



COLORADO
Transportation
Investment Office

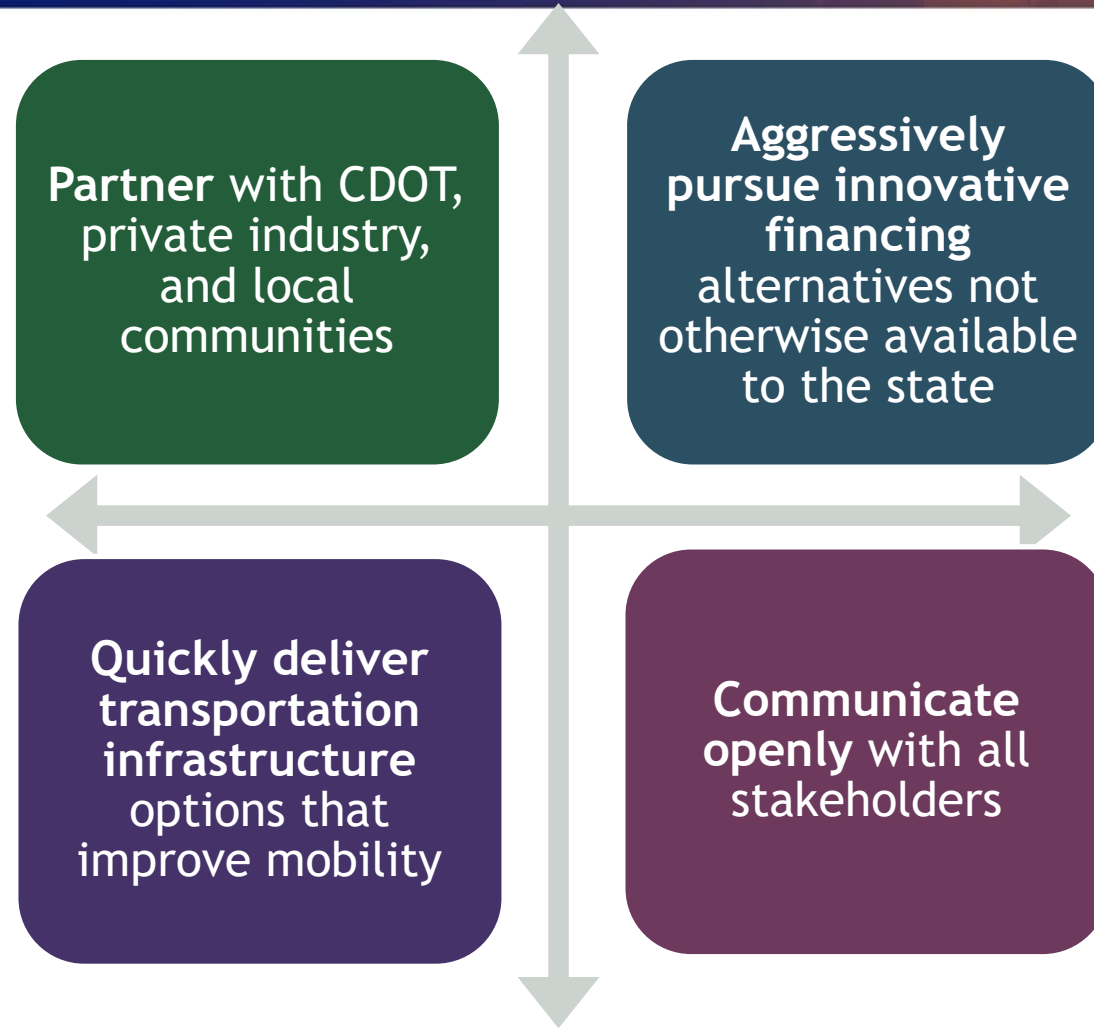
Overview of CTIO

Move Colorado Member Meeting- March 14, 2024

About CTIO

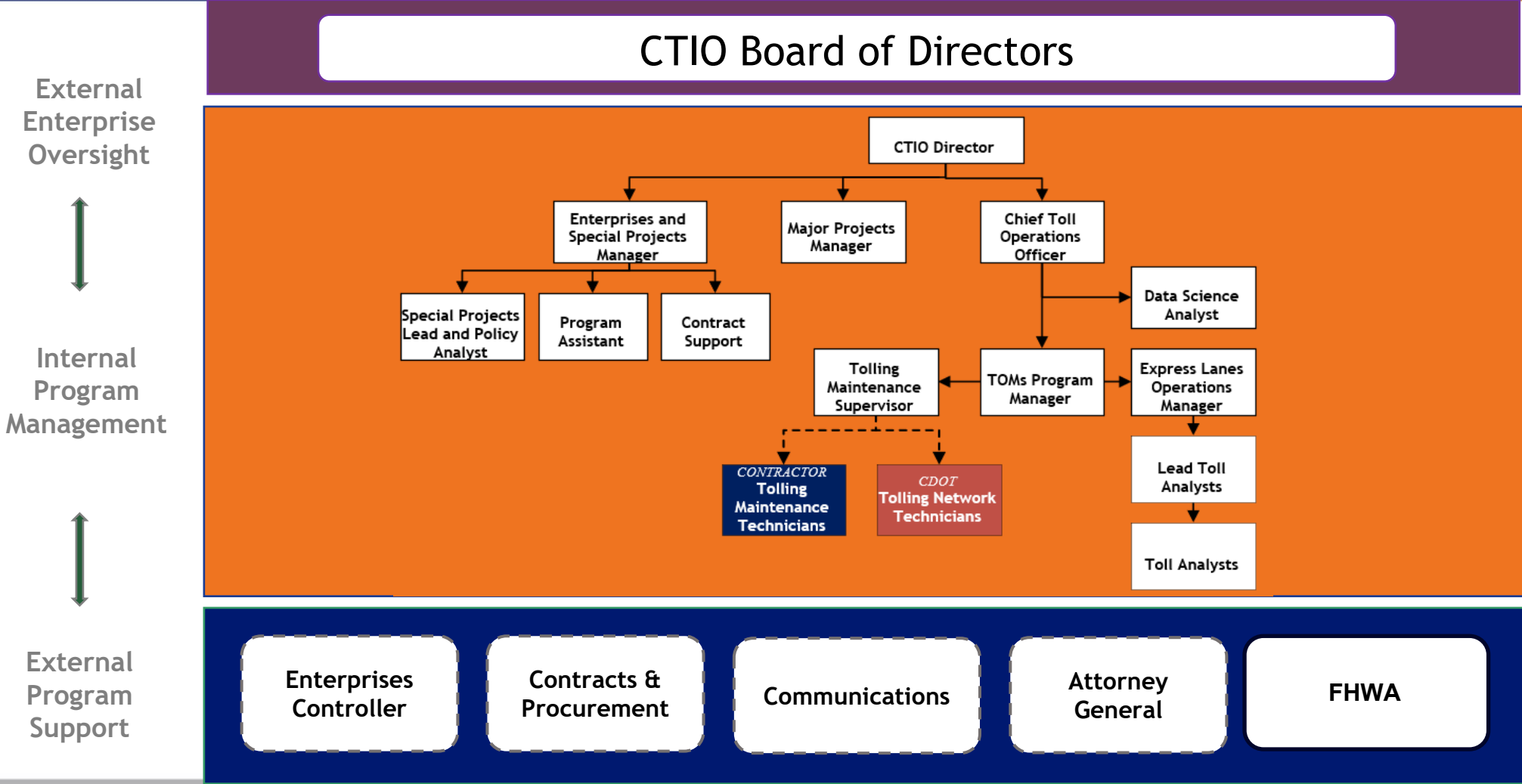
- Formed in 2009 with the passage of Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) legislation
- Passed during the Recession when securing funds for transportation was extremely challenging
- High Performance Transportation Enterprise (HPTE) for legislative and legal purposes, doing business as the Colorado Transportation Investment Office (CTIO)
- Operates as a government owned business within CDOT
- Required to “***aggressively pursue***” innovative means of more efficiently financing important transportation projects:
 - Public Private Partnerships (P3)
 - User fee-based project financing (tolls)

