



COLORADO
Department of
Transportation

Managed Lane P3s and Transit: Can they Successfully Coexist?

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HPTE and Its Powers

Overview of the HPTE

- Authorized by Colorado Legislature in 2009
- Mandate to pursue Public Private Partnerships and other innovative and efficient means of financing important multi-modal projects
- HPTE is a division of CDOT, but governed by its own Board
- Track Record:
 - US 36 Phase 1 – TIFIA
 - US 36 Phase 2 – Full Toll Concession

Powers of the HPTE

Public Private Partnerships (DB to DBFOM)



Flexible Concession Powers

User Fee-Based Project Financing -- PABs

Ability to Borrow Without the Need for an Election – TIFIA

Powers of the HPTE

HPTE Financing Tools

Pricing New and Existing Capacity

Availability Payments

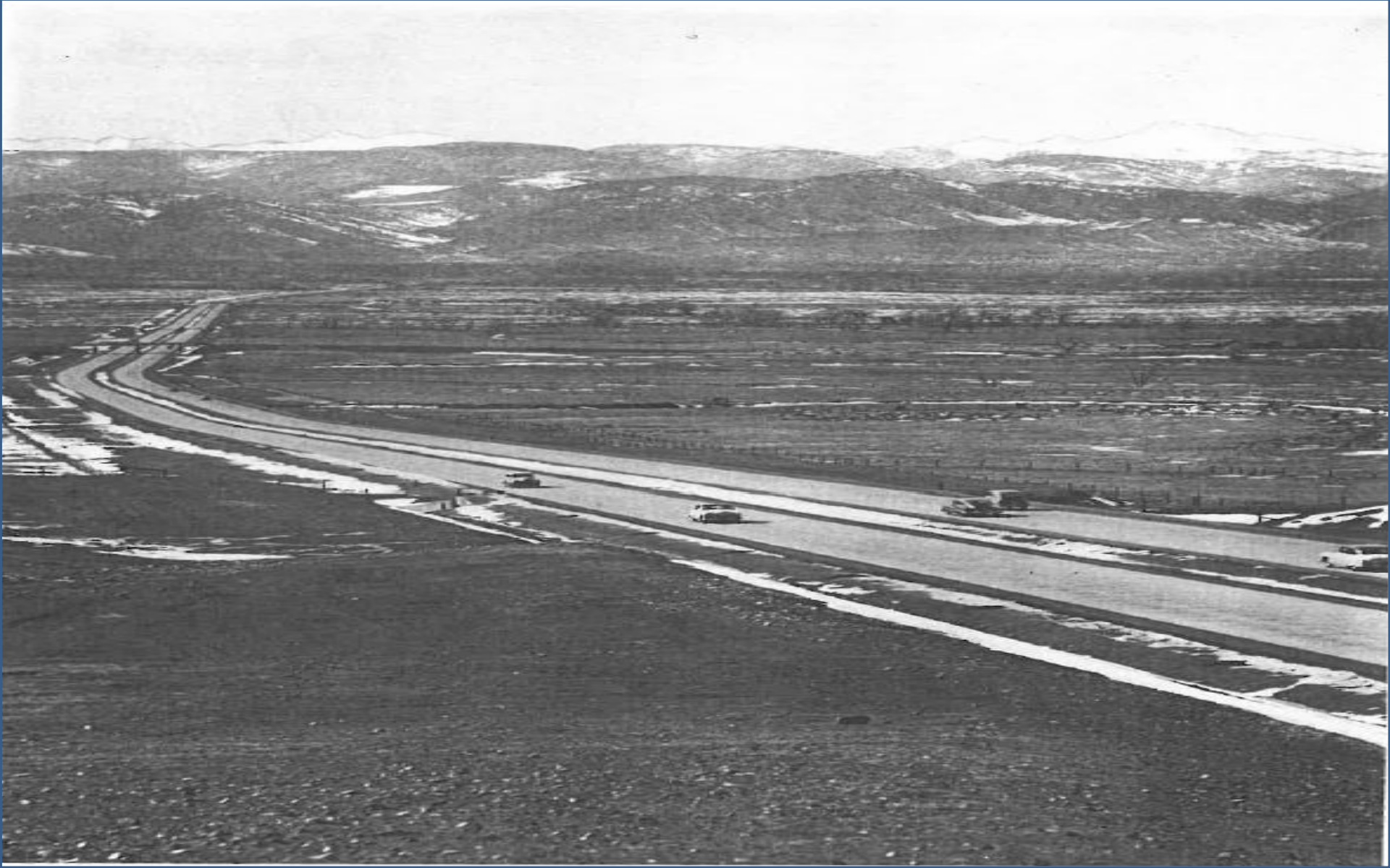
Solicited and Unsolicited Proposals



US 36: Denver – Boulder Turnpike



US 36: Denver – Boulder Turnpike

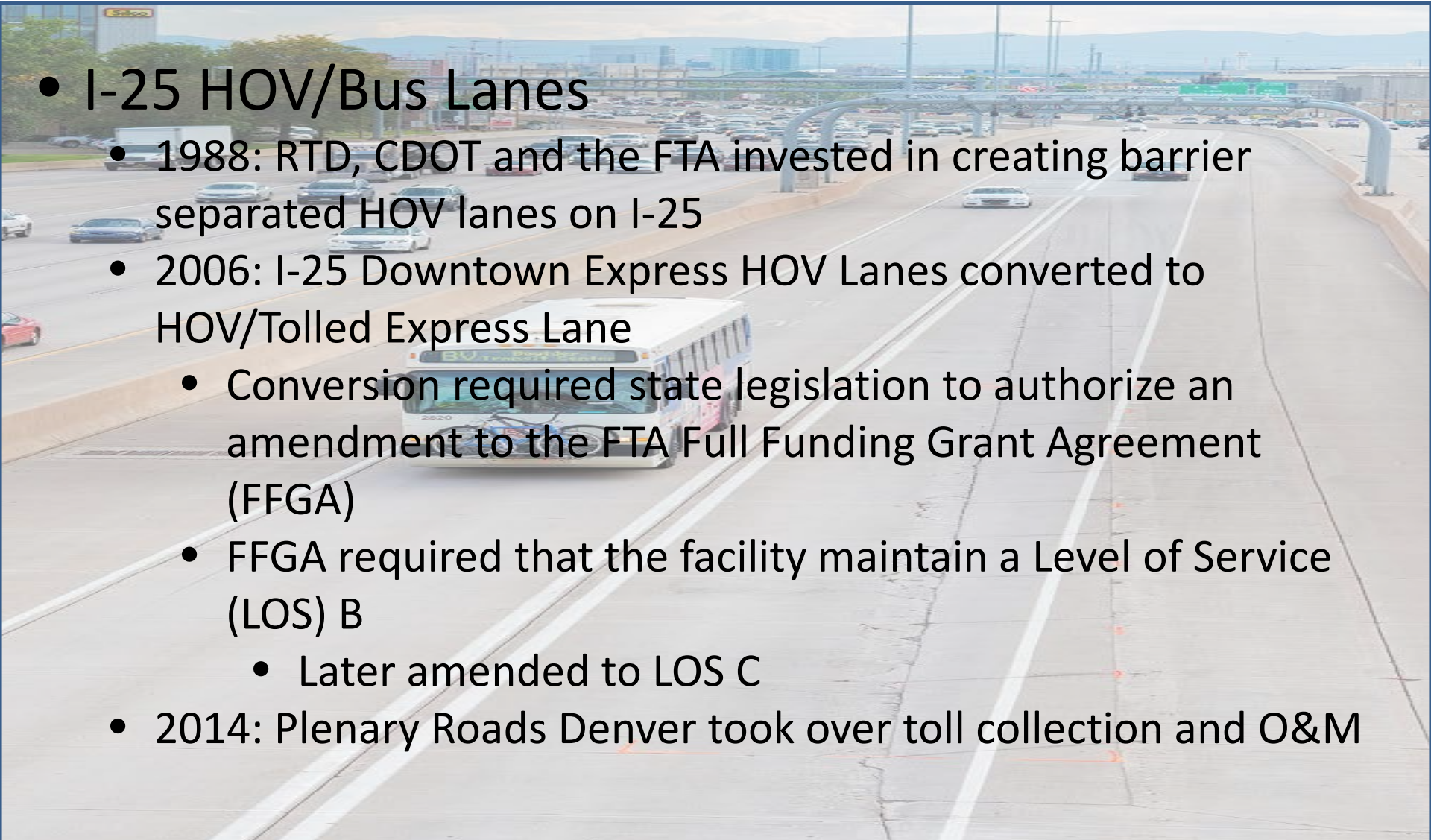


US 36: Denver – Boulder Turnpike

