

May 2014

Monthly Operations Report



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INTRODUCTION

Pursuant to Schedule 6, Section 1.8.2(a) of the Concession Agreement, Plenary Roads Denver (“PRD”) is required to submit a monthly report covering all essential statistics related to the Managed Lanes, along with any Incident Reports filed during the reporting period. The following data covers the month of May 2014.

1.0 VOLUMES AND LANE USAGE

The total monthly traffic volume for May 2014 was 298,995.

The table below provides the monthly summary, along with a detailed breakdown of weekday volumes. For reference, the AM Peak Period is considered to be weekdays from 6:00 am – 10:00 am. The PM Peak Period is considered to be weekdays from 3:00pm – 7:00pm.

May 2014 Summary						
	Transponder	Hybrid	Licence Plate	HOV	Violation	Total
Total Monthly Traffic	73,957	4,983	31,002	196,448	552	306,942
Maximum Weekday Traffic	3,798	250	1,746	7,631	31	13,456
Average Weekday Traffic	2,250	153	930	6,159	16	9,508
Average AM Peak/Hour	503	31	198	825	3	1,560
Average PM Peak/Hour	463	29	193	793	3	1,482
Average AM Peak Period	1,381	99	514	2,107	9	4,109
Average PM Peak Period	1,330	81	549	2,565	10	4,535

Table 1 - May 2014 Traffic Summary

The following tables depict the distribution of traffic types (Table 1) and daily traffic volumes (Table 2) for the month.

