also included in that memo is a comparison of toll rates charged in other states for comparable express lane projects, suggesting that the Plenary proposal is well within accepted norms.

#### Action

The Board is being asked to take final action on the Plenary rate request of Plenary as it relates to Phase 1 of US 36.

#### Background

Resolution—HPTE#169 provides the background for the action requested. In particular, Section 16 of the Concession Agreement with Plenary requires the Board to take action on the Plenary rate request, either (i) approving it as requested; (ii) denying it on certain grounds; or (iii) absent those grounds denying it with compensation to Plenary.

#### Details

HPTE Staff believes that substantial public outreach has taken place since March on the Plenary proposal, and HPTE will continue to take steps to keep the public informed on the tolling operation of the express lanes—particularly the need to acquire transponders to avoid the LPT surcharges.

#### Key Benefits (if applicable)

Action on the proposed toll rates at this meeting will facilitate the opening of Phase 1 of the US36 project on the basis projected and required by the Concession Agreement.

#### Options and Recommendations (if applicable)

1. Adopt Resolution #169
2. Further defer action on Resolution #169
3. Reject Resolution #169

HPTE Staff recommends the adoption of Resolution #169

#### Attachments

Communications Memo  
Resolution #169, with attached Toll Schedule



Date: May 20, 2015 HPTE Board Meeting  
To: High Performance Transportation Enterprise Board  
From: Megan Castle, CDOT Office of Communications  
Subject: US 36 Express Lanes Proposed Toll Schedule Summary of Outreach

Purpose

On March 3, 2015, at a special board session, the HPTE Board instructed the HPTE to conduct public outreach and gather comments on Plenary Road Denver’s proposed toll schedule for Phase 1 of the US 36 Express Lanes. This memo contains details on HPTE’s outreach events.

Action

HPTE was instructed to report on the public meetings held on the US 36 Express Lanes toll schedule proposed by Plenary Roads Denver prior to the Board taking action at the May Board meeting.

Background

In April, HPTE hosted two meetings to provide information to the public on the US 36 Express Lanes and the proposed toll rates. Representatives from HPTE, CDOT, Plenary Roads Denver provided information, answered questions and took public comment on the proposed toll rates as well as how to use the US 36 Express Lanes.

Details

On April 16, HPTE hosted a telephone town hall meeting and a public meeting on April 21, to provide information to the public and gather comments on the US 36 Express Lanes and the proposed toll rates.

About the April 16 Telephone Town Hall (TTH):

On Thursday, April 16, 2015, Mike Cheroutes (HPTE), Megan Castle (HPTE/CDOT), Amy Ford (CDOT), Terry Ostrom (Plenary Roads Denver), Trey Rogers (HPTE Board Director) and Kathy Gilliland (HPTE Board Director/Transportation Commission Member) facilitated a telephone town hall with residents in the US 36 Corridor to provide an overview of how to use Express Lanes, discuss proposed toll rates for Phase I of the Express Lanes, take comments and answer questions.

**Telephone Town Hall Participation**

Approximately 61,000 households in the US 36 corridor (representing 107,000-plus adults) received an outbound phone call inviting them to participate in the telephone town hall. A recorded voice message had been placed the day prior (Wednesday, 4/15) to those same 61,000 households notifying them of the telephone town hall the next day. The recipients of the outbound calls included residents of the following communities:

- Boulder
- Broomfield
- Lafayette
- Louisville
- Superior
- Westminster
- unincorporated Boulder County in the US 36 corridor
- unincorporated Adams County in the US 36 corridor

Of the 61,000-plus households, we connected with 15,006 (i.e., a live answer of the outbound call), and a total of 5,592 of those households participated in the telephone town hall. Additionally, 102 participated as “inbound” callers who called into the town hall using a 1-800 number that was publicized in all public notifications of the event, and 29 participated by listening to the live, on-line streaming of the call through the CDOT website. This brings the total participation to 5,723.

The geographic participation breakdown of participants is as follows:

Boulder (City of Boulder, as well as unincorporated Boulder County)	1,708	(30%)
Broomfield	890	(16%)

Unincorporated Adams County in US 36 corridor	363	(6%)
Eldorado Springs	6	(<1%)
Lafayette	403	(7%)
Louisville	407	(7%)
Northglenn	1	(<1%)
Superior	148	(3%)
Westminster	1,714	(30%)
On-line, inbound callers: address/residence not identified	83	(<1%)

The average minutes spent on the telephone town hall by participants was 18 minutes, and the peak level participation was 1,336 persons. Also during the telephone town hall, listeners were notified of the in-person town hall meeting occurring the following week (April 21 at the 1<sup>st</sup> Bank Center).

