

Resolution – HPTE #204

Approving a Proposed Toll Schedule for I-25 North Segment 2

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, pursuant to Section 43-4-806(2)(c)(I), C.R.S., the HPTE Board of Directors (the “Board”) has the authority to establish user fees for the privilege of using surface transportation infrastructure; and

WHEREAS, HPTE, in partnership with CDOT, is completing construction and preparing to commence tolling operations on the I-25 North Express Lanes Project (Segment 2) (the “Segment 2 Project”) consisting of one new tolled express lane in each direction between approximately US 36 and the Wagon Road Park-n-Ride at 120th Avenue; and

WHEREAS, the Board has reviewed the range of user fee rates proposed for the Segment 2 Project, attached hereto and incorporated herein as **Exhibit A** (the “Toll Schedule”), and based on the information presently available, considers the proposed toll rated to be reasonable and appropriate; and

WHEREAS, HPTE has entered into an *Intergovernmental Agreement for the Interstate 25 North Express Lanes Extension and Express Bus Project* with the Regional Transportation District (“RTD”), dated November 22, 2014, (the “RTD IGA”), which provided for certain monetary contributions by RTD toward the Segment 2 Project, in consideration of which HPTE agreed, *inter alia*, to provide at least thirty (30) days advance notice of any changes to the toll schedule, and ensure that the minimum toll rate during peak period in either direction of the Segment 2 Project shall not be less than the then existing fare for the lowest publically available adult fare express service from the Wagon Road Park-n-Ride to Denver Union Station; and

WHEREAS, HPTE has provided the requisite notice to RTD and the proposed Toll Schedule complies with the requirements of the RTD IGA.

NOW THEREFORE BE IT RESOLVED, the Board hereby approves and adopts the proposed user fee rates for the I-25 North Express Lanes Project (Segment 2) set forth in the Toll Schedule attached to this Resolution, to be effective as of the date of commencement of tolling operations on I-25 North Segment 2.

Signed as of May 17, 2016

Kari V. Grant
Secretary, HPTE Board of Directors

**Exhibit A to HPTE Resolution #204
(I-25 North Segment 2 Toll Schedule)**

		Northbound		Southbound	
		Transponder	LPT	Transponder	LPT
WEEKDAY	5:00AM - 6:00AM	\$1.00	\$3.58	\$1.00	\$3.58
	6:00AM - 6:45AM	\$1.00	\$3.58	\$1.00	\$3.58
	6:45AM - 7:15AM	\$1.00	\$3.58	\$1.25	\$3.98
	7:15AM - 8:15AM	\$1.00	\$3.58	\$2.25	\$5.56
	8:15AM - 8:45AM	\$1.00	\$3.58	\$1.50	\$4.38
	8:45AM - 10:00AM	\$1.00	\$3.58	\$1.25	\$3.98
	10:00AM - 12:00PM	\$1.00	\$3.58	\$1.00	\$3.58
	12:00 PM - 3:00 PM	\$1.00	\$3.58	\$1.00	\$3.58
	3:00 PM - 3:30 PM	\$1.25	\$3.98	\$1.00	\$3.58
	3:30 PM - 4:30 PM	\$1.50	\$4.38	\$1.00	\$3.58
	4:30 PM - 6:00 PM	\$3.00	\$6.75	\$1.00	\$3.58
	6:00 PM - 8:00 PM	\$1.25	\$3.98	\$1.00	\$3.58
	8:00 PM - 5:00 AM	\$1.00	\$3.58	\$1.00	\$3.58
WEEKEND		\$1.25	\$3.98	\$1.25	\$3.98



Date: May 17, 2016
To: High Performance Transportation Enterprise Board
From: Joe Mahoney, OMPD
Subject: I-25 North Segment 2 Toll Rate Schedule

Purpose

The purpose of this memorandum is to summarize staff's planned approach for fixed time of day toll rates for the I-25 North Segment 2 Express Lanes, and request Board approval of the attached toll rate schedule.

Action

This item is for final approval of initial toll rates for I-25 North Segment 2, which have been subject to public review and comment from corridor stakeholders since February 2016.

