



NEWS RELEASE

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Study shows E-470 saves metro area 14.8 million vehicle hours traveled annually

Study also shows tollway has catalyzed \$38.4 billion in real estate valuation in its corridor

Even if you never drive E-470, it's likely saving you drive time. That assumption is in keeping with a study released Thursday, June 9, to the board of directors of the E-470 Public Highway Authority. The study calculates that if there were no E-470 today to relieve other roadways, drivers in the six-county metropolitan statistical area (MSA) would spend 14.8 million more hours per year driving than they do now.

That's one of the most striking findings of a newly released study by Economic & Planning Systems, Inc., a firm with four offices in Denver and California that specializes in real estate economics, public finance, fiscal and economic impact analysis, land use and transportation.

Given the 25th anniversary of the opening of E-470's Segment 1 (June 1, 1991), the authority commissioned the study to measure the contributions of the tollway to regional mobility, real estate valuation, employment, income and more. The study also compares economic impact predictions that were made in a similar study in 1986, at a time when three counties – Adams, Arapahoe and Douglas – were striving to gain public support for building the tollway, a project which later broke ground in December 1988.

Reducing vehicle hours traveled throughout the six-county MSA (Adams, Arapahoe, Broomfield, Denver, Douglas and Jefferson counties) is just one of a number of benefits the tollway has brought to the MSA. Other highlights of the study include:

- More than 21,000 households and 7,800 workers are dependent on E-470 for their travel needs. The study states, "Using DRCOG's (Denver Regional Council of Governments) Compass 4.0 travel demand model, [in the absence of E-470] this magnitude of additional population and jobs would push surrounding road networks beyond failure points."
- Since 1986, E-470 has catalyzed \$38.4 billion in real estate valuation along its approximately three-mile wide corridor defined as the E-470 impact area. That is \$10.5 billion more than the original 1986 forecast.
- Average wages and household incomes in the impact area are higher than average wages in the MSA. Wages are \$63,860, five percent higher than the MSA; average household incomes are \$104,250, 20 percent higher than the MSA average.

The complete study, titled "Economic Contributions of the E-470 Tollway," detailing the findings, resources and methodology can be found in the Investor Relations section of E-470.com.

E-470 is financed, operated and maintained by the E-470 Public Highway Authority and is not taxpayer funded. The authority is a political subdivision of the State of Colorado, operating as an "enterprise" under state statute and thus is self-sustaining, generating its own revenues without recourse to taxpayer funds. The authority is composed of its eight member jurisdictions, those being five municipalities (Aurora, Brighton, Commerce City, Parker, and Thornton) and three counties (Adams, Arapahoe and Douglas).

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