CTIO's Mission



CTIO Staff and Governance

CTIO Organizational Chart



CTIO Board of Directors

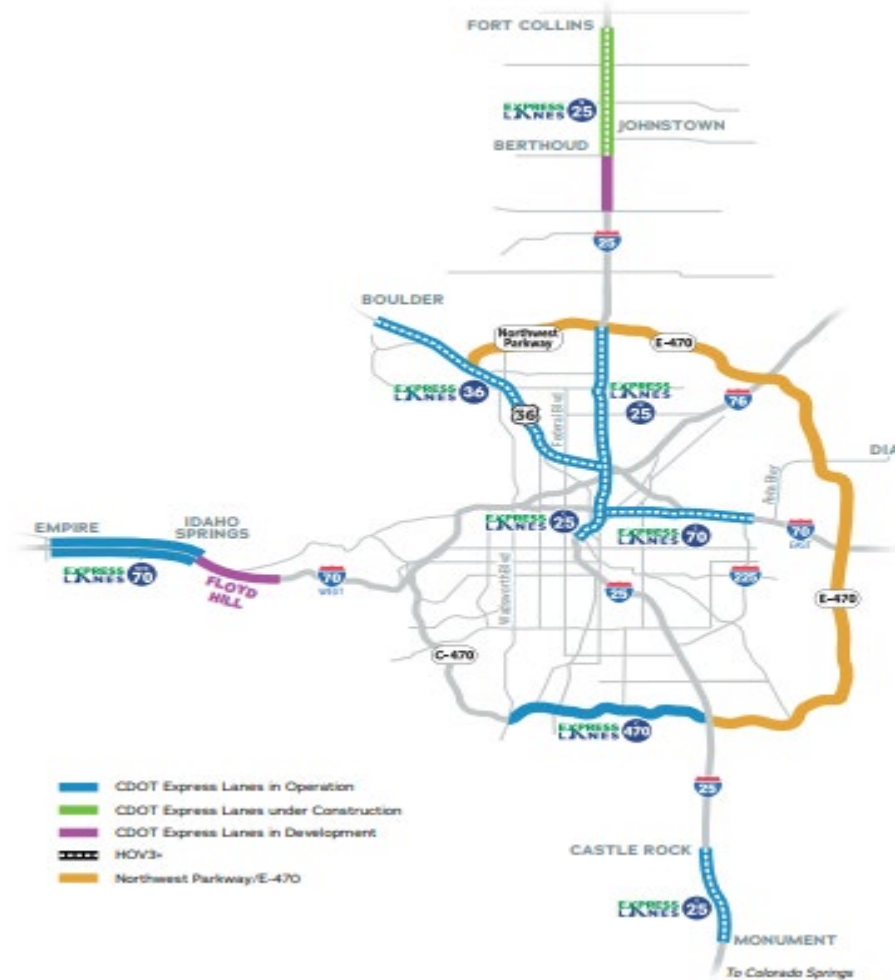
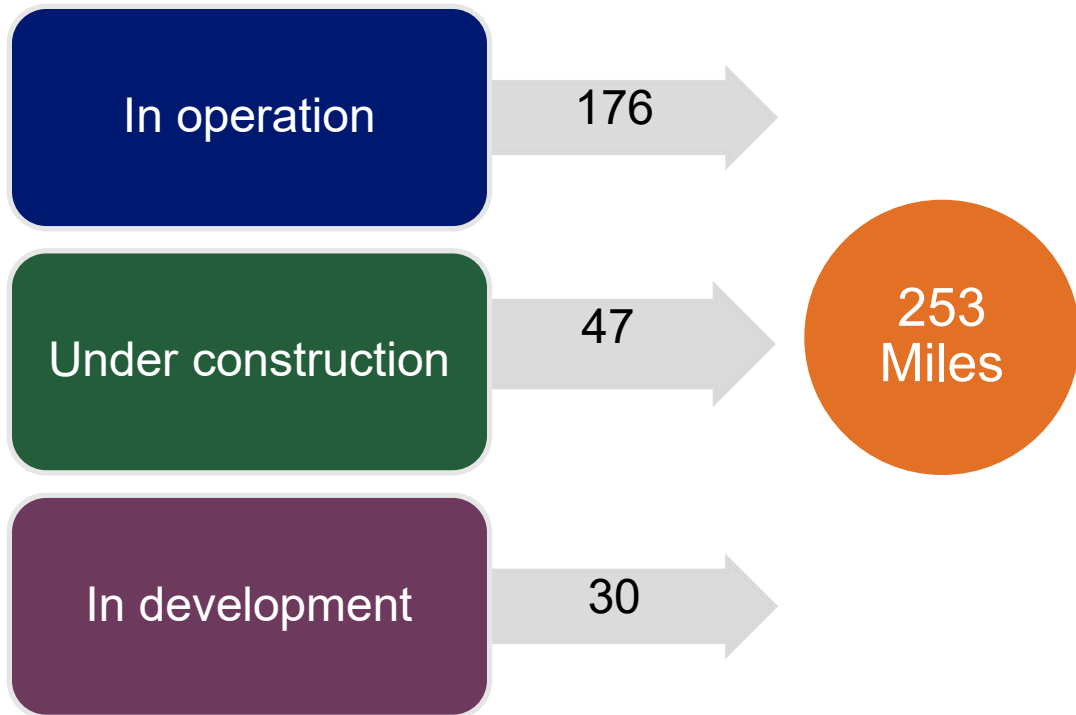
The CTIO Board of Directors consists of three members of the Transportation Commission (TC) and four members appointed by the Governor from four geographic areas.

