



Board Agenda Background

Date: 3/1/2022
To: Board of County Commissioners
Through: Brian D. Bosshardt, County Manager
From: Amy Saxton, Strategic & Community Planning Division Director
Subject: Floyd Hill Tolling Revenue Report

BACKGROUND

Staff is seeking direction from the Board on a response to a Colorado Transportation Investment Office (CTIO) (formerly HPTE) report on the Floyd Hill tolling revenue potential and scenarios.

The CDOT entrepreneurial arm, the Colorado Transportation Investment Office (CTIO), formerly known as the HPTE, has been leading a process to study the revenue potential for tolling of the new westbound third lane that will be built and is considered the primary purpose of the Floyd Hill project. CTIO has engaged a firm to study a variety of scenarios to determine how much revenue tolling could provide to offset the overall cost of the project. All the assumptions assert that tolling would be able to cover approximately \$80M. CTI utilized the CSS process, formed a PLT, conducted surveys and recently shared results with the Transportation Team.

ANALYSIS

CTIO Executive Director Nick Farber will discuss the results of the study, which consists of 4 scenarios, and the scenario they are supporting. Transportation Team will share our analysis and concerns and seek the Board's direction.

FH Funding Gap Study Summary

This study was not about operations or to address the details of how the new full-sized third lane built on Floyd Hill will safely connect with the WBPPSL. It was to determine what viable approaches could be taken to tolling the new lane and use the research they had done about mindset and driver motivation to project the revenues from those possible approaches, to get to the \$80M.

They asked two basic questions in determining their scenarios:

- Should the lane operate only during peak periods or all year?
- Should the tolling model used, be designed primarily to reach a revenue goal or to achieve throughput (address congestion)?

This resulted in 4 scenarios

1. Slightly higher (than current WBPPSL) tolls 125 days a year – less toll shock, didn't meet revenue goal, lane closed 2/3 of the year
2. Slightly higher tolls 365 days a year – less toll shock, didn't meet the goal, lane is open all year
3. Super high tolls 125 days a year – massive toll shock, meets the goal, lane closed 2/3 of the year
4. Super high tolls 365 days a year – massive toll shock, exceeds the goal, lane is open all year

A couple pieces of info to keep in mind:

- The scenario that reached the \$80M revenue goal would require extremely high tolls, upwards of \$25, which presented obvious concerns.



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- The lane cannot operate if a toll is not charged. This is because if there are vehicles in the lane, there are costs due the equipment, whether a toll is being levied or not. This means that a non-365-day-a-year tolling scenario requires that lane be closed when not tolled.
- Option number 2 is the best approximation of the model that can, when adapted, achieve the revenue goal, and one CTIO is seeking to advance as a starting place.

Transportation Team Analysis

The impact of this 365-day third lane on the WBPPSL, specifically the risk of public and political pressure to expand PPSL operational days, due to the continued misunderstanding of the design and ROD based limitations of the lane, are significant. That is in part because the PPSL would be closed on 2/3 of the days that the FH toll lane would be open, and the public could become dissatisfied with that inconsistency of distance travelled for the toll they pay. Additionally, as latent travel demand is released due to the increased capacity afforded by decongestion, some of the off-peak days may develop more peak period levels of volume, creating a jamb at the east end of Idaho Springs.

There are serious questions about this tolling model; we do not yet fully understand our options for how we might be able to develop the 1041 for the FH project, or exactly what relevant protections are provided by our existing WBPPSL 1041, we do not fully understand FHWA's position on the PPSLs, and our options to memorialize, document and make certain the County's position is protected, are not fully known. But, the County has actively supported the Floyd Hill Project every step of the way. Keeping in mind that there are many details yet to come, the transportation team cautiously supports the recommendation of CTIO to select the 365-day a year tolling with a focus on throughput and a mid-range revenue generating scenario as the baseline and will be actively working to make certain our interests are not compromised.

CONCLUSION

The Transportation Team is seeking the Board's direction on whether Clear Creek County can offer CTIO general support for year-round, through-put focused tolling. If the answer is yes, the team suggests that the County's NEPA attorney Rebecca Almon and the County Attorney craft a letter for the Commissioners to sign expressing that support, and its conditions.

ATTACHMENTS

1. I-70 Floyd Hill Funding Gap Study Presentation