

# Tolling/Managed Lanes in Colorado

Transportation Finance & Implementation Panel

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# Purpose

- Why tolling/managed lanes?
- How is CDOT evaluating tolling options?
- What are the policy issues we should be discussing?

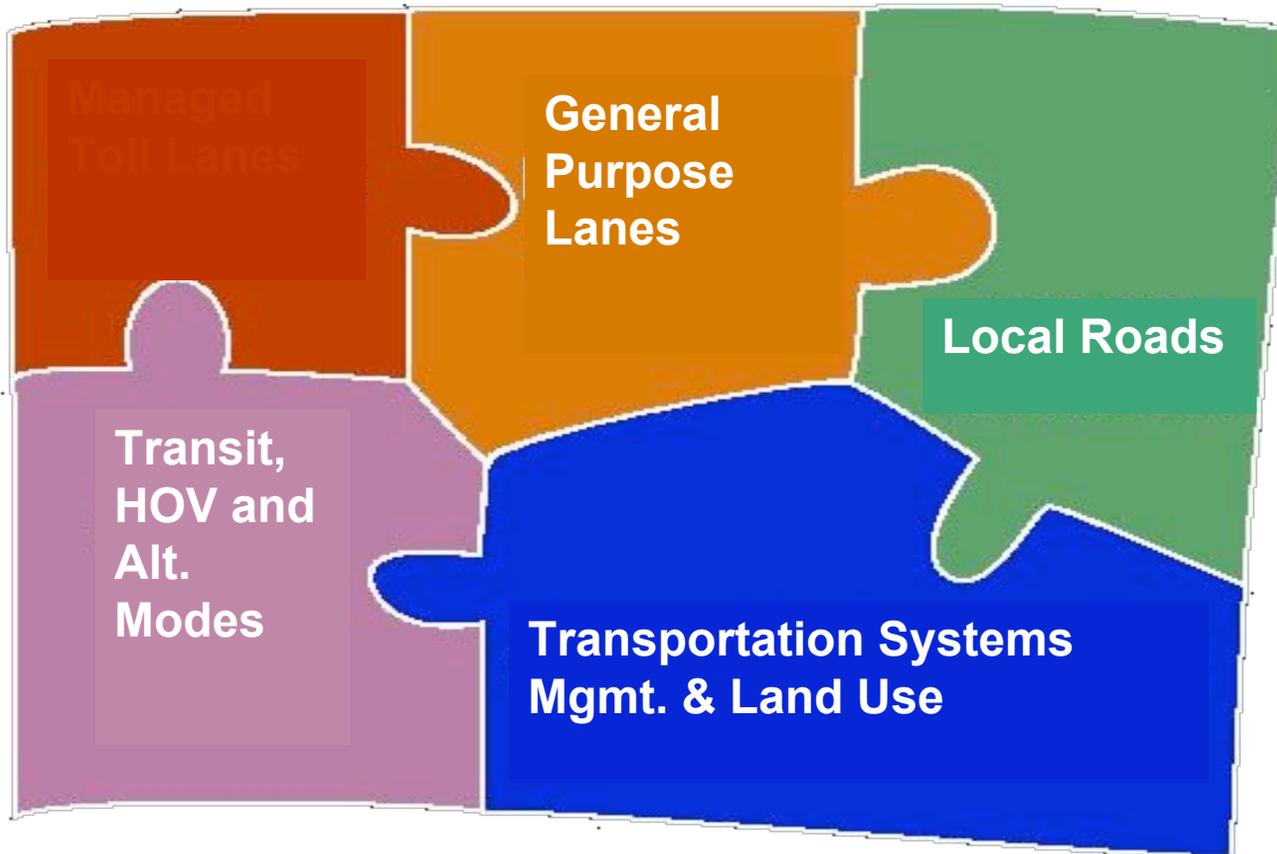
# Mobility

- **CDOT Mobility Goals**
  - Maintain the operational capacity of the highway system
  - Increase integration of the transportation system modal choices