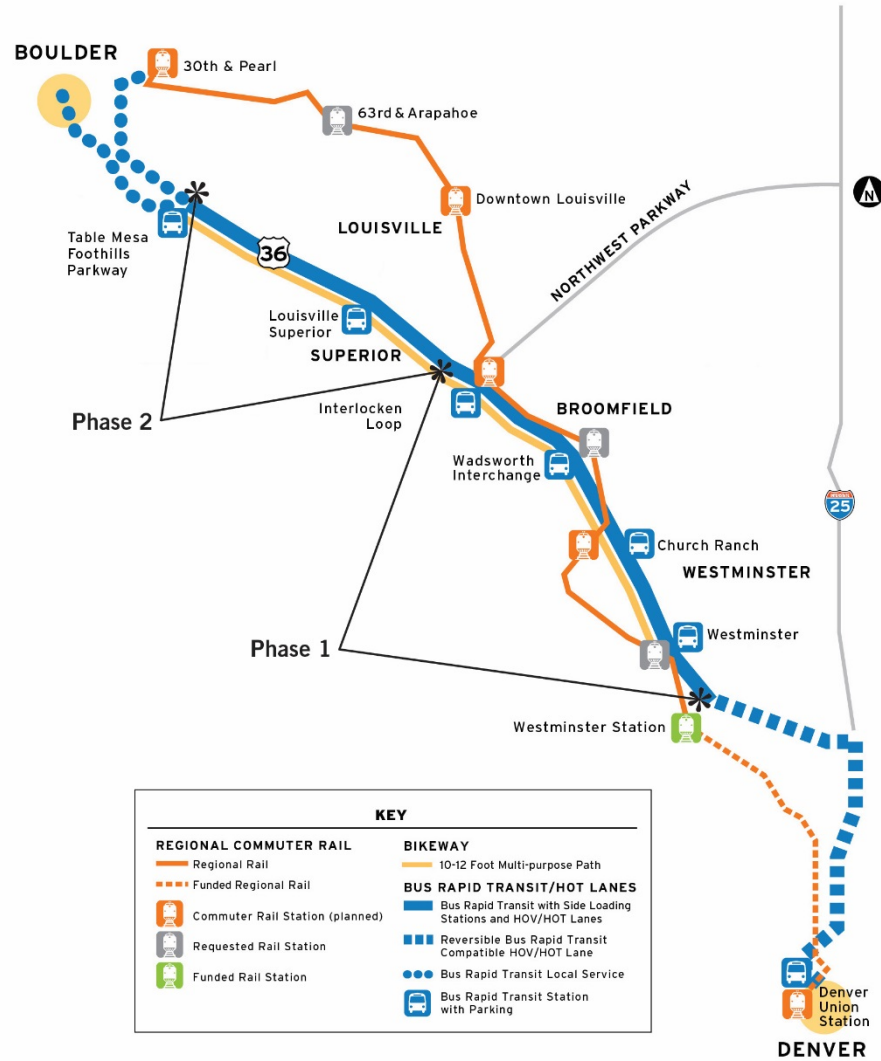


CDOT / RTD Collaboration

- I-25 HOV/Bus Lanes
 - 1988: RTD, CDOT and the FTA invested in creating barrier separated HOV lanes on I-25
 - 2006: I-25 Downtown Express HOV Lanes converted to HOV/Tolled Express Lane
 - Conversion required state legislation to authorize an amendment to the FTA Full Funding Grant Agreement (FFGA)
 - FFGA required that the facility maintain a Level of Service (LOS) B
 - Later amended to LOS C
 - 2014: Plenary Roads Denver took over toll collection and O&M



