

Board of Directors
Karen Stuart , Chair
Cecil Gutierrez, Vice-Chair
Nissa Erickson
Eula Adams

Shelley Cook Nellie Moran

Gina Sacripanti

## Transportation Investment Office

### CTIO<sup>1</sup> Board Of Directors Meeting Agenda

Wednesday 19th February 2025

The times indicated for each topic are approximate and subject to change. Generally, upon the completion of each agenda item, the Board moves to the next agenda item. However, the order of the agenda is subject to change, as necessary. All documents are considered to be in draft form and for information only until final action is taken by the Board. If someone requires special accommodations, please contact the CTIO office one week before the meeting using the email address below.

The public can listen to and watch the meeting via this <u>link</u> at 10:00 a.m. on February 19, 2025,

10:00	Regular Board Meeting (roll call)
10:02	Public Comment (Requested in advance via the CTIO Board Secretary - $\underline{cdot\_hpte\text{-usp@state.co.us}})$
10:05	Comments from Directors (CTIO Directors)
10:15	Director's Report (Piper Darlington)

- 10:25 Construction/Operations/Maintenance updates and questions from Directors (Mithun Patel and Josh Gerace)
- 10:30 Consent Agenda (The items listed below will be voted on in a single motion without discussion to expedite handling routine matters. Any Board Member may remove an item from the consent agenda).

### A. Resolution #460 - January 15th Minutes

- 10:32 Senate Bill 24-184 Update: Mountain Rail (Piper Darlington and Paul Derocher)
- 10:50 Globeville and Elyria Swansea Tolling Equity Program Changes (Simon Logan)
  Discuss and Act on Resolution #461
- 10:55 Safety and Toll Enforcement Program CDOT and CTIO Intra-Agency Agreement- Safety Patrol Sponsorship (Josh Gerace)
  Discuss and Act on Resolution #462
- 11:05 Fiscal Year 2025-26 Budget Update (Piper Darlington)

10:20 Legislative Update (Emily Haddaway)

- 11:15 Second Amendment to Fiscal Year 2024-25 Annual Budget (Piper Darlington)
  Discuss and Act on **Resolution #463**
- 11:25 Adjournment

### Informational Only

- Fiscal Year 2024-45 Second Quarter Budget to Actual
- Floyd Hill TC materials

<sup>&</sup>lt;sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

### Resolution - HPTE #460

Approving January 15 2025 meeting minutes

Be it resolved, that the January 15 2025 meeting minutes attached hereto, are hereby approved by the, High Performance Transportation Enterprise (HPTE), doing business as the Colorado Transportation Investment Office (CTIO), Board of Directors.

Signed as of February 19, 2025

Simon Logan Secretary, HPTE Board of Directors



## Colorado Transportation Investment Office (CTIO)<sup>1</sup> Board of Directors Minutes

Held: Wednesday, January 15, 2025, 10:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the first part of the meeting can be found <a href="here">here</a> for six months after it was held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Karen Stuart, Chair (in-person)
- Cecil Gutierrez, Vice-Chair (in-person)
- Nellie Moran (in-person)
- Nissa Erickson (remote)
- Eula Adams (in-person)
- Shelly Cook (remote)
- Gina Sacripanti (in-person)

### **Roll Call Regular Meeting**

All board members were present. The meeting began at 10:00 a.m.

### **Public Comment**

Mr. Kurt Huffman provided public comment on the Express Lanes Safety and Toll Enforcement Program. Information was also provided in hard copy by Mr. Huffman related to his public comment.

### **Comments from Directors**

CTIO Directors provided brief comments related to possible future agenda items, including Plenary Roads Denver (PRD) presenting to the board, and also conducted a round of introductions for new CTIO staff.

Chair Stuart asked the new CTIO staff to introduce themselves and the Board introduced themselves.

### **Director's Report**

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Piper Darlington, CTIO Director, provided the Director's Report, which included information on the following:

- Update on the Safety and Toll Enforcement Program (STEP), which went live on Central 70 and I-25 South Gap.
- Attendance at the Commuting Solutions Annual Legislative Breakfast.
- Peer exchange with NYSDOT and CDOT to tour Central 70 and I-70 Mountain Express Lanes (MEXL)
- Update on the I-25 North road closures associated with Segment Five.
- Overview of the 2024 Annual Legislative Report.

### **Legislative Update**

Emily Haddaway, CDOT Legislative Liaison, provided the legislative update to the board, which included details on the CDOT legislative priorities for the transportation bills introduced so far in the session.

### Discussion

• CTIO Board members and CDOT staff discussed a bill related to an additional Transportation Planning Organization (TPR).