Board Members	Region
Chair: Karen Stuart	Transportation Commission
Vice-Chair: Joel Noble	DRCOG Planning Area
Travis Easton	Pikes Peak Area COG Planning Area
Cecil Gutierrez	NFRMPO Planning Area
Margaret Bowes	I-70 Mountain Corridor
Shelly Cook	Transportation Commission
Eula Adams	Transportation Commission

The CTIO Board meets on the third Wednesday of each month, before TC workshops.

Express Lanes Network

CTIO Express Lanes Network



2023 Statistics

EXPRESS LANES NETWORK USAGE

17%

AVERAGE
HOV USE

19.1

million total vehicles
USING THE
EXPRESS LANES

2.8

million total
FREE TRIPS BY
HOV3+ USERS



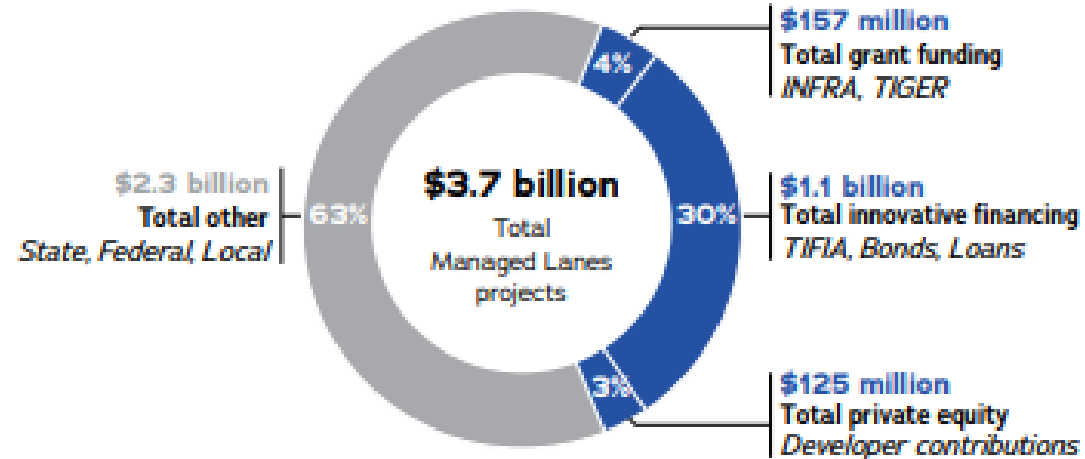
By 2027 it is anticipated that CTIO's Express Lanes will generate approximately 45 million transactions a year.