Background

The I-25 North Segment 2 toll lanes are expected to open for tolled traffic in mid-July 2016. Similar to US 36, the I-25 North Segment 2 operates as a commuter corridor with fixed time of day toll rates.

Details

HPTE's consultants recommend setting a base toll rate sufficient to cover toll collection costs, but low enough to attract initial customers to the toll lane, even when traffic in the general purpose lanes is relatively light and the corridor is free flowing.

As the anticipated customer for I-25 North Segment 2 is likely a through trip customer from 120th to/from Downtown Denver, the fixed time of day toll rates for Segment 2 take into account the fixed time of day toll rates for Segment 1 (I-25 Central).

Recommended Fixed Time of Day Toll Rates for I-25 North Segment 2 are presented in Table 1 on the following page.

		Northbound		Southbound		
		Transponder	LPT	Transponder	LPT	
WEEKDAY	5:00AM 6:00AM	\$1.00	\$3.58	\$1.00	\$3.58	
	6:00AM 6:45AM	\$1.00	\$3.58	\$1.00	\$3.58	
	6:45AM 7:15AM	\$1.00	\$3.58	\$1.25	\$3.98	
	7:15AM 8:15AM	\$1.00	\$3.58	\$2.25	\$5.56	
	8:15AM 8:45AM	\$1.00	\$3.58	\$1.50	\$4.38	
	8:45AM 10:00AM	\$1.00	\$3.58	\$1.25	\$3.98	
	10:00AM 12:00PM	\$1.00	\$3.58	\$1.00	\$3.58	
	12:00PM 3:00 PM	\$1.00	\$3.58	\$1.00	\$3.58	
	3:00 PM 3:30 PM	\$1.25	\$3.98	\$1.00	\$3.58	
	3:30 PM 4:30 PM	\$1.50	\$4.38	\$1.00	\$3.58	
	4:30 PM 6:00 PM	\$3.00	\$6.75	\$1.00	\$3.58	
	6:00 PM 8:00 PM	\$1.25	\$3.98	\$1.00	\$3.58	
	8:00 PM 5:00 AM	\$1.00	\$3.58	\$1.00	\$3.58	
	WEEKEND		\$1.25	\$3.98	\$1.25	\$3.98

To: Joe Mahoney, Colorado Department of Transportation

From: Rami Harb, Atkins **Email:** Rami.Harb@atkinsglobal.com

Phone: 720-475-7079 **Date:** 01/05/2016

Ref: Tolling Advisory Services **cc:** Rami Harb

Subject: I-25 North Segment 2 Toll Rates MEMO

1. Document Purpose

CDM Smith conducted a Traffic and Revenue Study for the Colorado Department of Transportation (CDOT) for I-25 North during the period 2012–2015. Atkins North America, Inc., (Atkins) has been tasked by CDOT with setting toll rates on I-25 North Segment 2 based on the models developed by CDM Smith while also accounting for toll collection cost and revenue leakage.

2. Project Limits and Tolling

The I-25 North Tolled Express Lanes (TELs) are located on the inside of the I-25 general-purpose lanes going both northbound and southbound. The hours of operation are 24 hours a day, 7 days a week in both directions between U.S. Highway 36 (US 36) and 120th Avenue. During the morning weekday peak period (5:00 a.m. to 10:00 a.m.), the southbound direction will have the option to continue to downtown Denver or I-25 south of 15th Street. At all other times of day (including weekends), the southbound express lane users exit to I-25 general-purpose lanes in the vicinity of 70th Avenue.

3. Calculation of Transponder Rates

In calculating the AVI toll rates, the following assumptions were made:

- Tolls will be charged based on a “time of day” methodology consistent with the current regime on I-25 Central and on US 36, and not on a dynamic tolling basis
- The minimum toll AVI rate is set to recover the AVI toll collection cost
- Toll rates are chosen based upon a dual-objective optimization: traffic throughput and revenue

As a result, Table 1, below, shows the Time-of-Day (TOD) AVI toll rates for I-25 North Segment 2.

