



If you have any questions completing this form, please contact Patrick DeCorla-Souza at (202) 366-4076. Please complete all applicable information and attach this request via email to [TollingandPricingTeam@fhwa.dot.gov](mailto:TollingandPricingTeam@fhwa.dot.gov) or via U.S. mail to:

**Tolling and Pricing Team  
Federal Highway Administration  
Office of Innovative Program Delivery, Attn: Patrick DeCorla-Souza  
1200 New Jersey Avenue, SE, Mail Stop E84-320  
Washington, DC, 20590**

Please copy your respective FHWA State Division Office

**A) What is the requesting agency, authority, or public company? What is the lead office within the requesting agency, authority, or private company?**

*Name(s):*

High Performance Transportation Enterprise (HPTE), a government-owned business within, and a division of, the Colorado Department of Transportation (CDOT).

*Project Website (if applicable) or Your Agency/Company Website:*

<http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>

**B) Contact Information**

*Name:* Michael Cheroutes

*Title:* High Performance Transportation Enterprise Director

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**C) What is the requesting agency seeking? (Please mark appropriate box)**

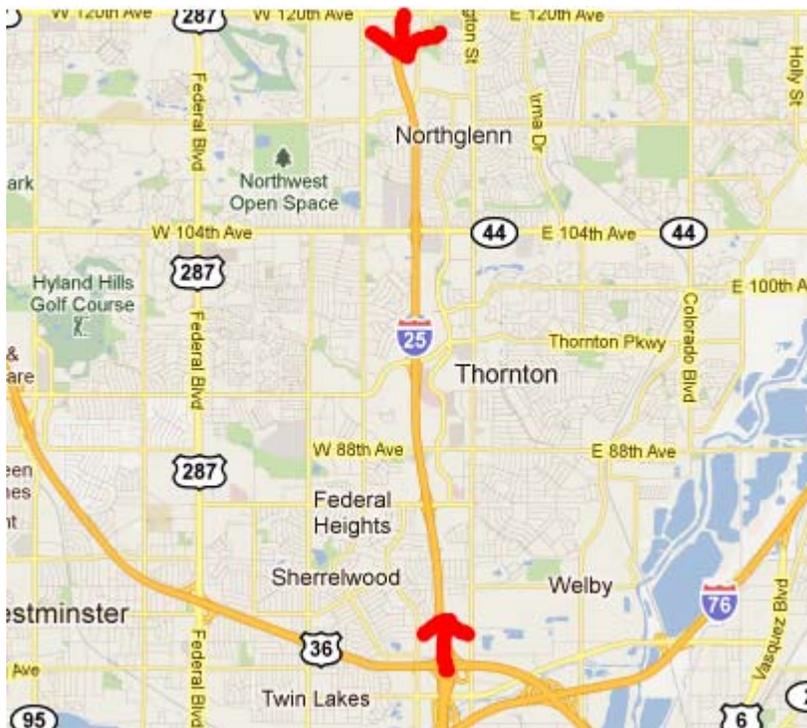
- Funding ONLY for this project or study (Federal authority already granted or not necessary).
- Federal Tolling Authority ONLY for this project or study (no funds requested).
- Funding AND tolling authority for this project or study.
- Other, not listed.

*Please briefly elaborate:* The HPTE is seeking permission to toll additional lanes on I-25 between U.S. 36 to 120th Avenue and are seeking funding through the TIGER III discretionary grant program.

**D) Please provide a brief description of the tolling or pricing project or study. Please identify and describe the subject facility or general area to be tolled, priced or studied (i.e. name of project/study, location, length, level of service, problem to be addressed, etc.)?**



CDOT and HPTE propose to add one managed lane in both directions on Interstate 25 from US36 to 120th Avenue (6 mile stretch). The new lanes will be constructed in an interim configuration on right-of-way that currently serves as the inside shoulder and will be an extension of the existing I-25 HOT lanes. The project will provide sustainable congestion relief and improved express bus service at much lower cost and decades earlier than originally planned. Currently this segment of I-25 carries up to 175,000 vehicles per day, with peak hour traffic operating at less than half the posted speed (24 mph vs. 55 mph). By 2035, congestion on north I-25 is expected to be severe, with vehicle hours of delay increasing by 67%. 2035 projections show that building managed lanes on this stretch of I-25 would shave nearly 30 minutes off the daily commute from 120th Avenue to Downtown Denver for those using the managed lanes.