Project Financing Secured Through Express Lanes

CTIO and CDOT have delivered \$3.7 billion in joint projects since 2009

\$1.40 billion (38%) secured through use of Managed Lanes:

Total Project
Funding
Secured by
Express Lanes
\$1.4 Billion
(38%)



- US 36/I-25 Central (P3)
- Central 70 (P3)
- I-25 North
 - US 36 to Northwest Pkwy/E-470
 - Mead to Fort Collins
- I-25 South Gap
- C-470
- I-70 Mountain Express Lanes

Key Projects & Programs

Central 70 GES Tolling Equity Program



Transponder and promotional toll credit of \$100 in the first year

\$116k worth of transit passes distributed since March 2023



RTD transit products such as a local 10-ride ticket books every month

Almost 70 people enrolled in the toll credit element since June 2023



15% of the net toll revenue from Central 70 Express Lanes towards toll credit or transit passes each year (\$220k estimated) - community decision on budget split in the future.

New Tolling Back Office Procurement

The back office is the backbone of the Express Lanes system.

All Express Lanes have toll collection technology on the roadway that collects transaction data sent to the back office for processing.

Key functions of the current back office, provided by E-470, include:

- Toll collection
- Customer service and support
- Image review and validation of license plate tolls
- Transponder mailing and HOV3+ processing

Procurement began in mid-2022

- 3 Shortlisted vendors
- Proposals due in April
- Notice to Proceed by end of July 2024
- 2–3 year implementation period

Express Lanes Safety Enforcement Program (SEP)

- In 2022, the state legislature passed a new bill requiring CTIO to use advanced roadside technology to enforce safety violations, starting on the I-70 Mountain Express Lanes.
- Violators identified by this technology are issued a civil penalty via mail.
- The purpose of this enforcement is, most importantly, to keep all roadway users safe.
- CTIO is working to incorporate this technology across the Express Lanes network.
- The SEP is active on the Mountain Express Lanes, C-470, and I-25 North and will continue rolling out across the network.

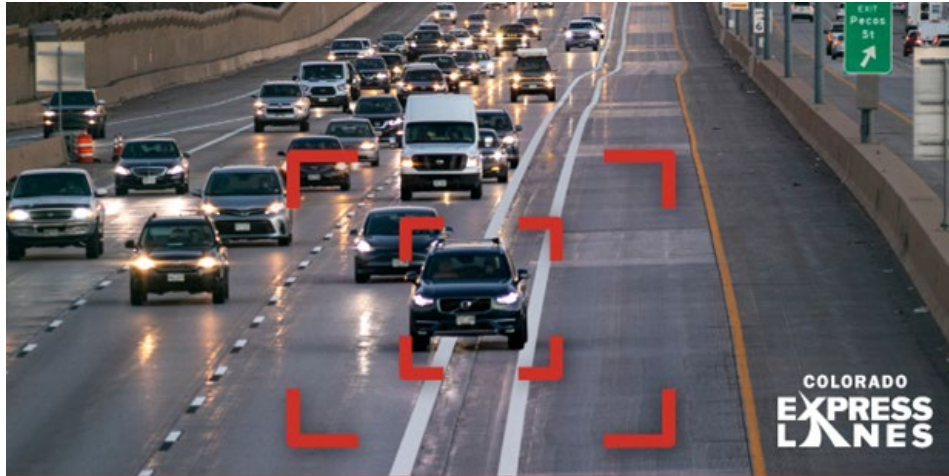
CTIO will use a mix of roadway sensors, cameras and other sophisticated technology to monitor and enforce these rules.