#### Questions and Comments

The panel responded to 27 questions during the 65-minute telephone town hall: 24 from live callers, and three from participants listening on-line who submitted questions by email. Another five participants listening on-line submitted email questions during the call, and 72 participants left questions and comments via voicemail recording at the conclusion of the town hall.

The most frequent questions and comments presented live during the call, via email and in voicemail messages related to the following topics: HOV 2+ /3+ issues; Boulder area transportation issues; and P3 contract/benefits/accountability, etc.

#### Interactive Survey Questions

The telephone town hall also included the following three live survey questions, the results of which are follow on the next page:

Q1: "Do you currently have either an ExpressToll pass that you use on I-25 Express Lane or the NW Parkway?"

Responses: Yes: 40 %; No: 60 %

Q2: "For full- or part-time workers, which form of transportation do you most often use to get to work?"

Responses:

Bike:	4%
Bus:	12%
Walk:	4%
Drive Alone:	73%
Carpool:	6%
Motorcycle:	1 %

Q3: "How frequently do you think you would use the Express Lanes as a solo driver?"

Responses:

Several times a week:	4 %
1-2 times a month:	16%
1-2 times a year:	28%
Never:	56%

#### About the April 21 Public Meeting:

A town hall meeting was conducted on Tuesday, April 21 at the 1<sup>st</sup> Bank Center in Broomfield to provide an overview on how to use Express Lanes, discuss proposed toll rates for Phase I of the Express Lanes, take comments and answer questions.

A presentation was provided by Mike Cheroutes (HPTE), Megan Castle (CDOT/HPTE), Terry Ostrom (Plenary Roads Denver), and public commentary was facilitated by Amy Ford (CDOT). HPTE board directors Trey Rogers, Kathy Gilliland and Gary Reiff, who are both CDOT Transportation Commissioners, also attended, as did State Rep. Tracy Kraft-Tharp. US 36 Commuting Solutions and ExpressToll representatives had tables, along with CDOT's Express Lanes and PRD to provide information, answer questions and sign up ExpressToll accounts. In addition to the presentation, handouts and informational boards were provided on express lanes, the proposed toll schedule, ExpressToll pass, and US 36 construction and project information.

#### Town Hall Notification and Participation

Twenty-four area residents attended the town hall.

The town hall was publicized heavily via CDOT website, social media and public information channels in the two week period prior to the event, as well as in tandem with the telephone town hall outreach. There were also news reports on local broadcast media the day before and the day of the event, and the date, time and location of the town hall was repeated to the nearly 6,000 attendees of the telephone town hall in the US 36 corridor that occurred on April 21.

#### **Questions and Comments**

The panel responded to questions and comments from seven attendees during the public question and comment section of the town hall. The questions and comments presented during the town hall focused on the following issues:

- The transition from HOV 2+ to HOV 3+
- Cost of proposed toll rates
- The duration of the concessionaire contract with Plenary, and CDOT oversight
- Operations of the bus rapid transit service in the tolled Express Lanes
- Importance of completing the Jefferson Parkway to relieve congestion on US 36

#### **Public Comment/Questions Received by CDOT and HPTE**

HPTE has received comments and questions via phone, email and mail, from the public on the US 36 proposed toll schedule. A total of 49 questions and comments have been received. The focus of these is on tolling and carpooling

#### **Key Benefits**

HPTE's outreach to the public to educate and gather comments, questions has been very helpful in educating the public on CDOT and HPTE's first public-private partnership project and the first of four Express Lanes projects to open over the next year. The events allowed to CDOT and HPTE to reach thousands of residents along the corridor, directly and/or through media coverage.

At the events, CDOT, HPTE and its partners were able to answer questions, provide explanations and information regarding:

- How to use Express Lanes, including the free options of this multi-modal express lanes transportation system such as information and incentives on carpooling, vanpooling and bus transit
- The rationale to toll pricing for Plenary Road Denver's proposed toll schedule and the fees associated with license plate tolling;
- How to get a Pass: Instructions on how to get a pass and set up an ExpressToll account, even on-site at the Broomfield meeting
- Information on public-private partnerships
- US 36 Express Lanes project updates

HPTE has created a protocol on toll rates and approval as a result of the US 36 Express Lanes toll schedule and will work to educate the public, stakeholders and media, as well as to provide their feedback to the HPTE Board prior to action taken on tolls.

