

Additional Information Requirements for Non-CDOT/HPTE Roadway Tolling Projects Proposed for Inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan

Amended by DRCOG Board July 20, 2016

Projects proposed by non-CDOT/HPTE entities, such as private toll companies or toll highway authorities, for inclusion in the DRCOG Fiscally Constrained Regional Transportation Plan (FC-RTP) will include base information required of sponsors to support all types of project requests.

In addition, C.R.S. 7-45-105 and 106 (pursuant to HB06-1003) require that five categories be addressed in private toll company submittals to DRCOG for inclusion in the FC-RTP: operating plan, technology, project feasibility, long-term project viability (project financing), and environmental documentation. The project sponsor will submit the following information to DRCOG:

1. Operating plan – Description of the tolling component, including the following:
 - Pricing Structure: Variable, dynamic, or fixed toll rates
 - Toll Lane Separation: Barrier protected or buffered lanes
 - Access/Egress: Locations of slip ramps to general purpose lanes and “direct connect” ramps to interchanges and/or other toll facilities
 - Relationship to overall regional toll highway system
 - Other unique operational features
2. Technology: Confirmation that the toll facility will not require stopping to pay cash and will use transponders and/or tag readers that are interoperable with the region’s other toll facilities. If this is not the case, please explain.
3. Project feasibility:
 - Summarize the tolling component’s technical feasibility, including implementation opportunities and constraints at a planning level of detail
 - Provide estimated daily, directional traffic volumes for (as applicable):
 - Base Year General Purpose Lanes
 - Forecast Year General Purpose Lanes
 - Forecast Year Toll Facility
 - Forecast Year Total
 - Identify any proposed non-compete clauses (probable restrictions on improvements to other roadways or transit facilities)
4. Long-term project viability (project financing):
 - Capital costs for the project with major components and key assumptions, including inflation and contingencies
 - Operation and maintenance costs and inflation assumptions for the toll facility
 - Financial assumptions, including non-traditional financing sources and innovative financing.

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- Identify public funding sources or public financing instruments, if applicable
 - Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility is built and operating
5. Environmental documentation, including:
- Description of environmental, social, and economic effects of the proposed toll facility
 - Identification of feasible measures, and cost, to avoid or otherwise mitigate adverse impacts
 - Defined commitment of acceptable environmental mitigation activities and cost
6. Other information and assistance:
- Does the proposed tolling component include toll-free HOV3+? If not, explain why?
 - Does the proposed tolling component include provisions for transit service? If not, why?
 - A summary of studies completed to date and those anticipated in the future with key milestones and timeline
 - A summary of consultation with local governments and other MPOs/TPRs completed to date, with issues and resolution; a plan for future additional consultation with local governments and other MPOs/TPRs during project development; and the relationship of the project to local transportation plans
 - Identify land use assumptions within 5 miles of the toll highway corridor
 - Discuss consideration given to available mitigation of demonstrable negative impacts on the local governments or its citizens
 - Identify commitments to offset incremental costs of public services that will be necessary as a result of development of the project
 - Assist DRCOG staff with response to public comment as needed