**E) Which type of facility is proposed to be tolled or studied?**

Interstate  
 Non-Interstate  
 Project contains both types of facilities  
 Project is not specific to any type of facility

**F) Does the toll project involve ANY construction?**

No       Yes (if so, please mark all that apply)       Not applicable

New construction       Expansion       Rehabilitation       Reconstruction  
 HOV to HOT Conversion       Other not listed.

Please briefly elaborate: The project will provide a new managed lane in each direction. The new lanes will be constructed in an interim configuration on right-of-way that currently serves as the inside shoulder. No additional right-of-way or additional paved surface is needed. New toll equipment will be installed to support toll operation and ITS.

**G) Does an HOV lane(s) currently exist on the facility?**

No       Yes       Not applicable

**H) What is the timetable to enact the tolling or pricing project or study?**

These improvements were put on the Denver Regional Council of Governments Transportation Plan on August 17, 2011 with a time frame of being completed by 2024. If the TIGER III discretionary grant is approved construction will be accelerated to start in the summer of 2013 or 2014 with the lanes opening a year later. The I-25 EIS Record of Decision is scheduled for October 2011.

**I) Are there expressions of support from public officials or the public? Have any public meetings been held? If no public meetings or expressions of support are available, please indicate the agency's plans for ensuring adequate public involvement and seeking public support for the toll project or study.**



Both public and private entities in Adams, Broomfield and Weld Counties along the North I-25 corridor (as represented by the North Area Transportation Alliance), RTD (regional transit operator), the Denver Regional Council of Governments, CDOT and the HPTE support this project as the first logical step toward much needed improvements along I-25, enhancing mobility, driving economic development and reducing traffic congestion in the north metro area. Public meetings were held as part of the EIS process and this project is consistent with the preferred alternative identified.

***J) Where known (and if applicable), what is plan for implementing tolls or prices and the strategies to vary toll rates or prices (i.e., the formulae for variable pricing)?***

The tolling policy for these lanes will be an extension of existing I-25 HOT lanes. The mixture of SOV tolled and HOV/Transit non-tolled vehicles using the lanes would be managed through variable pricing to maintain free flow conditions within the managed lanes at all times. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the managed lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes.



**K) What is the reason(s) of the toll project or study? Please mark all that apply.**

- Financing construction
- Reducing congestion
- Improving air quality
- Other not listed.

*Please briefly elaborate:* The primary purpose of this project is to reduce congestion during peak travel times and provide an option of a more reliable trip. CDOT and HPTE are exploring an option to pledge future toll revenues as repayment for a loan to fill a funding gap. The project will reduce congestion and reduce travel times, which will have a positive effect on air quality.

**L) Please provide a description of the public and/or private agency that will be responsible for operation, maintenance, and/or enforcement for the toll project or study?**

The HPTE expects to provide for the management of the new lanes in the same manner as it manages the existing I-25 HOT lanes. Currently, pursuant to intergovernmental agreements with the HPTE, CDOT provides operation and maintenance services for the I-25 HOT Lanes, the E-470 Public Highway Authority provides toll collection services for the I-25 HOT lanes and the Colorado State Patrol provides enforcement for the I-25 HOT lanes.

**M) Please provide a description of how, if at all, any private entities are involved in the up-front costs, or will share in project responsibilities, debt retirement, or revenues?**

The project is currently anticipated to be funded with a combination of state and federal funds allocated to the Colorado Department of Transportation. CDOT is also seeking \$15 million in TIGER III discretionary grant funds for the project. The total cost of the project is estimated at \$40 million.

HPTE is also considering whether to include the project in a Public-Private Partnership being explored in connection with the completion of the [US36 Managed Lanes/Bus Rapid Transit Project](#). In such a case a private entity (as yet undetermined) might become involved in up-front costs, or share in project responsibilities, debt retirement or revenues.

**N) Please provide any additional information you feel is necessary.**

This project will connect the upcoming [US36 Managed Lanes/Bus Rapid Transit Project](#), [the existing I-25 HOT lanes](#) and one of the north region's busiest park and rides (1,500 parking spaces) to Downtown Denver. This will both reduce congestion and improve bus connectivity in a region that sorely needs it. CDOT and the HPTE are flexible in their plans to complete this project and look forward to any input FHWA may have.