\$75
Civil
Penalty

The fine for these infractions is a \$75 civil penalty sent via mail to the registered address associated with the vehicle's license plate. If the penalty is not paid within 20 days of issuance, it will automatically increase to \$150.*

Decreasing Violation Rate



**Cross the line,
pay the fine**

[LEARN MORE](#)

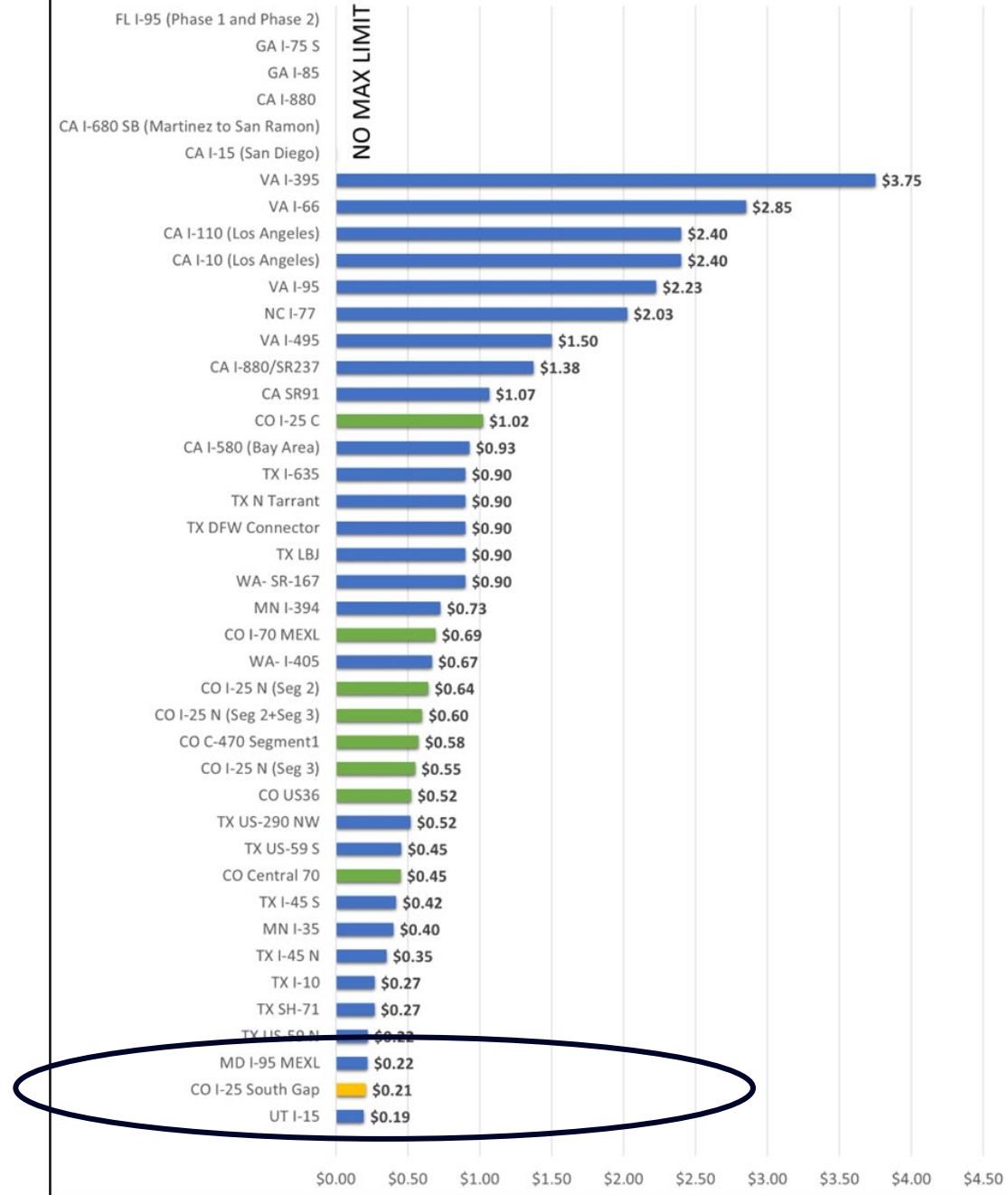
- Through the end of February, CTIO has sent out 82,000 warnings and 222,000 civil penalty notices
- The SEP program has seen a **60% drop in** the violation rate.
- Excess fine revenue will go to support safety improvements and communication efforts.

