

Resolution – HPTE #186

Approving Proposed Toll Rates for the US 36 Phase 2 Managed Lanes Project and Adopting a Special Events Toll Rate Schedule

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 an Amended and Restated Concession Agreement (the “Concession Agreement”) dated February 25, 2014, with Plenary Roads Denver LLC (the “Concessionaire”), which sets forth the terms and conditions for the implementation of the US 36 Phase 2 Project, and the operation and maintenance of the US 36 Phase 1 Project and the I-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 I-25 and US 36 westward along US 36 to mile post 52.9 (the “I-25 Managed Lanes”), and will operate and maintain the US 36 Phase 1 Managed Lanes and US 36 Phase 2 Managed Lanes (each as defined in the Concession Agreement, and together the “US 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; and

WHEREAS, pursuant to Section 43-4-808(3)(b), C.R.S., HPTE may incorporate congestion management and congestion pricing into its schedule of user fees; 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 I-25 Managed Lanes and US 36 Managed Lanes; and

WHEREAS, on September 28, 2015, the Concessionaire submitted to HPTE a request to set an initial user-fee schedule for the US 36 Phase 2 Managed Lanes, which is set forth in **Exhibit A** attached hereto and incorporated herein (the “Toll Schedules”); and

WHEREAS, in order to maintain travel speeds and manage congestion surrounding special events occurring during off-peak periods, when toll rates would otherwise be set

relatively lower, the Concessionaire has also proposed a special event user-fee schedule, which is included in the Toll Schedules and is also proposed to be incorporated into the previously approved user-fee schedule for the I-25 Managed Lanes and the US 36 Phase 1 Managed Lanes; and

WHEREAS, the Board has reviewed the Toll Schedules and considers the rates, penalties and restrictions set out therein to be reasonable and appropriate.

NOW THEREFORE BE IT RESOLVED, the Board of the High Performance Transportation Enterprise hereby approves and adopts the proposed initial user-fee rates for the US 36 Phase 2 Managed Lanes set forth in the Toll Schedules, to be effective as of the date of commencement of tolling operations for the US 36 Phase 2 Managed Lanes.

BE IT FURTHER RESOLVED, in order to manage congestion surrounding off-peak hour special events, the Board of the High Performance Transportation Enterprise hereby approves the use of special event toll rates up to the maximum rates used during peak hours at each gantry, to be implemented as travel demand rises in an effort to maintain reliable travel times, consistent with the example application scenarios set forth in the Toll Schedules, to be effective and first implemented as of the date of commencement of tolling operations for the US 36 Phase 2 Managed Lanes.

Signed as of October 14, 2015

Kari V. Grant
Interim Secretary, HPTE Board

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



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September 28, 2015

HPTE
4201 East Arkansas Ave.
Denver, CO 80222

Attention: Nicholas Farber

RE: U.S. 36 Managed Lanes Project –US36 Phase 2 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 4 below.

Table 1: US36 ETCS AVI (ExpressToll) Tolls McCaslin Toll Point (Southbound) Everyday (S8)

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	\$0.35	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	\$0.35	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 2: US36 ETCS AVI (ExpressToll) Tolls Overlook Toll Point (Southbound) Everyday (S9)

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	\$0.65	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	\$0.65	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 3: US 36 ETCS AVI (ExpressToll) Tolls McCaslin Toll Point (Northbound) Everyday (N7)

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	\$0.25	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 4: US36 ETCS AVI (ExpressToll) Tolls Overlook Toll Point (Northbound) Everyday (N8)

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	\$ 0.35	N/A	N/A
7.15-8.15	N/A	\$ 0.65	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	\$ 0.25	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	\$ 0.25	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 5-Table 8 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 5:US36 Non-VRS (LPT) McCaslin Toll Point (Southbound) Everyday (S8)

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	\$0.35	N/A	\$0.75	\$ 1.10	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	\$0.35	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 6: US36 Non-VRS (LPT) Overlook Toll Point (Southbound) Everyday (S9)