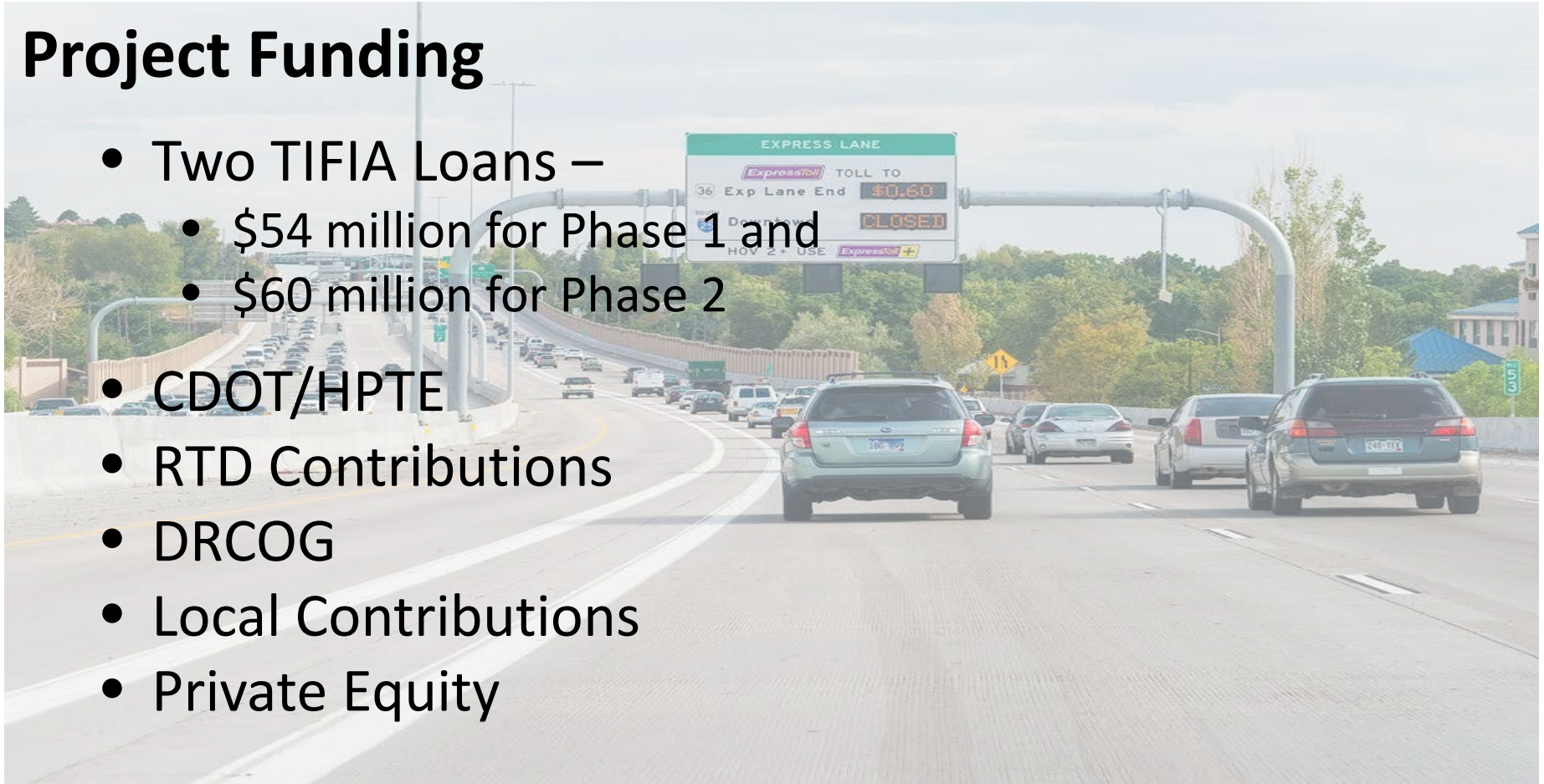
US 36 Managed Lanes / BRT Project



US 36 Managed Lanes / BRT Project

Project Funding

- Two TIFIA Loans –
 - \$54 million for Phase 1 and
 - \$60 million for Phase 2
- CDOT/HPTE
- RTD Contributions
- DRCOG
- Local Contributions
- Private Equity



US 36 Managed Lanes / BRT Project

- BRT Service:

- Equal to or better than service on existing rail corridors

- Frequent service

- All day

- To all stations

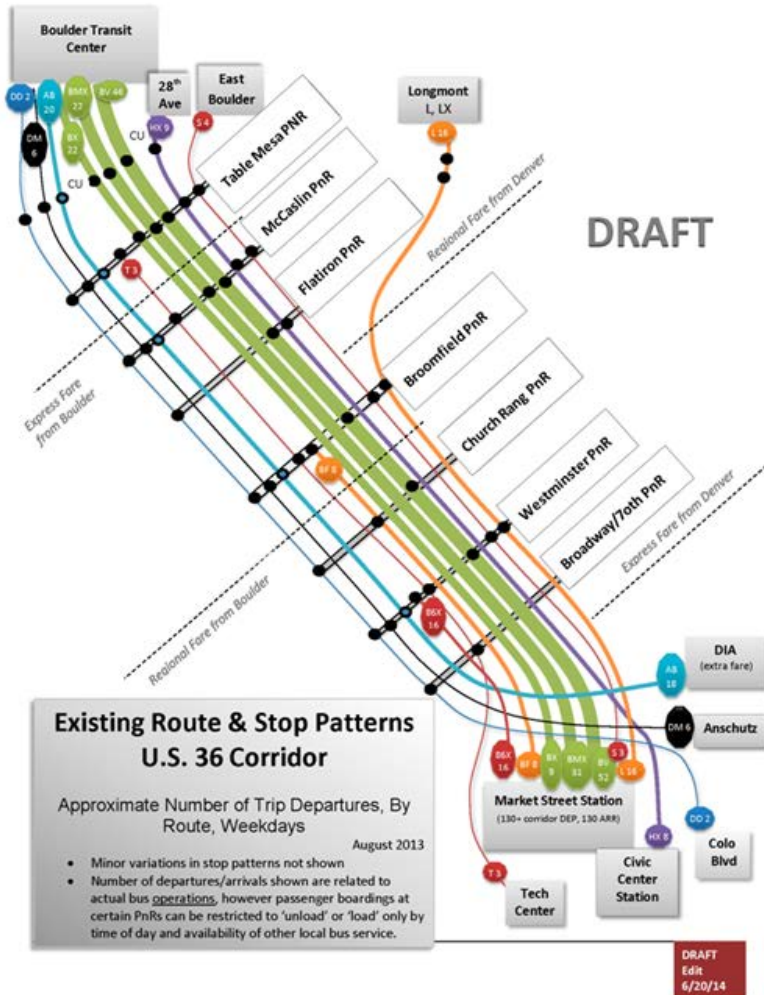
- Both directions

- Continuous non-stop service (Express)