Tolling Updates

I-25 South GAP Tolling

- CTIO Board approved toll rates in November 2023 and tolling went live mid-January 2024
- The maximum AVI toll rate for a trip through the corridor is capped at \$3.75 for the opening year.
- Hours of operation: 24 hours a day, 7 days a week, 365 days a year
- HOV3+ use the Express Lanes for free with a switchable HOV transponder.
- Motorcycles use the Express Lanes for free.
- Vehicles with four or more axles pay a surcharge of \$25.
- The tolling regime is Time-of-Day (TOD) pricing (the tolling regime will become dynamic based on traffic demand in the future).

Maximum Toll Rates Per Mile Across U.S. Express Lanes - September 2023



What is Dynamic Pricing?

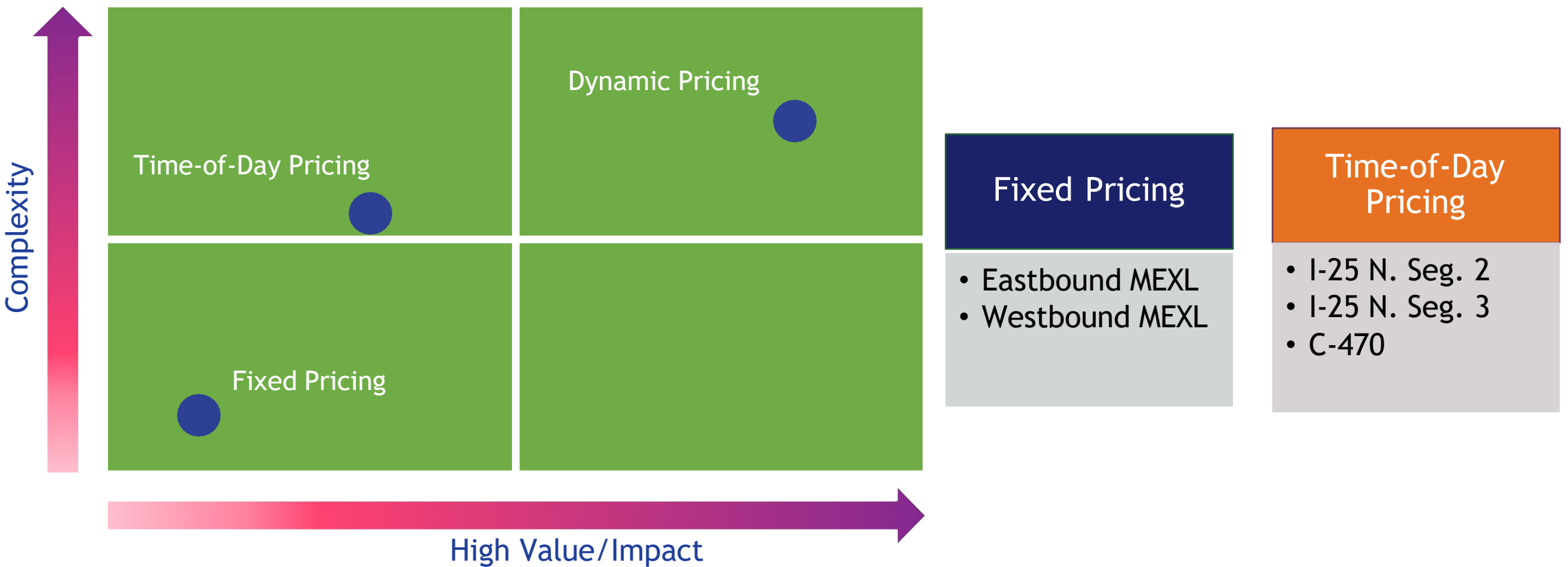
What is Dynamic Pricing?