#### **Options and Recommendations**

Additional information on national tolling has been received by the HPTE regarding how US 36 Express Tolls compare nationally. US 36's tolls, at the highest of \$0.45 per mile, are average to national tolls. Compared to California at \$1.40 per mile; Florida at \$0.75 per mile and Virginia at \$1.25 per mile, Colorado's US 36 Express are less than other states.

**Table 2: National Scan of toll rates per mile, as of December 2014**

State	Facility Name	Lane Type	Distance (mile)	Minimum Toll	Maximum Toll	Traditional Per Mile Avg	Express Lane	
							Max/mi	Per Mile Avg
California	South Bay Expressway	Toll	-	-	\$3.50	\$0.25	-	-
California	I-680 SB Express Lanes	Express Lane	14	\$0.30	\$7.50	-	\$0.54	-
California	I-10 Express Lanes	Express Lane	14	-	-	-	\$1.40	-
California	I-110 Express Lanes	Express Lane	11	-	-	-	\$1.40	-
California	I-15 Express Lanes	Express Lane	20	\$0.50	\$8.00	-	\$0.40	-
Colorado	I-25 Express	Express Lane	7	\$0.50	\$4.00	-	\$0.57	-
Delaware	Delaware DOT	Toll	multiple networks	\$0.25	\$4.00	\$0.04	-	-
Florida	FL Turnpike Mainline	Toll	265	\$0.50	\$25.00	\$0.55	-	-
Florida	I-95 Express	Express Lane	10	\$0.25	\$7.10	-	\$0.75	-
Florida	CFX "SR 400"	Toll	22	\$0.25	\$4.50	\$0.20	-	-
Florida	THEA Express Lanes	Toll	11	\$0.75	\$2.70	\$0.25	-	-
Georgia	SRTA I-85	Express Lane	16	\$0.16	\$7.00	-	\$0.44	-
Illinois	Illinois Toll Highway Authority	Traditional	120	-	\$14.50	\$0.12	-	-
Indiana	Indiana Toll Road	Traditional	152	-	\$10.00	\$0.07	-	-
Kansas	Kansas Turnpike Authority	Traditional	232	\$0.30	\$10.75	\$0.05	-	-
Maine	Maine Turnpike Authority	Toll	multiple networks	\$0.00	\$3.00	\$0.08	-	-
Maryland	I-95 Express Lanes	Express Lane	7	\$0.70	\$1.75	-	\$0.25	-
Massachusetts	Mass DOT	Toll	135	\$0.45	\$10.00	\$0.08	-	-
Minnesota	I-35 W Express Lanes	Express Lane	16	\$0.25	\$8.00	-	\$0.50	-
Minnesota	I-394 Express Lanes	Express Lane	11	\$0.25	\$9.00	-	\$0.82	-
North Carolina	NCTA	Toll	15	\$0.30	\$2.20	\$0.15	-	-
Ohio	Ohio Turnpike	Toll	237	-	\$17.00	\$0.07	-	-
Oklahoma	Oklahoma Turnpike Authority	Toll	multiple networks	\$0.25	\$4.00	\$0.05	-	-
Pennsylvania	Pennsylvania Turnpike	Toll	357	\$1.00	\$43.90	\$0.12	-	-
Texas	IH 45 South	Express Lane	15.5	\$1.00	\$10.00	-	\$0.65	\$0.12
Texas	IH 45 N (North Freeway)	Express Lane	20.6	\$1.00	\$10.00	-	\$0.43	\$0.06
Texas	Katy Managed Lanes	Express Lane	12	\$1.00	\$4.00	-	\$0.33	-
Texas	US 59 North (Eastex Freeway)	Express Lane	20	\$1.00	\$10.00	-	\$0.50	\$0.17
Utah	I-15 Hot Lanes	Express Lane	40	\$1.00	\$4.00	-	\$0.10	-
Virginia	I-495 Express Lanes	Express Lane	14	-	\$4.80	-	\$1.25	-
Washington	SR 167 HOT Lanes	Express Lane	9	\$0.50	\$9.00	-	\$1.00	-

Next Steps

The first phase of US 36 Express Lanes, from Federal Boulevard to 88th Street, will open this summer. If the HPTE Board should take action to approve the US 36 Express Lanes tolling schedule proposed by Plenary Roads Denver, this will be communicated to the public, stakeholders, elected officials and media, including, when known, the date that tolling shall commence. The tolling information will be part of the CDOT Express Lanes education campaign and efforts.

