



# US 36 Express Lanes

## Town Hall Meeting

April 21, 2015

# Agenda

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- US 36 Project Update
- Overview of Proposed Toll Rates
- How to Use Express Lanes
- Q&A



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# US 36 Express Lanes Project Update

# US 36 Project Update

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- Phase 1 between Federal Boulevard to 88<sup>th</sup> St - opening this summer
- Phase 2 between 88<sup>th</sup> Street and Foothills Parkway - opening by early 2016



# Public-Private Partnership (P3)

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- Contractual agreement formed between a public agency and the private sector
- P3s Allow:
  - Greater private sector participation in the delivery and financing of projects -- in CDOT's case, large transportation projects.
  - Construction projects to be completed sooner

# Public-Private Partnership (P3)

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- **Public Private Partnership(P3) with Plenary Roads Denver**
- **Design, build and finance Phase 2**
- **Operate and maintain US 36 Phase 1 and 2, and the existing I-25 Express Lanes for 50 years**
- **P3 reimbursed through toll revenues and public sector construction payments**

# Public-Private Partnership (P3)

The US 36 P3 project will:	The US 36 P3 project will not:
Allow Plenary to conduct US 36 roadway operations and maintenance.	Sell or turn ownership of the road over to a private company.
Allow CDOT to maintain ownership of the highway.	Allow the concessionaire to toll all lanes on US 36 - two general purpose remain free.
Allow Plenary to toll only one new lane in each direction on US 36.	Allow the concessionaire to set their own tolls.
Transfer the risk of paying back the debt of building the project to Plenary.	Allow taxpayers to be responsible if revenue is less than projected.
Identify who can use the lane: BRT, HOV (HOV 3 no later than 2017), and SOV drivers who are willing to pay a toll.	Result in any state employees losing their jobs (they will be shifted to other areas) or in a pay reduction.
Tie toll rates to congestion measures depending on the time of day.	Enact public private partnerships for other corridors.
Allow CDOT to take over the operations and maintenance of US 36 if something happens to Plenary before the end of the contract.	

# Process to Arrive at Toll Rates and License-Plate Tolling (LPT) Surcharge

- Managed Lane Goals:
  1. Reliable Travel Times for Buses, HOV's, Hybrids and Toll Paying Customers
  2. Maintain Pre-determined Bus Travel Times
  3. Provide Transportation Choices
- Toll revenues are used to repay financing costs necessary to *develop, design, construct, maintain and operate* the Project. This includes:
  - Two free General Purpose Lanes in each direction
  - One Tolloed Express Lane in each direction
  - A bike path along the corridor
- Tolls regulate traffic volume in the Express Lanes to ensure travel times are maintained
  - Toll pricing changes with traffic volume





# Considerations When Establishing Toll Rates

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- Plenary uses a traffic and revenue analysis to determine an optimal toll rate that will achieve US 36 project goals, and repay financing costs
  - Recovery of toll transaction costs
  - Recovery of uncollectable tolls and bad debt
  - Incentivize use of ExpressPass vs. License Plate Toll (surcharge)
  - Manage traffic volume to ensure bus travel times
  - Toll cannot exceed \$13.91(indexed) Denver - Boulder



# Average Speed Requirements

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- Plenary Roads Denver is contractually mandated to maintain average speeds:
  - 55 MPH - From Table Mesa to Broomfield Park'n-Ride
  - 50 MPH – From Broomfield Park'n-Ride to Pecos Street
  - 8.75 Minutes – From Pecos Street to Denver Union Station



# US 36 Proposed Toll Rates With Pass

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- Interlocken to Denver

	<b>Time of Day</b>	<b>Tolls *</b>
Morning Low Peak	6:45-7:15	\$5.80*
Morning High Peak	7:15-8:15	\$7.60*
Mid-day	10:00-3:00	\$1.25
Afternoon Low Peak	3:30-4:30	\$2.45
Afternoon High Peak	4:30-6:00	\$2.60
Weekends	Sat/Sun	\$1.95

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

# US 36 Proposed Toll Rates With Pass

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- Interlocken to Federal

	Time of Day	Tolls *
Morning Low Peak	6:45-7:15	\$1.60
Morning High Peak	7:15-8:15	\$2.95
Mid-day	10:00-3:00	\$1.25
Afternoon Low Peak	3:30-4:30	\$2.45
Afternoon High Peak	4:30-6:00	\$2.60
Weekends	Sat/Sun	\$1.25

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

# US 36 Proposed Toll Rates *Without* Pass

## Interlocken to Denver

	Time of Day	Proposed Toll +	License Plate Fee =	Total Charge
Morning Low Peak	6:45-7:15	\$5.80	\$5.85	\$11.65*
Morning High Peak	7:15-8:15	\$7.60	\$6.08	\$13.68*
Mid-day	10:00-3:00	\$1.25	\$3.75	\$5.00
Afternoon Low Peak	3:30-4:30	\$2.45	\$3.75	\$6.20
Afternoon High Peak	4:30-6:00	\$2.60	\$3.75	\$6.35
Weekends	Sat/Sun	\$1.25	\$3.75	\$5.00

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

# What are Express Lanes?

- Express Lanes run alongside general purpose lanes and are entered through a break in the solid white lines
- At least two lanes will remain FREE at all times



# Express Lanes Offer Choice

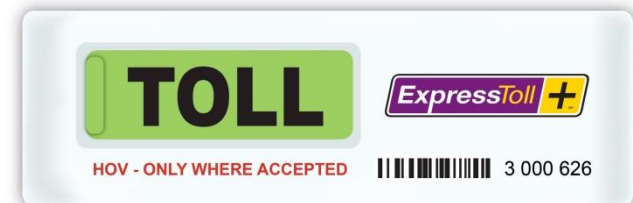
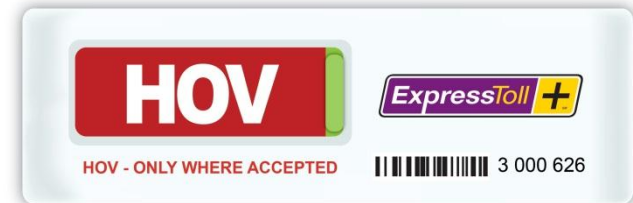
- Motorcycles and carpool vehicles, with either one or two passengers\* for free
- RTD's Bus Rapid Transit on US 36
- Drivers to pay a toll for a reliable travel time
- General purpose lanes - free to use
- Commuter bikeway



\* By no later than 2017, all Express Lanes will require two passengers plus the driver

# Using Express Lanes

- **Carpoolers/HOV:**
  - ExpressToll account and Switchable HOV pass
- **Motorcycles**
  - ExpressToll account and sticker pass
- **Tolled Vehicles**
  - ExpressToll pass and Switchable HOV transponder
  - License Plate Toll (toll rates + fees)



[www.expresstoll.com](http://www.expresstoll.com)





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