# What is the Mobility Problem?

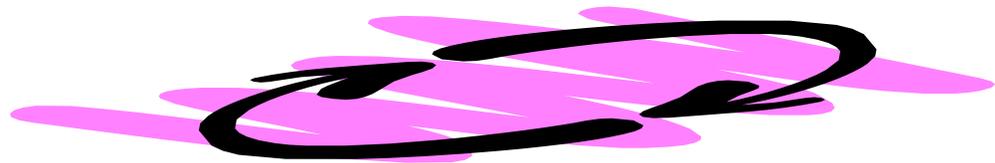
- By 2030 within Colorado there will be a:
  - 65% Increase in Vehicle Miles of Travel
  - 161% Increase in Congested Lane Miles
  - 43 Minute increase in Travel Time Delay per person due to Congestion
- Congestion is the #1 transportation issue for Coloradoans
- 54% of Metro Residents want travel options that relieve congestion

# Traditional Mobility Tools

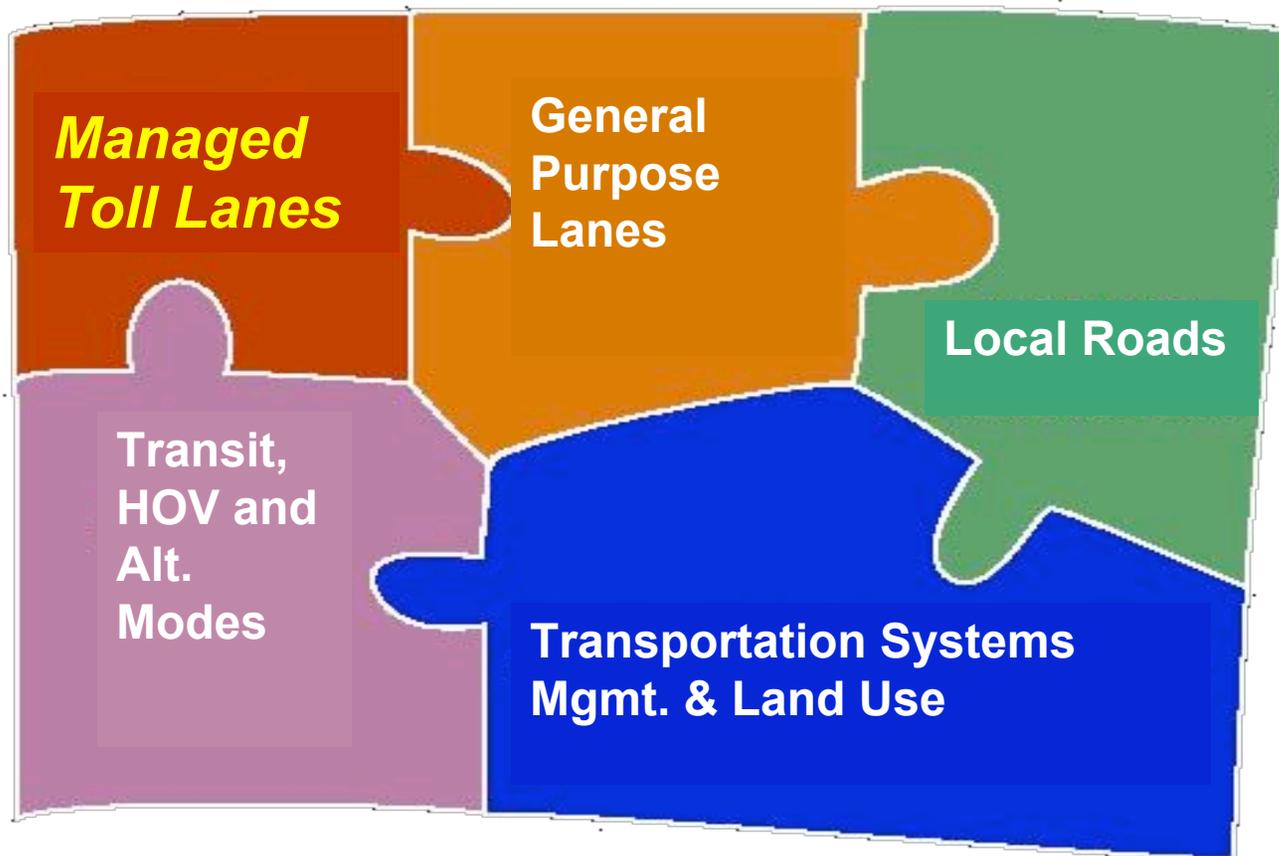


# General Purpose Lanes?

- Not Always Cost Effective to add general purpose lanes
  - Short Term Solution - Can't always build our way out of congestion
  - Community/Environmental Impacts
  - Long Term Costs/Insufficient \$ To Maintain
- New general purpose lanes fill up quickly – become congested soon after construction
  - Induced Growth
- Each additional general purpose lane provides less incremental capacity



# Managed Toll Lanes – One Piece of The Mobility Puzzle



# Why Tolling? – Improve Mobility

- Improving mobility ***is*** the reason to implement managed toll lanes.