**Resolution – HPTE #169**

**Approving a Proposed Toll Schedule for the U.S. 36 Phase 1 Managed Lanes**

**WHEREAS** pursuant to Section 43-4-806, *et seq.*, C.R.S., 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** such innovative means of financing projects include, but are not limited to, public-private partnerships, operating concession agreements, user fee-based project financing, and availability payment and design-build contracting; and

**WHEREAS** HPTE has entered into a Concession Agreement with Plenary Roads Denver LLC (the “Concessionaire”) dated June 27, 2013, as amended and restated on February 25, 2014, and on December 17, 2014 (as amended, the “Concession Agreement”), which sets forth the terms and conditions for the implementation of the U.S. 36 Phase 2 Project, and the operation and maintenance of the U.S. 36 Phase 1 Project and the 1-25 Managed Lanes; and

**WHEREAS** pursuant to Concession Agreement, the Concessionaire currently operates and maintains the reversible lane portions of Interstate 25 from mile post 211.8 to 217.8 and at the interchange of 1-25 and US 36 westward along U.S. 36 to mile post 52.9 (the “I-25 Managed Lanes”), and will operate and maintain the U.S. 36 Phase 1 Managed Lanes and U.S. 36 Phase 2 Managed Lanes (each as defined in the Concession Agreement, and together the “U.S. 36 Managed Lanes”) upon their completion; and

**WHEREAS** pursuant to Section 43-4-806(2)(c)(I), C.R.S., the Board of the HPTE (the “Board”) has the authority to establish user fees for the privilege of using surface transportation infrastructure, including the 1-25 Managed Lanes and U.S. 36 Managed Lanes; and

**WHEREAS** pursuant to Schedule 16 of the Concession Agreement, the Concessionaire has the authority to request that the Board set and adjust the user fees charged to users of both the 1-25 Managed Lanes and U.S. 36 Managed Lanes; and

**WHEREAS** on February 6, 2015, the Concessionaire submitted to HPTE a request to revise the existing user-fee schedule for the I-25 Managed Lanes and set an initial user-fee schedule for the U.S. 36 Phase 1 Managed Lanes (together the “Toll Schedules,” attached hereto and incorporated herein as **Exhibit A**); and

**WHEREAS** on March 3, 2015, the Board reviewed and adopted HPTE Resolution #159, approving the revised user-fee rates for the I-25 Managed Lanes set forth in the Toll

Schedules, but deferred action on the initial user-fee schedule for the U.S. 36 Phase 1 Managed Lanes until additional public outreach had been conducted; and

**WHEREAS** HPTE has since conducted additional public outreach on the proposed initial user-fee schedule for the U.S. 36 Phase 1 Managed Lanes, including a telephone town hall meeting on April 16, 2015, and a town hall meeting on April 21, 2015; and

**WHEREAS** the Board has reviewed the Toll Schedules and considers the rates set out therein for the U.S. 36 Phase 1 Managed Lanes to be appropriate.

**NOW THEREFORE BE IT RESOLVED** that the Board of the High Performance Transportation Enterprise hereby adopts the proposed initial user-fee rates for the U.S. 36 Phase 1 Managed Lanes set forth in the Toll Schedules, to be effective as of the date of commencement of tolling operations for the U.S. 36 Phase 1 Managed Lanes.

Signed as of May 20, 2015

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Kari V. Grant  
Interim Secretary, HPTE Board

**Exhibit A to HPTE Resolution #169  
(Toll Schedules)**



Plenary Roads Denver  
400 Burrard Street, Suite 2000  
Vancouver, BC V6C 3A6  
Telephone: 604.638.3905  
Facsimile: 604.638.3906  
www.plenarygroup.com

February 6, 2015

HPTE  
4201 East Arkansas Ave.  
Denver, CO 80222

Attention: Nicholas Farber

**RE: U.S. 36 Managed Lanes Project –I-25 and US36 Phase 1 Managed Lanes Proposed Toll and Penalty Schedule**

Dear Nicholas,

Enclosed please find our Proposed Toll and Penalty Schedule for your review in accordance with the Concession Agreement Schedule 16, Section 1.2 and 2.1. Also set out below is the additional information requested by HPTE pursuant to the Concession Agreement.

**2. Establishment of and Changes to Established Toll and Penalty Schedule**

**2.1. Every Proposed Toll and Penalty Schedule that proposes to establish or modify Tolls shall include:**

*(a) All data necessary for HPTE to consider the Proposed Toll and Penalty Schedule for adoption as the Established Toll and Penalty Schedule. Each Proposed Toll and Penalty Schedule shall include:*

***(i) The Proposed Algorithm***

Tolls will be charged based on Variable methodology consistent with the current regime, and not on a software based algorithm. As a result there is no new proposed algorithm.

