

Appendix 7 – SLVRMI Highway Impact Summary

Calculation of Long-Run Marginal Highway Capital and Maintenance Impact Reduction of Vehicle Truck Miles from Operation of San Luis Valley Inland Port Second full year of operation following completion of February 2012

Annual Avoided Truck Miles (000)	Marginal Pavement Impact @ \$.204/vm	Federal User Fees \$.074/vm	Colorado User Fees \$.063/vm	Uncompensated Long-Term Annual Pavement Impact	Congestion, Crash Costs, Air Pollution and Noise @ \$.071/vm	Total Annual Uncompensated Impact
84,320	\$17,212,800	\$6,329,680	\$5,312,160	\$5,570,960	\$6,028,880	\$11,636,160

Truck Miles are as calculated in Appendix ____ and reflect the difference between alternative direct-truck handling to destination targets versus rail/truck movement via the San Luis Valley Inland Port.

Marginal Pavement Impact is the contribution of a mile of travel by a specified vehicle type to pavement deterioration and the cost of repairing the damage. We have assumed the most conservative approach to calculating this number, with all travel assumed to occur on rural interstate highways. To the extent that truck travel occurs in urban areas (as through the metro Denver region) or on secondary highways the impact ratio is higher than that shown. All motor vehicles are assumed to be licensed as 80,000 lb. five-axel truck configurations. The pavement impact figure is drawn from the 2000 Addendum to the FHWA Highway Cost Allocation Study, Table 13, and indexed to 2009 levels as per Colorado DOT's Construction Cost Index.

Federal User Fees are as calculated in the 2000 Addendum to the FHWA Highway Cost Allocation Study, Table 14.

Colorado User Fees have been implied through comparison of Colorado and US diesel fuel taxes and pro-rated against the FHWA calculation of user fees by vehicle category from the 2000 Addendum to the FHWA Highway Cost Allocation Study.

Uncompensated Long-Term Annual Pavement Impact is the difference between marginal pavement impact and the combination of federal and state user fees.

Congestion, crash costs, air pollution and noise impacts were estimated at 7.15 cents per truck-mile on rural interstates in the 2000 FHWA Cost Allocation Study Addendum. These have been inflated by the CPI to 8.94 cents/mile to reflect 2009 price levels and then pro-rated at 80% in recognition of residual impacts in these categories associated with the rail portion of new handling configuration over the San Luis Valley Inland Port Facility.