

ATTACHMENT 3

**Colorado Tolling Enterprise (CTE) or High Performance Transportation
Enterprise
Additional Information Requirements for Amendment Submittals
for the DRCOG Fiscally Constrained RTP
Adopted by DRCOG Board January 21, 2009**

CTE amendment submittals will include all the items currently required to be provided to support roadway amendment requests for the Fiscally Constrained 2035 RTP.

C.R.S. 43-4-805.5 (pursuant to HB05-1148) requires that five categories be addressed in CTE Plan submittals to Metropolitan Planning Organizations. Those items are: operation, technology, project feasibility, project financing and any other federally required information. The additional information that would be submitted by CTE/CDOT to DRCOG to address these categories is as follows:

Background:

For the responses below, CDOT wishes to stress that the Environmental Impact Statement (EIS) process for I-70 East has not been completed. A Final EIS is expected in January 2016 and a Record of Decision in July 2016. In the 2014 Supplement Draft Environmental Impact Statement, FHWA and CDOT preliminarily identified the Partial Cover Lowered Alternative with Managed Lanes Option as the Preferred Alternative for I-70 East. The Final EIS will identify the preferred alternative.

Additionally, CDOT and HPTE are in the beginning stages of pursuing a public-private partnership (P3) with a Developer team to design, construct, finance, operate and maintain I-70 East. Many questions related to project financing are subject to the final contract with the Developer and are not known at this time.

In light of these factors, the responses below must be considered preliminary assumptions and are limited to information available at this time.

1. Operation – all items listed under Information requested and process to support roadway amendment requests for the Fiscally Constrained 2035 RTP will be addressed.

It is anticipated that the Express Toll lanes for I-70 East, if selected through the EIS process, would be buffer separated from the general purpose lanes and would be toll-free for HOV-3 vehicles, consistent with US-36 and I-25. Toll rates have not been established at this point; however it would be expected that a variable/time-of-day tolling would be applied. Given the 2016 opening of the East Rail Line, future transit use on the managed lanes is not known at this time. However, these lanes are designed to be transit-ready and CDOT will remain in close contact with RTD and other transit providers.

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The attached map shows the ingress/egress points for the Express Toll Lanes. As indicated on the map, there is no connection to the Express Toll Lanes on I-25. The first Express Lane access for I-25 traffic is the Brighton Boulevard ingress and the first access for I-225 traffic is the Peoria Street ingress. The first Express Lane access for Pena Boulevard traffic is actually at an ingress located at I-225.

2. Technology – DRCOG will assume that the system will require no stopping to pay cash (using transponders and/or tag readers) and will be interoperable with E-470, I-25 and NW Parkway unless stated otherwise in the plan amendment submittal.

It is anticipated that the Express Toll lanes for I-70 East, if selected through the EIS process, would meet the established DRCOG assumptions regarding compatibility with existing toll technology in the Denver region. The I-70 East Express Toll Lanes would require no stopping to pay cash (using transponders or tag readers) and will be interoperable with I-25, US-36, the I-70 Mountain Express Lane, E-470, and the Northwest Parkway.

3. Project Feasibility – a) Summarize technical feasibility including the context for the project and the implementation opportunities and constraints at a planning level of information b) Provide planning level information for facility usage

a) The addition of managed lanes along I-70 East has been under study for over 12 years, including thorough examination of engineering and environmental feasibility and extensive public involvement. No major engineering or environmental challenges are foreseen and there is strong stakeholder support across the Denver metro region for the project.

Toll revenues are not a primary component of the funding package for I-70 East and are expected to contribute toward ongoing operations and maintenance costs for the facility.

b) Provide planning level information for facility usage

I-70 serves a growing number of users, ranging from travelers and tourists from outlying areas and DIA to regional trucking to commuters or local traffic. The demand from these users is exceeding the existing design capacity of I-70 and associated interchanges. Within the project area, I-70 is currently near or over capacity. Between 47,000 and 205,000 vehicles per day (average daily traffic) currently travel over the project area, depending on the location in the corridor.

Listed below are preliminary, predicted traffic volumes based on CDOT's EIS modeling results. These volumes are for a location on I-70 that is between York and Steele and between Central Park Boulevard (CPB) and Havana. These volumes do not assume HOV-3.