(ii) Tolls to be charged to Tolloed Vehicles using the Managed Lanes, or any portion thereof, while using an electronic, automated system enabling the ETCS to recognize the Motor Vehicle by means other than imagery, including Transponders (in each case a using a Vehicle Recognition System (VRS)), which in all cases must be Dynamic Tolling

ExpressTolls: Passenger Vehicle Tolls

At this time, we are requesting to establish ETCS Automated Vehicle Identification (AVI) (a.k.a, ExpressToll) rates, which are as set out in Table 1 through Table 12 below.

Table 1: I-25 ETCS AVI (ExpressToll) Tolls (Southbound) Everyday (S1)

Time	Current Rate	Proposed Rate	Increase	% Increase
3.00-5.00	Lane Closed			
5.00-6.00	\$0.60	\$0.70	\$0.10	17%
6.00-6.45	\$2.20	\$2.30	\$0.10	5%
6.45-7.15	\$4.00	\$4.20	\$0.20	5%
7.15-8.15	\$4.45	\$4.65	\$0.20	4%
8.15-8.45	\$4.00	\$4.20	\$0.20	5%
8.45-10.00	\$1.55	\$1.65	\$0.10	6%
10.00-12.00	Lane Closed			
Weekends	\$0.60	\$0.70	\$0.10	17%

Table 2: US36 ETCS AVI (ExpressToll) Tolls Federal Toll Point (Southbound) Everyday (S3)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.75	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.60	N/A	N/A
16.30-18.00	N/A	\$0.60	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 3: US36 ETCS AVI (ExpressToll) Tolls Sheridan Toll Point (Southbound) Everyday (S4)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.35	N/A	N/A
6.45-7.15	N/A	\$0.50	N/A	N/A
7.15-8.15	N/A	\$1.00	N/A	N/A
8.15-8.45	N/A	\$0.50	N/A	N/A
8.45-10.00	N/A	\$0.50	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.50	N/A	N/A
15.30-16.30	N/A	\$0.65	N/A	N/A
16.30-18.00	N/A	\$0.65	N/A	N/A
18.00-19.00	N/A	\$0.50	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 4: US36 ETCS AVI (ExpressToll) Tolls Church Ranch Toll Point (Southbound) Everyday (S5)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.35	N/A	N/A
7.15-8.15	N/A	\$0.50	N/A	N/A
8.15-8.45	N/A	\$0.35	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.50	N/A	N/A
15.30-16.30	N/A	\$0.50	N/A	N/A
16.30-18.00	N/A	\$0.50	N/A	N/A
18.00-19.00	N/A	\$0.50	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 5: US36 ETCS AVI (ExpressToll) Tolls Wadsworth Toll Point (Southbound) Everyday (S6)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.35	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.35	N/A	N/A
16.30-18.00	N/A	\$0.35	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 6: US36 ETCS AVI (ExpressToll) Tolls Interlocken Toll Point (Southbound) Everyday (S7)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.35	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.35	N/A	N/A
16.30-18.00	N/A	\$0.50	N/A	N/A
18.00-19.00	N/A	\$0.35	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 7: I-25 ETCS AVI (ExpressToll) Tolls (Northbound) Everyday (N1)

Time	Current Rate	Proposed Rate	Increase	% Increase
10.00-12.00	Lane Closed			
12.00-15.00	\$0.60	\$0.70	\$0.10	17%
15.00-15.30	\$1.90	\$2.00	\$0.10	5%
15.30-16.30	\$2.55	\$2.65	\$0.10	4%
16.30-18.00	\$4.45	\$4.65	\$0.20	4%
18.00-19.00	\$1.90	\$2.00	\$0.10	5%
19.00-03.00	\$0.60	\$0.70	\$0.10	17%
3.00-5.00	Lane Closed			
Weekends	\$0.60	\$0.70	\$0.10	17%

Table 8: US 36 ETCS AVI (ExpressToll) Tolls Federal Toll Point (Northbound) Everyday (N2)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.25	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.25	N/A	N/A
16.30-18.00	N/A	\$0.25	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 9: US36 ETCS AVI (ExpressToll) Tolls Sheridan Toll Point (Northbound) Everyday (N3)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$ 0.50	N/A	N/A
6.00-6.45	N/A	\$ 0.50	N/A	N/A
6.45-7.15	N/A	\$ 0.50	N/A	N/A
7.15-8.15	N/A	\$ 0.75	N/A	N/A
8.15-8.45	N/A	\$ 0.50	N/A	N/A
8.45-10.00	N/A	\$ 0.50	N/A	N/A
10.00-15.00	N/A	\$ 0.50	N/A	N/A
15.00-15.30	N/A	\$ 0.50	N/A	N/A
15.30-16.30	N/A	\$ 0.60	N/A	N/A
16.30-18.00	N/A	\$ 0.60	N/A	N/A
18.00-19.00	N/A	\$ 0.50	N/A	N/A
19.00-24.00	N/A	\$ 0.50	N/A	N/A
Weekends	N/A	\$ 0.50	N/A	N/A