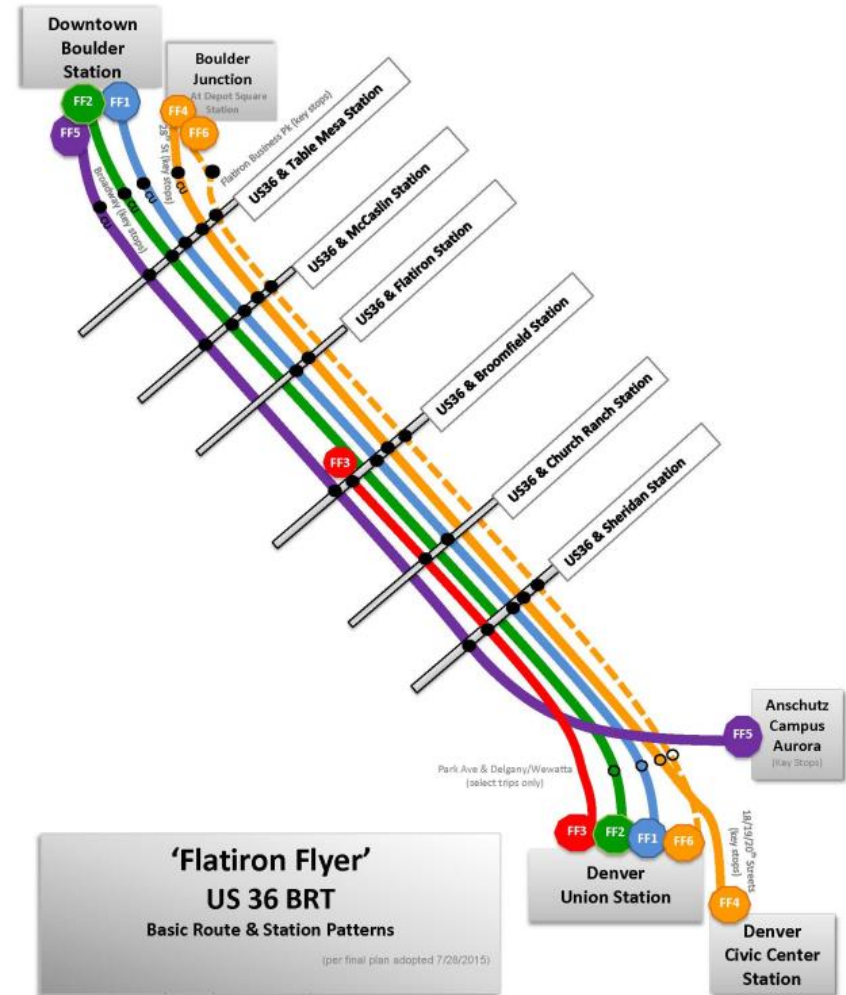


US36 Route Patterns

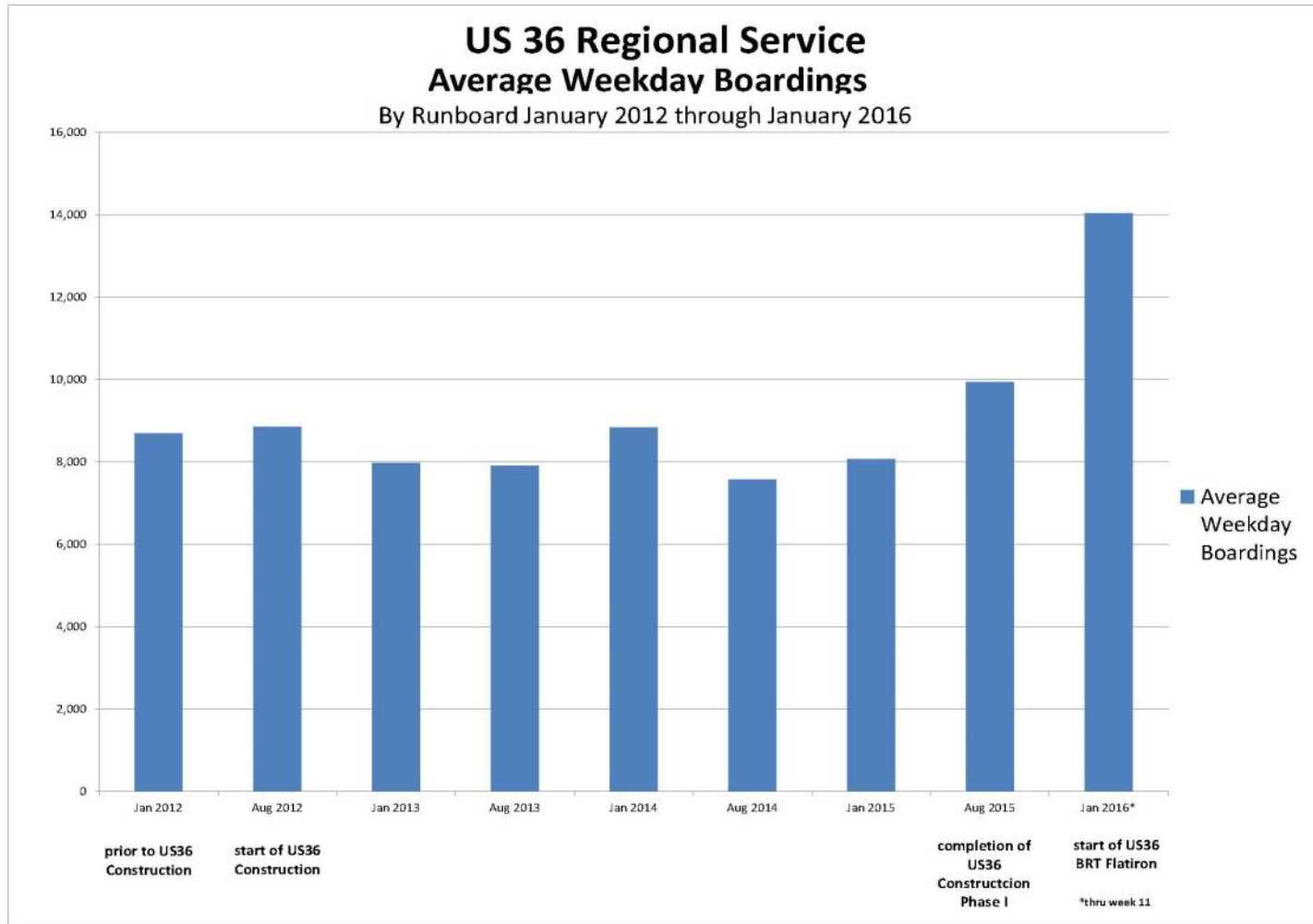
Before



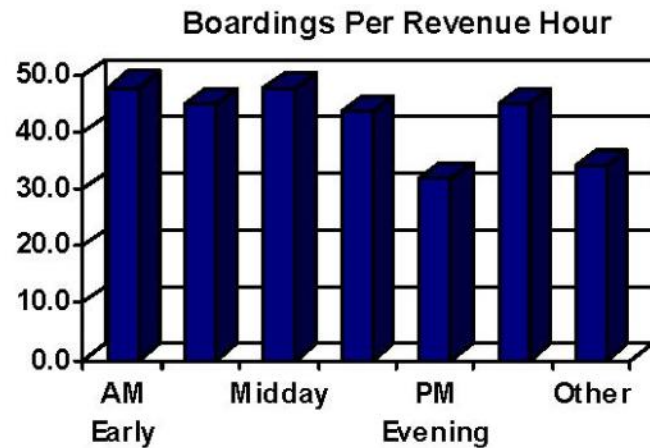