- Dynamic pricing is a traffic demand management strategy that promotes travel time reliability in Express Lanes.

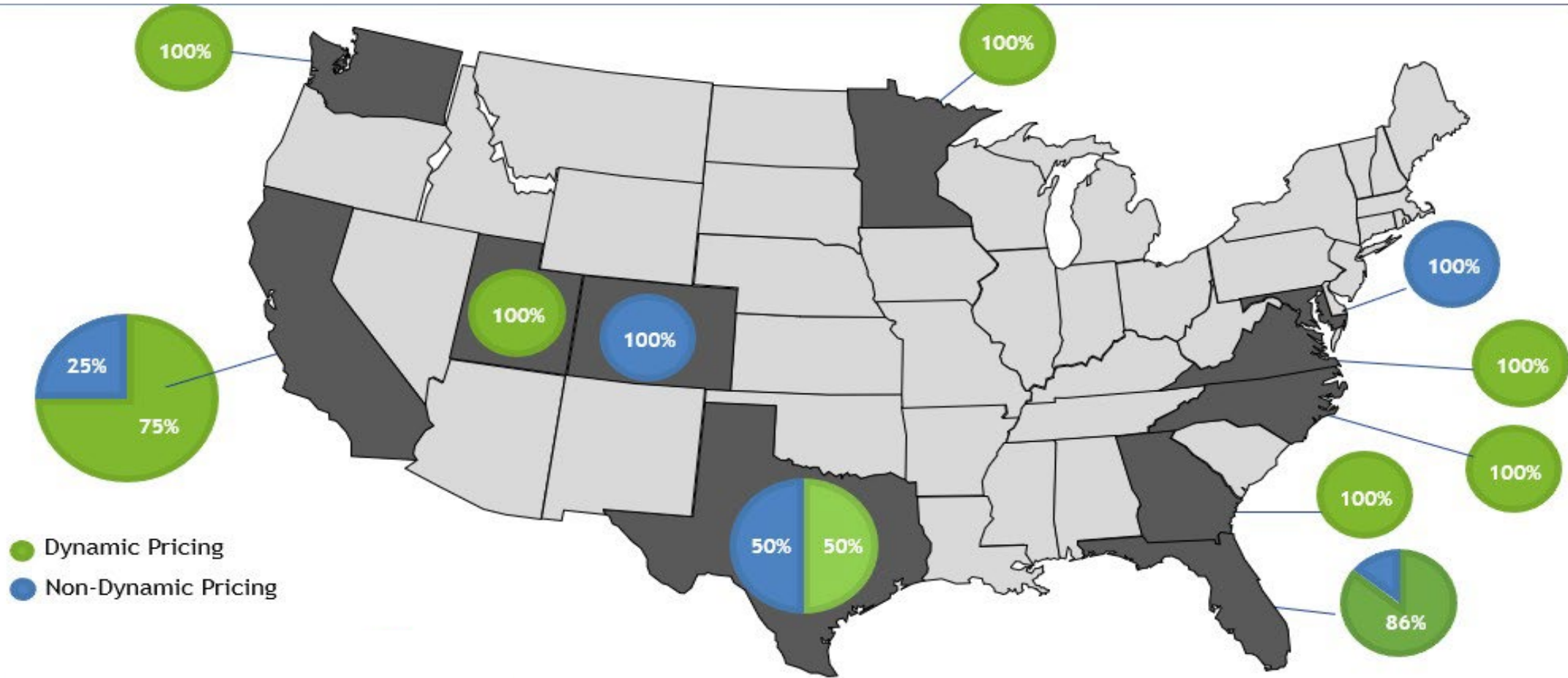
Benefit of Dynamic Pricing Over Time-of-Day Pricing

- Time-of-Day Pricing is based on historical traffic trends; it does not manage traffic demand efficiently during varying conditions.

Pricing Strategies



Pricing Strategy of Existing Express Lanes



Questions?