Table 10: US36 ETCS AVI (ExpressToll) Tolls Church Ranch Toll Point (Northbound) Everyday (N4)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.50	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.25	N/A	N/A
16.30-18.00	N/A	\$0.35	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 11: US36 ETCS AVI (ExpressToll) Tolls Wadsworth Toll Point (Northbound) Everyday (N5)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.35	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.25	N/A	N/A
16.30-18.00	N/A	\$0.25	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

Table 12: US36 ETCS AVI (ExpressToll) Tolls Interlocken Toll Point (Northbound) Everyday (N6)

Time	Current Rate	Proposed Rate	Increase	% Increase
0.00-6.00	N/A	\$0.25	N/A	N/A
6.00-6.45	N/A	\$0.25	N/A	N/A
6.45-7.15	N/A	\$0.25	N/A	N/A
7.15-8.15	N/A	\$0.35	N/A	N/A
8.15-8.45	N/A	\$0.25	N/A	N/A
8.45-10.00	N/A	\$0.25	N/A	N/A
10.00-15.00	N/A	\$0.25	N/A	N/A
15.00-15.30	N/A	\$0.25	N/A	N/A
15.30-16.30	N/A	\$0.25	N/A	N/A
16.30-18.00	N/A	\$0.35	N/A	N/A
18.00-19.00	N/A	\$0.25	N/A	N/A
19.00-24.00	N/A	\$0.25	N/A	N/A
Weekends	N/A	\$0.25	N/A	N/A

*(iii) Tolls to be charged to Tolled Vehicles using the Managed Lanes, or any portion thereof, without using a Vehicle Recognition System (VRS)*

Vehicles without VRS: License Plate Tolls (LPT) Passenger Vehicle Tolls

Table 13-Table 20 depicts combined ETCS AVI tolls and surcharge to be charged to Managed Lane users that do not use a transponder (switchable or fixed) to communicate with the VRS.

*Table 13: I-25 Non-VRS (LPT) Tolls (Southbound) Everyday (S1)*

Time	Current Toll Rate	Current Surcharge	Total Current Toll + Surcharge	Proposed Toll Rate	\$ Toll Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Toll Increase
3.00-5.00	Lane Closed							
5.00-6.00	\$0.60	\$0.45	\$1.05	\$0.70	\$0.10	\$0.75	\$1.45	17%
6.00-6.45	\$2.20	\$0.55	\$2.75	\$2.30	\$0.10	\$1.15	\$3.45	5%
6.45-7.15	\$4.00	\$1.00	\$5.00	\$4.20	\$0.20	\$2.10	\$6.30	5%
7.15-8.15	\$4.45	\$1.10	\$5.55	\$4.65	\$0.20	\$2.33	\$6.98	4%
8.15-8.45	\$4.00	\$1.00	\$5.00	\$4.20	\$0.20	\$2.10	\$6.30	5%
8.45-10.00	\$1.55	\$0.45	\$2.00	\$1.65	\$0.10	\$0.83	\$2.48	6%
10.00-12.00	Lane Closed							
Weekends	\$0.60	\$0.45	\$1.05	\$0.70	\$0.10	\$0.75	\$1.45	17%

*Table 14: US36 Non-VRS (LPT) Federal Toll Point (Southbound) Everyday (S3)*

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
7.15-8.15	N/A	\$0.75	N/A	\$0.75	\$ 1.50	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
15.30-16.30	N/A	\$0.60	N/A	\$0.75	\$ 1.35	N/A
16.30-18.00	N/A	\$0.60	N/A	\$0.75	\$ 1.35	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$ 1.00	N/A

