



CDOT Have the Necessary Resources?

Virtually everyone agrees that CDOT has insufficient resources to meet the C-470 capital improvement needs in the near term.



Project Costs

Among those we interviewed, there were not strong feelings about the project costs; most thought they were about right.



What are the Choices?

- Most want to create reasonable funding partnerships and are willing to consider user pay mechanisms, such as tolling, as part of the mix.
- Many would like to see this funding challenge addressed in the larger metropolitan-wide context of future transportation needs and how they will be funded.



Tolling: Perceived Advantages and Disadvantages

Advantages

- In the right situation, tolling has a place
- User pays
- Choice; some will pay for convenience and speed
- Generates revenue
- No other viable alternative
- Better on new roads (e.g., E-470)
- Effective congestion management tool
- Frees up resources for other uses
- Benefit for transit service
- Potential for dynamic pricing (e.g., time-of-day pricing)
- Potential for faster construction
- Out-of-area travelers help pay for road
- Gas tax losing its effectiveness
- Politically difficult to increase gas tax

Disadvantages

- Most expensive alternative
- Subsidy needed to cover total cost
- Paying more for an alternative that is less efficient in using capacity
- Perception of double taxation
- Not as good for retrofit
- Questions about accessing and exiting; more limited access, more limited use
- Mixed system complicates use
- Better to toll entire facilities
- More incentive to use arterials
- Elitist; hits the poorest travelers harder
- Geographic scope too limited
- Metro-wide equity issues
- Percent of traffic much higher in GP lanes than Express Lanes



General Purpose Lanes: Perceived Advantages and Disadvantages

Advantages

- More egalitarian approach; everyone has access
- Address overall traffic needs better
- Allows a three-lane incremental solution
- Belief that most would prefer to pay a higher tax to expand existing facilities

Disadvantages

- Continues the problem; free access does nothing to reduce demand
- No pricing mechanism to moderate congestion
- Challenge is how to pay for and maintain it

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Public Involvement: Adequate?

- Project Team gets good marks for the extensiveness of its outreach efforts.
- Weaknesses noted are that (a) there has been less than desired interest on the part of the public in this issue (with a few notable exceptions) and (b) the policy issues related to tolling have not yet been debated adequately.

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Areas of Agreement

- C-470 has a capacity problem and it should be addressed in the near term.
- Virtually everyone agrees that CDOT has insufficient resources to meet C-470 capital improvement needs.
- Most think estimated projected costs are about right.
- Most want to create reasonable funding partnerships and are willing to consider user pay mechanisms, such as tolling, as part of the mix.

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Areas Lacking Agreement

- No agreement on the preferred alternative.
- The extent to which the C-470 solution should be addressed in the context of metro-wide transportation planning.
- Is a phased approach to improving capacity a viable option.
- Philosophical disagreement about the appropriateness and extensiveness of tolling. To toll or not to toll – that is the question.

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