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Eastbound Average Daily Traffic (ADT)		
I-70	East of Brighton	East of CPB
Base Year	79,500	118,400
2035 GP Lanes	106,800	136,500
2035 TEL	14,200	14,500
2035 Total	121,000	151,000

Westbound ADT		
I-70	East of Brighton	East of CPB
Base Year	73,500	100,800
2035 GP Lanes	104,500	147,200
2035 TEL	11,500	13,800
2035 Total	116,000	161,000

As shown in the table, forecasted traffic for the year 2035 on I-70 will increase substantially. This increase in traffic will result in more hours of congestion, longer delays, and increased potential for crashes

4. Project Financing – the following will be provided: a) Capital costs for the project with into: Operation and maintenance add-ons – costs that are in addition to normal CDOT O&M – and inflation assumptions c) Financial assumptions including non-traditional financing sources and innovative financing d) Relationship to a system, if applicable e) Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility is built and operating f) Description of how excess revenues will be allocated, should toll revenues exceed those needed to build, maintain, and operate the facility

a) From an amendment perspective, costs provided in the RTP are not expected to change. Specific capital cost information is not available at this stage in the procurement process; however inflation and contingencies have been incorporated into CDOT's estimates.

b) These costs are not known at this time.

c) Primary capital funding sources for the Project are listed below:

Colorado Bridge Enterprise: \$850M

SB 228: \$180M

DRCOG: \$50M

City of Denver: \$37M

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CDOT and HPTE are currently pursuing a public-private partnership for this Project using a design-build-finance-operate-maintain performance payment model. This partnership would include a long-term contract with a private partner for the operations and maintenance of the corridor after construction. CDOT and HPTE are currently engaging industry to define the parameters of this P3 agreement.

A full description of the source and flow of all current funding sources for I-70 East during the construction and maintenance/operating period is available at <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte/projects/i-70/i-70-east-1/sources-and-flow-of-funds.pdf>.

d) The Express Toll Lanes on I-70 East, if selected through the EIS process, will not include a direct connection to the I-25 Express Lanes. Tolling technology will be compatible with other tolling facilities across the metro region and the HOV-3 designation is consistent with other facilities, I-25 and US36, in the north metro area.

e) CDOT and HPTE are currently pursuing a public-private partnership for this Project using a design-build-finance-operate-maintain performance payment model. We are in the early stages of engaging industry to define the parameters of a P3 agreement. Potential funding shortfalls are not known at this time.

f) Any excess toll revenues will be retained for use on the I-70 East corridor and would be available as a contribution toward the annual availability payment.

5. Any other federally required information:

It is our understanding that no additional information is needed here.

HPTE/CDOT will also provide the following:

6. Other Information: a) A summary of the environmental examinations and other studies completed to date and those anticipated in the future with key milestones and timeline. b) A commitment to follow CDOT environmental stewardship guide during project development including the identification of impacts and mitigation measures. c) 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. d) Assistance to DRCOG staff with response to public comment as needed.

a) Regarding environmental studies, CDOT initiated the EIS for I-70 East in 2003, originally in partnership with RTD. A draft EIS was published in 2008 and a Supplemental Draft EIS was issued in 2014. CDOT is currently preparing a Final EIS for I-70 East. The Final EIS is expected in January 2016 with a ROD in July 2016.

b) Regarding environmental stewardship, CDOT maintains a commitment to follow its adopted Environmental Stewardship Guide during project development including the

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identification of impacts and mitigation measures. The EIS includes a full documentation of project impacts and mitigations.

c) Regarding intergovernmental consultation, the I-70 East Project is located entirely within the DRCOG regional planning boundaries and therefore no consultation with other Metropolitan Planning Organizations or Transportation Planning Regions is necessary. However, CDOT has worked very closely with the City of Denver, the City of Aurora, the City of Commerce City, and Adams County throughout the history of the project. CDOT has received a letter of support from Adams County, City of Denver and City of Commerce City. In addition, the Denver City Council passed a Proclamation of support for the Project in April of 2014.

d) Regarding assistance to DRCOG staff with response to public comment; staff from CDOT and HPTE are available to assist DRCOG.

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Figure 4.8: Eastbound and Westbound Ingress/Egress