Table 15: US36 Non-VRS (LPT) Sheridan Toll Point (Southbound) Everyday (S4)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
6.45-7.15	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
7.15-8.15	N/A	\$1.00	N/A	\$0.75	\$1.75	N/A
8.15-8.45	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
8.45-10.00	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
15.30-16.30	N/A	\$0.65	N/A	\$0.75	\$1.40	N/A
16.30-18.00	N/A	\$0.65	N/A	\$0.75	\$1.40	N/A
18.00-19.00	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 16: US36 Non-VRS (LPT) Church Ranch Toll Point (Southbound) Everyday (S5)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
7.15-8.15	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
8.15-8.45	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
15.30-16.30	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
16.30-18.00	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
18.00-19.00	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 17: US36 Non-VRS (LPT) Wadsworth Toll Point (Southbound) Everyday (S6)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
16.30-18.00	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 18: US36 Non-VRS (LPT) Interlocken Toll Point (Southbound) Everyday (S7)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
16.30-18.00	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
18.00-19.00	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 19: I-25 Non-VRS (LPT) Tolls (Northbound) Everyday (N1)

Time	Current Toll Rate	Current Surcharge	Total Current Toll + Surcharge	Proposed Toll Rate	S Toll Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Toll Increase
10.00-12.00	Lane Closed							
12.00-15.00	\$0.60	\$0.45	\$1.05	\$0.70	\$0.10	\$0.75	\$1.45	17%
15.00-15.30	\$1.90	\$0.50	\$2.40	\$2.00	\$0.10	\$1.00	\$3.00	5%
15.30-16.30	\$2.55	\$0.65	\$3.20	\$2.65	\$0.10	\$1.33	\$3.98	4%
16.30-18.00	\$4.45	\$1.10	\$5.55	\$4.65	\$0.20	\$2.33	\$6.98	4%
18.00-19.00	\$1.90	\$0.50	\$2.40	\$2.00	\$0.10	\$1.00	\$3.00	5%
19.00-03:00	\$0.60	\$0.45	\$1.05	\$0.70	\$0.10	\$0.75	\$1.45	17%
3.00-5.00	Lane Closed							
Weekends	\$0.60	\$0.45	\$1.05	\$0.70	\$0.10	\$0.75	\$1.45	17%

Table 20: US36 Non-VRS (LPT) Federal Toll Point (Northbound) Everyday (N2)

Time	Current Rate	Proposed Toll Rate	S Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
16.30-18.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 21: US36 Non-VRS (LPT) Sheridan Toll Point (Northbound) Everyday (N3)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
6.00-6.45	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
6.45-7.15	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
7.15-8.15	N/A	\$ 0.75	N/A	\$ 0.75	\$1.50	N/A
8.15-8.45	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
8.45-10.00	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
10.00-15.00	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
15.00-15.30	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
15.30-16.30	N/A	\$ 0.60	N/A	\$ 0.75	\$1.35	N/A
16.30-18.00	N/A	\$ 0.60	N/A	\$ 0.75	\$1.35	N/A
18.00-19.00	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
19.00-24.00	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A
Weekends	N/A	\$ 0.50	N/A	\$ 0.75	\$1.25	N/A

Table 22: US36 Non-VRS (LPT) Church Ranch Toll Point (Northbound) Everyday (N4)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.50	N/A	\$0.75	\$1.25	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
16.30-18.00	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 23: US36 Non-VRS (LPT) Wadsworth Toll Point (Northbound) Everyday (N5)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
16.30-18.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 24: US36 Non-VRS (LPT) Interlocken Toll Point (Northbound) Everyday (N6)

Time	Current Rate	Proposed Toll Rate	\$ Increase	Proposed LPT Surcharge	Total Proposed Toll + Surcharge	% Increase
0.00-6.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.00-6.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
6.45-7.15	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
7.15-8.15	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
8.15-8.45	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
8.45-10.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
10.00-15.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.00-15.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
15.30-16.30	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
16.30-18.00	N/A	\$0.35	N/A	\$0.75	\$1.10	N/A
18.00-19.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
19.00-24.00	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

*(iv) Tolls to be charged to Motor Vehicles that are not Passenger Vehicles*

**I-25**

At this time, we are not requesting any change to current non-Passenger Vehicle rates. Non-Passenger Vehicles (defined as vehicles with four or more axles) are currently charged a \$25.00 premium on the applicable Passenger Vehicle Toll.

**US36**

We are proposing to charge Non-Passenger Vehicles (defined as vehicles with four or more axles) a \$25.00 premium per gantry on the applicable gantry Passenger Vehicle Toll.