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	\$0.65	N/A	\$0.75	\$1.35	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	\$0.65	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	\$0.25	N/A	\$0.75	\$1.00	N/A
Weekends	N/A	\$0.25	N/A	\$0.75	\$1.00	N/A

Table 7: US36 Non-VRS (LPT) McCaslin Toll Point (Northbound) Everyday (N7)

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	\$0.25	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 8: US36 Non-VRS (LPT) Overlook Toll Point (Northbound) Everyday (N8)

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	\$ 0.35	N/A	\$ 0.75	\$1.10	N/A
7.15-8.15	N/A	\$ 0.65	N/A	\$ 0.75	\$1.35	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	\$ 0.25	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	\$ 0.25	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

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 which is consistent with Phase 1.

- (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;*

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 – 4) or highest ETCS AVI toll rate plus non-VRS (LPT) surcharge (Tables 5 – 8) for each segment and direction is highlighted in red and lowest ETCS AVI toll rate (Tables 1 – 4) or lowest ETCS AVI toll rate plus non-VRS (LPT) surcharge (Tables 5-8) for each segment and direction is highlighted in green.

For paragraph 2.1(a)(iv), the Non-Passenger Vehicle premium is proposed to be \$25 per gantry for the US36 Phase 2 which is consistent with US36 Phase 1.

- (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 8) 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 along I-25 and US36 Phase 1 is \$250.00. \$250.00 is requested for US36 Phase 2.

The US36 rates will become effective upon Phase 2 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.*

US 36: N/A

- (g) Additional Request

PRD is also proposing a Special Event Toll Rate. The Special Event was established in the 2006 Intergovernmental Agreement (IGA) between Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and Colorado Tolling Enterprise (CTE) which has been succeeded by HPTE. A Special Event is considered a sporting event, concert, performance, school function, fair, parade, and other events that could generate significant traffic volume. In most cases, special events occur during off-peak hours and days when the toll rates are relatively low. The low toll rates could entice many drivers to enter the Express Lanes and subsequently slow travel speeds which contradicts the purpose of the Express Lanes. Special Event rates can apply on weekends and weekdays to facilitate reliable travel times for buses, HOV, and tolled vehicles. In scenarios when special events overlap with peak periods, the proposed peak period toll rates will still be used instead of special event toll rates.

The Special Event Toll Rate would be applied as demand rises in an effort to maintain reliable and quick travel times along US36 and I-25 Central. The pricing per gantry could escalate as drivers near the destination and congestion worsens. It is



unlikely that the demand throughout the length of the corridor is such that the maximum Special Event Toll Rate would be applied at each gantry. The Special Event Toll Rate would end as the Express Lane traffic levels return to pre-special event levels. The regularly scheduled toll rate will then apply. The IGA established a fixed Special Event Rate of \$5.00 in 2006.

PRD is proposing Special Event AVI rates up to the maximum rates used during peak hours at each gantry during Special Events (See the red highlights in Tables 1-12). License Plate Toll rates will be set based on the corresponding AVI rate used. This pricing flexibility will allow PRD to set the appropriate rate to balance driver demand along the corridors.

The proposed Special Event rates will become effective upon Phase 2 Commencement.

Example applications of the Special Event (S.E.) Toll Rate (Not meant as all-inclusive scenarios):

Scenario 1: University of Colorado Boulder Graduation Saturday AM:

West-bound Toll Point	I-25	Federal	Sheridan	Church Ranch	Wadsworth	Interlocken	McCaslin*	Scenic Overlook*	Trip Total
Proposed AVI Toll Rate	\$0.70	\$0.25	\$0.50	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$2.70
Pre-S.E. Toll Rate ML Volume	Typical Weekend	Typical Weekend	Typical Weekend	Typical Weekend	Typical Weekend	Similar to a Weekday Peak Hour	Similar to a Weekday Peak Hour	Similar to a Weekday Peak Hour	
Pre-S.E. ML Speed	Speed Limit (SL)	Speed Limit	Speed Limit	Speed Limit	Speed Limit	+/- 10 MPH under S.L.	+/- 10 MPH under S.L.	+/- 20 MPH under S.L.	
Proposed S.E. AVI Toll Rate	\$0.70	\$0.25	\$0.50	\$0.25	\$0.25	\$0.35	\$0.50	\$0.65	\$3.45

*Phase 2 Toll Point. Rates pending approval, see Tables 1-4.

Scenario 2: University of Colorado Boulder Football Game Saturday PM:

West-bound Toll Point	I-25	Federal	Sheridan	Church Ranch	Wadsworth	Interlocken	McCaslin*	Scenic Overlook*	Trip Total
Proposed AVI Toll Rate	\$0.70	\$0.25	\$0.50	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$2.70
Pre-S.E. Toll Rate ML Volume	Similar to a Weekday Peak Hour								
Pre-S.E. ML Speed	+/- 10 MPH under S.L.	+/- 20 MPH under S.L.							
Proposed S.E. AVI Toll Rate	\$4.65	\$0.25	\$0.75	\$0.50	\$0.35	\$0.35	\$0.50	\$0.65	\$8.00

*Phase 2 Toll Point. Rates pending approval, see Tables 1-4.

Scenario 3: 1st Bank Center Concert Saturday PM:**

West-bound Toll Point	I-25	Federal	Sheridan	Church Ranch	Wadsworth	Interlocken	McCaslin*	Scenic Overlook*	Trip Total
Proposed AVI Toll Rate**	\$0.70	\$0.25	\$0.50	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$2.70
Pre-S.E. Toll Rate ML Volume	Similar to a Weekday Peak Hour	Typical Weekend	Typical Weekend	Typical Weekend	Typical Weekend				
Pre-S.E. ML Speed	+/- 10 MPH under S.L.	+/- 10 MPH under S.L.	+/- 10 MPH under S.L.	+/- 20 MPH under S.L.	Speed Limit	Speed Limit	Speed Limit	Speed Limit	
Proposed S.E. AVI Toll Rate	\$4.65	\$0.25	\$0.75	\$0.50	\$0.25	\$0.25	\$0.25	\$0.25	\$7.15

*Phase 2 Toll Point. Rates pending approval, see Tables 1-4.

**East-bound rates could also be changed at Wadsworth, Interlocken, McCaslin, and the Scenic Overlook



Respectfully,
PLENARY ROADS DENVER, LLC

A handwritten signature in black ink, appearing to read 'Simon Stachnik'.

Simon Stachnik
Project Manager

cc: Michael Cheroutes, HPTE
Scott Rees, HPTE
Joe Mahoney, HPTE
Brian Clark, Plenary Group
Dan Wurst, Plenary Group
Terry Ostrom, Plenary Group



TRAFFIC? I'LL PASS. *Express Lanes offer choice and reduced congestion.*

Express Lanes Tolling

As Express Lanes open throughout the state - on US 36, I-25 and I-70 - there's a lot to learn about how to appropriately use the lanes. It's important to know that travelers are never forced to pay a toll and can always choose to travel in the adjacent free general purpose lanes. If motorists choose to jump in the Express Lane to get there faster, here are the tolling basics:

How are tolls collected?

- All tolls are collected electronically through an ExpressToll account and pass, or through a License Plate Toll (LPT).
- ExpressToll account and pass holders save money on every trip.
- Drivers who choose to pay through a LPT will pay the toll plus a surcharge to process the license plate. A bill will be sent to the registered vehicle owner and it will be higher than if you have an ExpressToll account.
- There's no need to stop at a tollbooth, as overhead readers track tolling.
- Existing ExpressToll passes will work for non-High-Occupant Vehicles on Express Lanes and E-470. The switchable transponder will be required on highways where HOVs can use the lanes for free. An ExpressToll customer service representative can help you decide which pass is best for you, based on your particular needs.