4. Calculation of License Plate Tolling (LPT) Surcharge Calculation Assumptions

The following assumptions were made in the calculation of the LPT surcharge:

- 17 percent of image transactions are unbillable
- 5 percent of image transactions are uncollectable
- 36.7 percent of LPT image transactions are uncollectable or unbillable
- LPT back office surcharge over AVI surcharge per tolling point is \$0.50
- LPT leakage recovery surcharge is aimed to recover uncollectable and unbillable LPT image Transactions

As a result, Table 1 shows the TOD AVI toll rates and LPT rates for I-25 North Segment 2.

Table 1: AVI toll rates and LPT surcharge

		Northbound		Southbound	
		Transponder	LPT	Transponder	LPT
WEEKDAY	5:00AM 6:00AM	\$1.00	\$3.50	\$1.00	\$3.50
	6:00AM 6:45AM	\$1.00	\$3.50	\$1.00	\$3.50
	6:45AM 7:15AM	\$1.00	\$3.50	\$1.25	\$3.98
	7:15AM 8:15AM	\$1.00	\$3.50	\$2.25	\$5.56
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	10:00AM 12:00PM	\$1.00	\$3.50	\$1.00	\$3.50
	12:00 PM 3:00 PM	\$1.00	\$3.50	\$1.00	\$3.50
	3:00 PM 3:30 PM	\$1.25	\$3.98	\$1.00	\$3.50
	3:30 PM 4:30 PM	\$1.50	\$4.38	\$1.00	\$3.50
	4:30 PM 6:00 PM	\$3.00	\$6.75	\$1.00	\$3.50
	6:00 PM 8:00 PM	\$1.25	\$3.98	\$1.00	\$3.50
	8:00 PM 5:00 AM	\$1.00	\$3.50	\$1.00	\$3.50
WEEKEND		\$1.25	\$3.98	\$1.25	\$3.98



January 29, 2016

David Spector, Director
High Performance Transportation Enterprise
4201 East Arkansas Avenue, Room 230
Denver, CO 80222

Dear Mr. Spector:

RTD is in receipt of the proposed toll schedule, as transmitted via email from Nicholas Farber to Bill Van Meter and Marla Lien, for the I-25 North Segment 2 Toll Express Lanes. Per the November 22, 2014 Intergovernmental Agreement (IGA) between RTD and the Colorado High Performance Transportation Enterprise (HPTE), the minimum toll for the full length of the facility cannot be less than the Express Bus fare from the Wagon Road Park-n-Ride to Denver Union Station. We have reviewed the toll schedule, and find it to be in compliance with the terms of the IGA.

Please contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, which appears to read "David Genova".

 David A. Genova
Interim General Manager and CEO

cc: Nicholas Farber, HPTE, Operations Manager
Bruce Abel, Assistant General Manager, Bus Operations
Marla Lien, General Counsel
Bill Van Meter, Assistant General Manager, Planning
Chris Quinn, Planning Project Manager

Regional Transportation District

Our mission is to provide safe, clean, reliable, courteous, cost-effective public transit which offers desirable mobility options, and to provide service to all areas of the District.



Memorandum

To: Charles Sisk, RTD Board Chair
From: David A. Genova, Interim General Manager and CEO 
Date: April 14, 2015
Subject: Leadership Order of Succession (Interim General Manager and CEO)

Each RTD department has a leadership order of succession in the event of an expected or unexpected absence. The objective of the order of succession is to ensure continuity in every department and the District as a whole. With that in mind and with the Board of Directors' concurrence, the following individuals, in the order listed below, will assume the duties of Acting Interim General Manager and CEO in the event of my absence away from the office:

Order of Succession for Regional Transportation District (RTD) Interim General Manager and CEO David A. Genova:

1. Bruce Abel, Assistant General Manager, Bus Operations
2. Scott Reed, Assistant General Manager, Communications
3. Marla Lien, General Counsel

This order of succession delegation shall extend only to those decisions that cannot practicably be deferred until my return.

c: RTD Board of Directors
Senior Leadership Team