- (b) A statement (if it is the case) that the Proposed Toll and Penalty Schedule is a remedial adjustment to the Established Toll and Penalty Schedule which the Concessionaire considers to be necessary to correct a Bus Delay Event, an error, or some other unintended consequence of that Established Toll and Penalty Schedule;*

**I-25**

A non-VRS (LPT) Surcharge has been added to the applicable proposed ETCS AVI (ExpressToll) rate in an amount equal to the greater of \$0.75 or 50% of the applicable proposed ETCS AVI (ExpressToll) rate (the resulting non-VRS (LPT) rates are detailed in Table 13 -24). The non-VRS (LPT) Surcharge is proposed to: (1) offset the cost of transaction processing we are charged by E470 for LPT transactions at each gantry, which includes but is not limited to; Image Processing, Customer Service Center, Printing, Postage, and Collection Costs; (2) partial contribution to offset transaction/revenue leakage by LPT users (currently in excess of 20% of non-VRS (LPT) transactions are not paid) and (3) entice patrons to convert to ETCS AVI (ExpressToll). This change to the non-VRS (LPT) surcharge, being our first such change, is consistent with the original proposal in our RFP Submission.

**US36**

Not applicable as this is the first proposed toll and penalty schedule for the corridor.

- (c) A statement providing the highest and lowest Tolls that are proposed to be charged for each of the Tolls described in paragraphs 2.1(a)(i), 2.1(a)(ii), 2.1(a)(iii), and 2.1(a)(iv);*

For paragraph 2.1(a)(i)(ii), 2.1 (a) (iii) please refer to above tables where the highest ETCS AVI toll rate (Tables 1 – 12) or highest ETCS AVI toll rate plus non-VRS (LPT) surcharge (Tables 13 – 24) for each segment and direction is highlighted in red and lowest ETCS AVI toll rate (Tables 1 – 12) or lowest ETCS AVI toll rate plus non-VRS (LPT) surcharge (Tables 13 – 24) for each segment and direction is highlighted in green.

For paragraph 2.1(a)(iv), the Non-Passenger Vehicle premium remains unchanged at \$25 for the I-25 and is proposed to be \$25 per gantry for the US36.

- (d) If any of the Tolls described in paragraphs 2.1(a)(i), 2.1(a)(ii), 2.1(a)(iii), or 2.1(a)(iv) contain the right for the Concessionaire to manually override the Proposed Algorithm, a schedule of what specific Tolls will be if manually*

*overridden, a description of when and on what terms the Tolls may be overridden, and a range of what the manually overridden Tolls will be:*

As we are not at this time utilizing an algorithm, there is no algorithm for us to override. The only manual change to the system would be sent as a request to E470 to either reduce the toll rates or waive toll revenues during time periods requested by emergency services. This is consistent with the existing protocol and we are not requesting any changes to this at this time.

- (e) *An explanation of the changes between the Proposed Toll and Penalty Schedule and the current Established Toll and Penalty Schedule, including why the changes are being proposed;*

The proposed changes to ETCS AVI (ExpressToll) rates (as detailed in Tables 1 to 12) are being made in continuing efforts to balance traffic and lane flow to ensure we meet our commitments to the Managed Lanes Goals, RTD, and to account for inflation. The Managed Lanes Goals are defined in the Concession Agreement Schedule 16; Section 1.3 and are as follows:

*Concessionaire acknowledges and agrees that all Established Toll and Penalty Schedules must be designed to ensure that Motor Vehicle speeds (a) For the portion of the US 36 Managed Lanes from Table Mesa to the Broomfield Park-n-Ride are an average of 55 miles per hour; (b) For the portion of the US 36 Managed Lanes from the Broomfield Park-n-Ride to Pecos Street are an average of 50 miles per hour; and (c) For the portion of the Managed Lanes from Pecos Street to Denver Union Station, that they maintain a travel time of no more than 8.75 minutes. In all cases during Peak Periods only (collectively, the "Managed Lanes Goals").*

Changes to the Civil Penalty are being proposed to provide a stronger deterrent to toll evasion (e.g. declaring as a high-occupancy vehicle when not actually meeting the definition). The current penalty is proving ineffective. The proposed penalty is \$250.00 and the existing penalty is \$46.00.

Changes to the I-25 rates and the Civil Penalty are proposed to take effect March 16, 2015.

The US36 rates will become effective upon Phase 1 Commencement.

- (f) *The Concessionaire's good faith estimate, on a semi-annual basis, for as long as an effect persists, of incremental difference between the Toll Revenues generated under the Established Toll and Penalty Schedule and the Proposed toll and Penalty Schedule once Toll Revenues are being generated in accordance with the Proposed Toll and Penalty Schedule.*

I-25: \$178,321.90

US 36: N/A

Respectfully,  
**PLENARY ROADS DENVER, LLC**



Simon Stachnik



Project Manager

cc: Michael Cheroutes, HPTE  
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