- Raising money ***is not*** the sole reason to implement managed toll lanes.



# Why Managed Toll Lanes?

- A systematic/high performance alternative to congested highways.



- A solution within the current authority of CDOT.

# High Performance Mobility Corridors

- A system of managed toll lanes in urban corridors built in parallel with transit improves mobility because it is:

- Flexible



- Predictable & Reliable

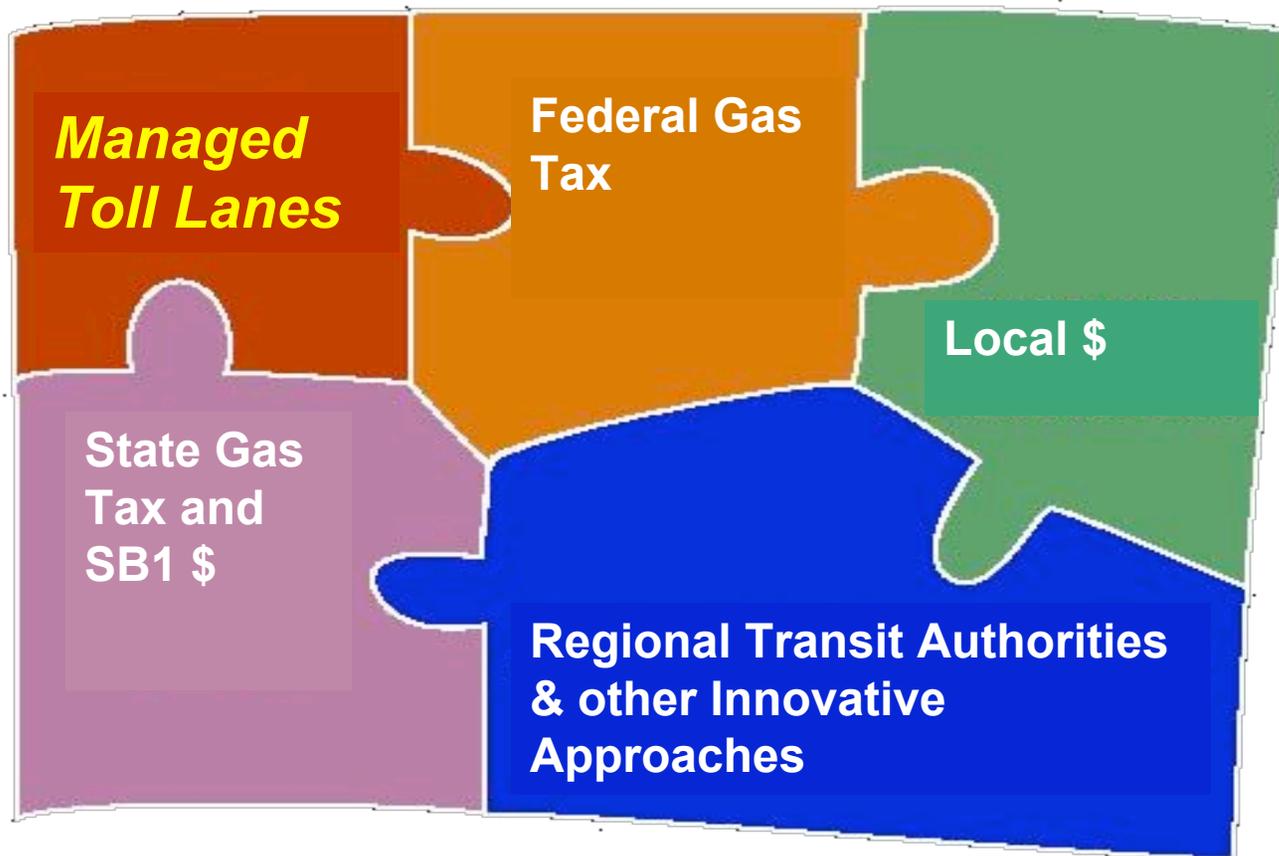


- Environmentally Responsible

- Sustainable

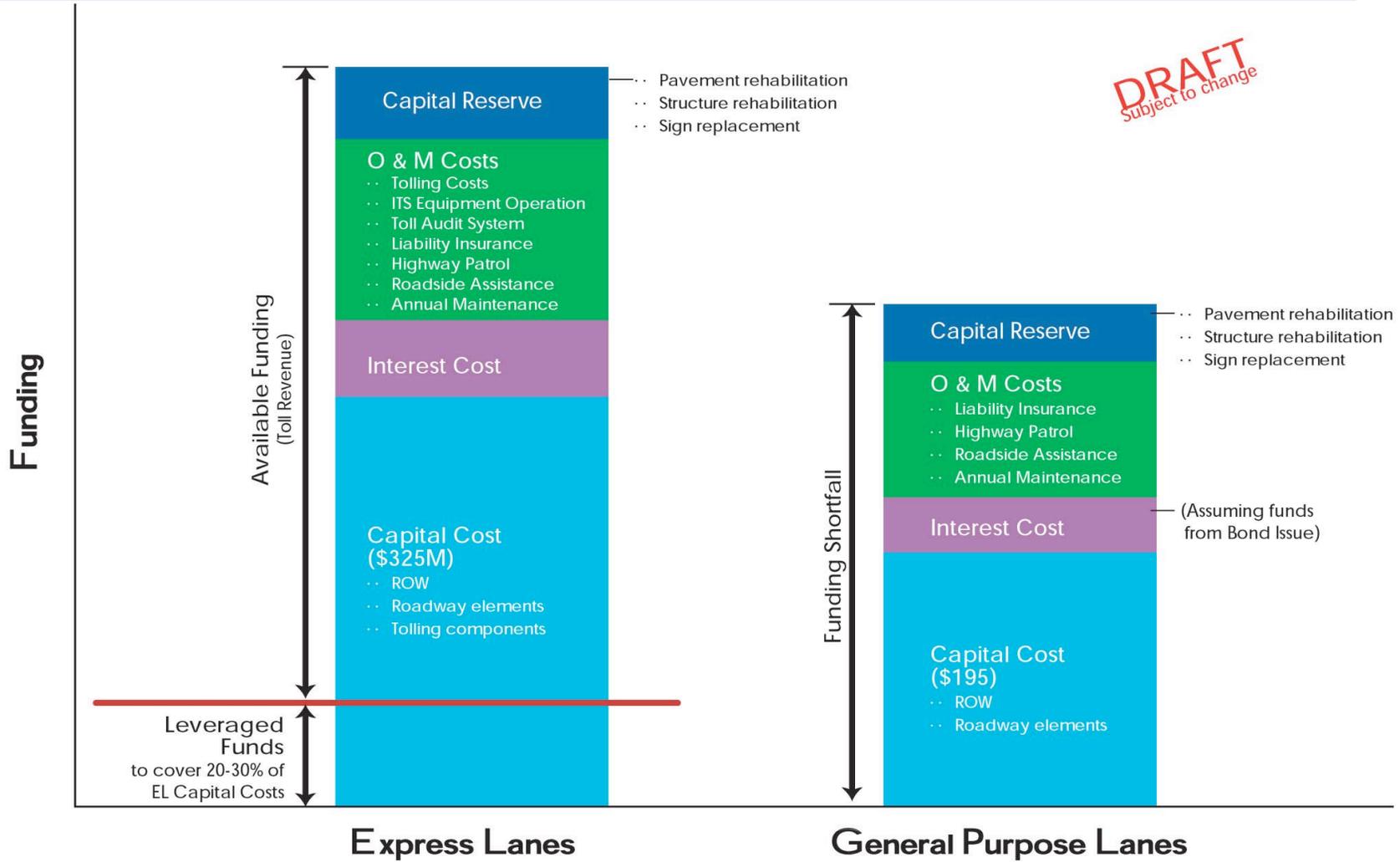