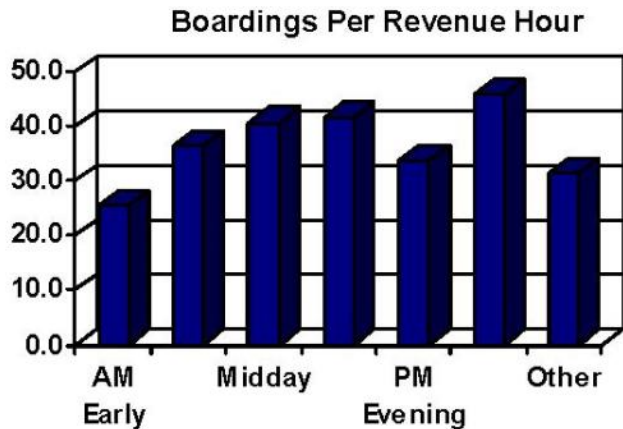
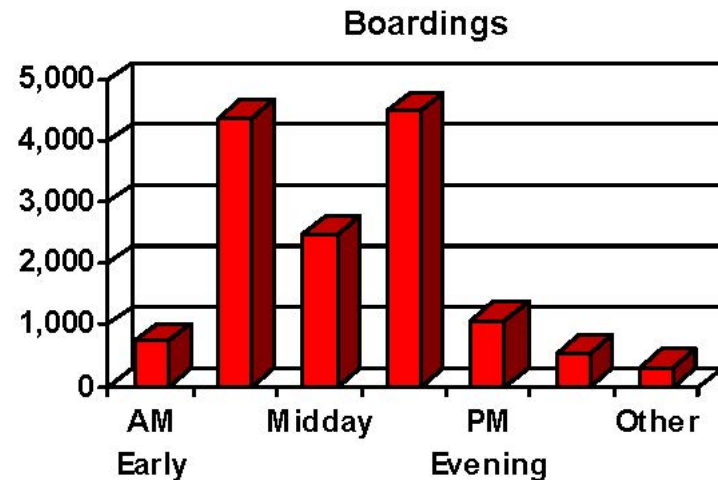
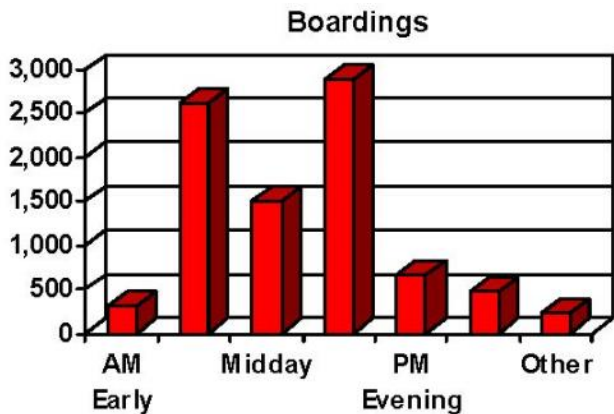
After