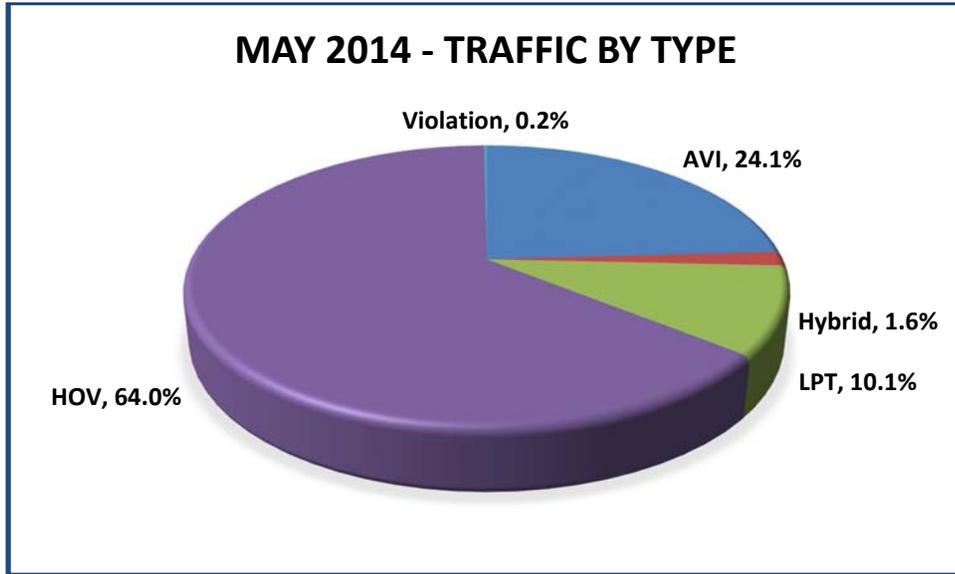


Figure 1 - Traffic by Type

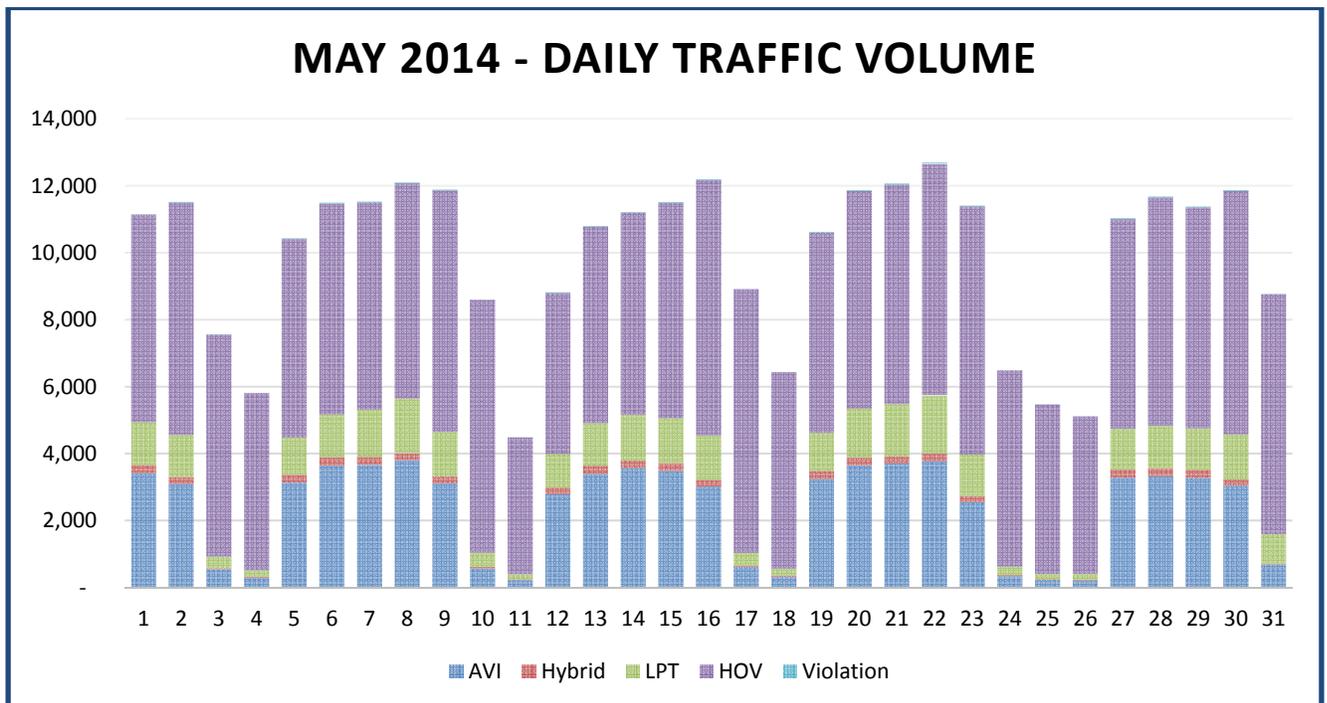


Figure 2 - Daily Traffic Volumes

2.0 BUS TRAVEL TIME

Beginning in August 2013, RTD has been replacing its old T21 plastic case transponders with new 6C sticker transponders. The travel time indicators (“TTIs”) in the lanes are only able to read the T21 protocol. As a result, there is not currently an ability to track the travel times of the buses in the Express Lanes during the month of May 2014. A solution to this issue is under development.

3.0 REVENUES

During the month of May 2014, PRD collected \$245,731.00 from users of the Managed Lanes. For the purposes of this report, revenues are recognized at the time which they are collected, which is typically sometime after they have been incurred for those customers who are billed based on their licence plate. For example, if a single-occupant vehicle uses the lanes in March but pays in May, the associated revenue is attributed to May.

4.0 OPERATIONAL INCIDENTS, ISSUES, AND CLOSURES

The bus exit lanes in front of Denver Union Station were opened May 11, 2014 as part of the Denver Union Station Project.

Throughout the month, there were numerous incidents logged in respect of light stanchions with individual bulbs out which were the same as last month. As such, there are many lighting incidents logged, each with cure periods of six months. Routine testing is expected to be complete in early June to ensure that the outages are related to the bulbs themselves and not the electrical connections that power them. Upon completion of testing, the incidents will be remediated and closed.

Five incidents related to potholes were logged and were cured within the allowable cure periods.

5.0 ENFORCEMENT

PRD, HPTE and the Colorado State Patrol (“CSP”) are working together in partnership to ensure the safety and integrity of both the General and Managed Lanes. Detailed statistics related to the CSP’s enforcement activities will be made available in PRD Quarterly Reports, the first of which will be released in July 2014.

6.0 HYBRID UTILIZATION

Total Hybrid Trips	Average AM Peak	Average PM Peak
4,983	99	81

Table 2 - Hybrid Utilization

Fuel efficient “Hybrid” vehicles are permitted to access the Express Lanes free of charge, regardless of occupant numbers, provided that they have obtained a permit from CDOT, obtained a Hybrid transponder from E-470, and display an E-470 Hybrid decal on the vehicle’s windshield. PRD tracks Hybrid usage of the Express Lanes, which has trended downward during the past 12 months but has experienced a small increase during the current period.