# Managed Toll Lanes – One Piece of The Revenue Puzzle



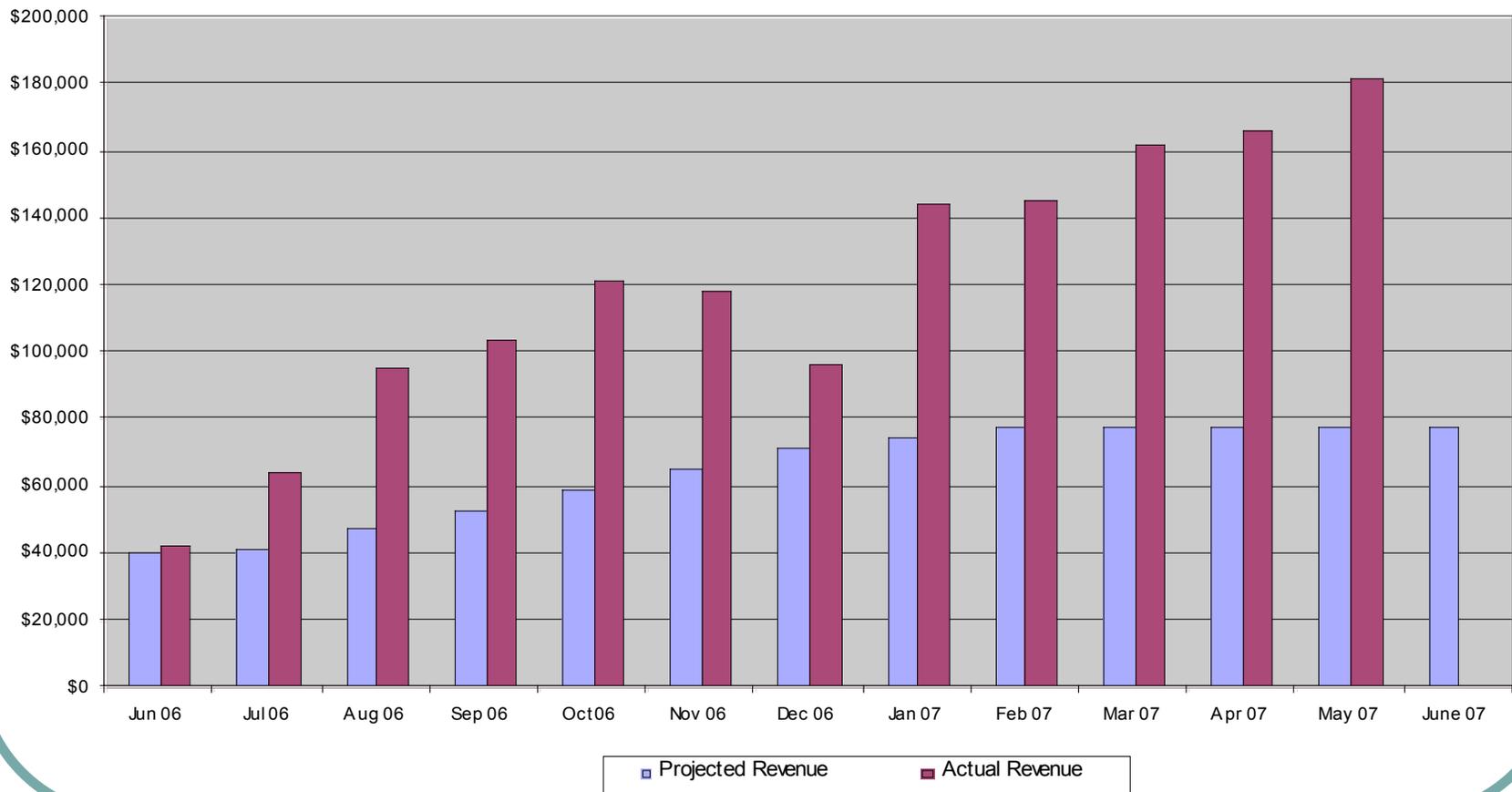
# Managed Toll Lanes – One Piece of The Revenue Puzzle

**DRAFT**  
Subject to change



# N-I25 Express Lane Revenue

First Year Monthly Estimated Toll Revenue vs. Actual



# High Performance Mobility Corridors

## Take 2

- Structure a VMT Fee with a Congestion Pricing component
  - Can be structured much like a “toll” to price use of a corridor or corridors within a zone
  - Manage travel demand in a corridor
- Not within current CDOT authority

# Issues & Concerns We've Heard

- CDOT is too focused on tolling
- Regional Equity – must treat Regions fairly
- Congestion is required for tolling to work
- Impacts on local roads
- Will eliminate ROW for FasTracks?
- If bonds can't be repaid, who is on the hook?

# Summary

- **Managed Toll Lanes:**
  - A reliable high performance alternative to congested roadways.
  - One part of the system with transit, HOV's, and general purpose lanes.
  - Direct User Pay Correlation
  - Consistent with current fiscal reality.