Get a Pass to use all Colorado Express Lanes

Carpoolers, motorcyclists (yes, they too now need an account and pass to travel for free) and drivers who want to pay the toll without additional surcharges need a pass and an ExpressToll account. Visit www.expresstoll.com, or call 303-537-3470 to get yours today!

How are toll prices determined?

- Express Lanes will use a dynamic pricing system in which tolls can change in price depending on the time of day.
- As traffic increases, the toll price increases, helping to keep travelers moving on the Express Lanes.
- Overhead Variable Message Signs are updated on the highway in real-time and show exactly what the toll rate is at that time, so the driver can know exactly how much they'll be charged.



What are the proposed Express Lanes toll rates?

US 36 Proposed Toll Rates- Table Mesa to Denver

	Time of Day	ExpressToll Rates*	License Plate Toll Rates* (no pass) =Toll + Fee
Morning Low Peak	6:45-7:15	\$6.50*	\$13.85*
Morning High Peak	7:15-8:15	\$8.75*	\$16.28*
Mid-day	10:00-3:00	\$1.25	\$7.00
Afternoon Low Peak	3:30-4:30	\$3.45	\$8.70
Afternoon High Peak	4:30-6:00	\$3.75	\$8.95
Weekends	Sat/Sun	\$1.75	\$7.00

Visit expresslanes.codot.gov for more information.





TRAFFIC? I'LL PASS. *Express Lanes offer choice and reduced congestion.*

US 36 Proposed Toll Rates - Table Mesa to Federal

	Time of Day	ExpressToll Rates	License Plate Toll Rates (no pass) = Toll + Fee
Morning Low Peak	6:45-7:15	\$2.30	\$7.55
Morning High Peak	7:15-8:15	\$4.10	\$9.30
Mid-day	10:00-3:00	\$1.75	\$7.50
Afternoon Low Peak	3:30-4:30	\$3.45	\$8.70
Afternoon High Peak	4:30-6:00	\$3.75	\$8.95
Weekends	Sat/Sun	\$1.75	\$7.00

Special Event Express Toll Rates

Event Scenario	Maximum Special Event ExpressToll Rates	Special Event Toll Locations	Total Special Event Price Change
1STBANK Center Event (Saturday)	\$0.75 at Sheridan \$0.50 at Church Ranch	Westbound Church Ranch & Westbound Sheridan	\$0.50
CU Football Game (Saturday)	\$0.50 at McCaslin \$0.65 at Overlook	Westbound McCaslin & Westbound Overlook	\$0.60

Special Event License Plate Toll (without pass) Rates

Event Scenario	Maximum Special Event License Plate Toll	Special Event Toll Locations	Total Special Event Price Change
1STBANK Center Event (Saturday)	\$1.50 at Sheridan \$1.25 at Church Ranch	Westbound Church Ranch & Westbound Sheridan	\$1.50
CU Football Game (Saturday)	\$1.25 at McCaslin \$1.35 at Overlook	Westbound McCaslin & Westbound Overlook	\$1.50

About Special Event Toll Rates:

- Considered when a sporting event, concert, performance, parade or other events take place that could generate significant traffic volume for US 36 and I-25.
- Often during off-peak hours and days when toll rates are low and could bring many drivers to use the Express Lanes and subsequently slow travel speeds. The special event toll rates would be applied as demand for Express Lane use rises in an effort to maintain reliable travel times.
- When special events overlap with peak travel periods, the peak period toll rates will still be used instead of special event toll rates.
- Will not affect HOV drivers using a switchable HOV transponder.
- Drivers will be alerted via Variable Message Signs (VMS) on the road and at toll points, when special event tolling is in effect.

**Note: Includes fare for existing I-25 Express Lanes*