US 36 Managed Lanes / BRT Project

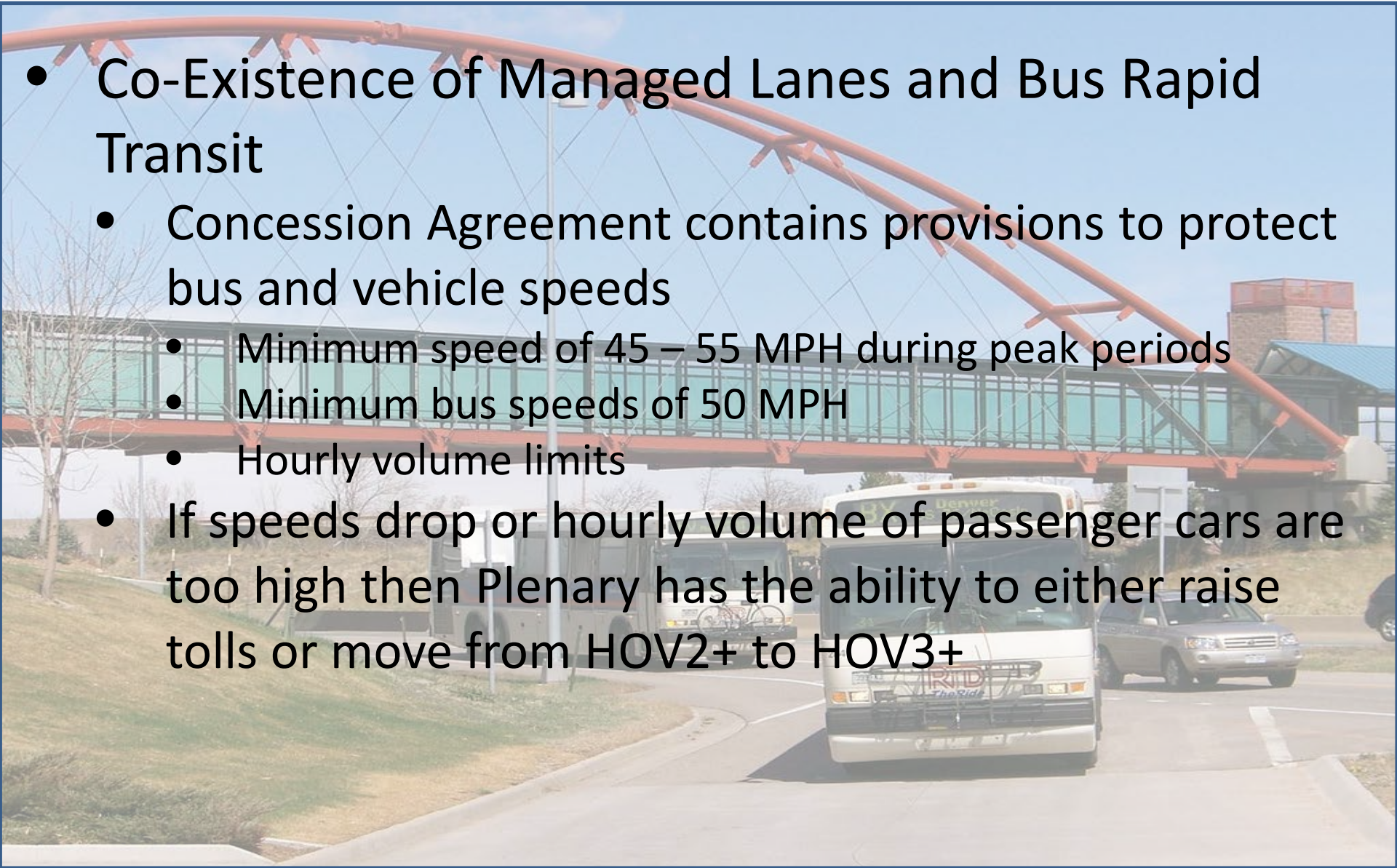


January 2012 vs. January 2016



US 36 Managed Lanes / BRT Project

- Co-Existence of Managed Lanes and Bus Rapid Transit
 - Concession Agreement contains provisions to protect bus and vehicle speeds
 - Minimum speed of 45 – 55 MPH during peak periods
 - Minimum bus speeds of 50 MPH
 - Hourly volume limits
 - If speeds drop or hourly volume of passenger cars are too high then Plenary has the ability to either raise tolls or move from HOV2+ to HOV3+



Questions?