### Consent Agenda

**ACTION:** Upon a motion by Vice-Chair Gutierrez and second by Director Adams, a vote was conducted, and Resolution #459, November 20, 2024 minutes, was unanimously approved.

### **Annual Financial Statements Fiscal Years 2023 and 2024**

Kay Hruska, CDOT Controller, presented the Annual Financial Statements to the board, noting the process followed and the support from CDOT and CTIO staff in ensuring another successful audit without any findings.

### Discussion

• CTIO Board members thanked the CDOT team for all their work on the audit, discussed the audit process for contractors, and how this could be included in the future.

### Senate Bill 24-184 (Support Surface Transportation Infrastructure Development) Update

Piper Darlington, CTIO Director, provided a short overview of the key activities related to the implementation of Senate Bill 24-184, which included:

- Update on ticket sales for the Winter Park Express (Ski Train) 90 percent of all weekend service is fully booked.
- Update on bringing together different entities (RTD, FRPR, CTIO, CDOT, etc.) related to the North West Corridor Project and a possible intergovernmental agreement.
- Update on progress to develop the Multimodal Strategic Capital Plan and when the board will see a draft.

### Discussion

 CTIO Board members and staff discussed the ski train and its impact on I-70 congestion, and if that could be tracked in the future.

### CDOT's 10-Year Plan Overview

Darius Pakbaz, Director of the Division of Transportation Development, provided a brief overview of the process that CDOT follows related to the 10-Year Plan. The presentation focused on the following:

- Desired Outcomes of Planning
- Multimodal Planning at CDOT
- Planning Partner Engagement
- Public Engagement
- Key Planning Documents
- Plan Development
- Performance Based Planning
- Planning Cycle Goals
- Transparency and Accountability
- The Green House Gas (GHG) Planning Standard
- 2050 Statewide and Regional Plan Timeline
- 10-Year Plan Development Timeline
- Transition Between Plans

### Discussion

 CTIO Board members and staff discussed the GHG reduction targets, how the CTIO Multimodal Strategic Capital Plan will fit into CDOT's 10-Year Plan, how it considers financing, alignment with Policy Directive 14, and the next time the CTIO Board can expect an update (August was agreed on as the best time).

### I-70 Peak Period Shoulder Lanes (PPSL) Memorandum of Understanding (MOU) Update

Piper Darlington, CTIO Director, provided a presentation to the board on the I-70 Peak Period Shoulder Lane Expansion of Operations. It included information on the following:

- 2024 timeline of activities
- Project leadership team purpose
- Selected solution: hours and days with a flexible allowance
- Next steps

### **Discussion**

 CTIO Board members congratulated staff on the resolution and discussed the process of finalizing the new operational parameters.

### Globeville and Elyria Swansea Tolling Equity Program Update

Simon Logan, CTIO Special Projects Lead and Policy Analyst, provided a presentation on the progress of the Globeville and Elyria-Swansea Tolling Equity Program to the board which focused on the following:

Background on the program and why it was developed

- Approved program
- Benefits distributed to date
- Possible changes to the program

### **Discussion**

- CTIO board members and staff discussed the benefit distribution and proposed changes, as well as possible alternative uses of the funds to be explored (such as e-bikes).
- The CTIO Board agreed that the proposed changes would likely improve the program and invited staff to return with a resolution detailing what was discussed.

### Safety and Toll Enforcement Program - Safety Patrol Sponsorship

Josh Gerace, Deputy Chief of Tolling Operations, provided a presentation on the possible STEP Safety Patrol Sponsorship. The presentation included information on the following:

- Discussion to date and key details of the proposal
- Initial concepts
- Next steps

### **Discussion**

• The CTIO Board members and staff discussed the proposal, agreed that it would be a good use of STEP funds, and directed staff to return with a proposal at a future meeting.

### **Adjournment**

The CTIO Board adjourned at 12:10 p.m.



### Colorado Transportation Investment Office Memorandum

To: CTIO Board of Directors

From: Piper Darlington, CTIO Director and Paul DesRocher, Director, Division of Transit and Rail

Date: February 19, 2025

Subject: Mountain Rail Update

### Purpose:

The memo and associated material are provided to brief the CTIO Board on the progress made by CTIO and CDOT staff to advance the Mountain Rail Program.

### Requested Action:

No action is requested.

### **Background**

The Mountain Rail Program aims to restore passenger rail service in Northwest Colorado by utilizing existing freight corridors impacted by the decline in coal demand. Launched in 2023, the Mountain Rail Program aims to use existing rail infrastructure to meet the growing demand for passenger rail service, serving the existing corridor between Denver, Winter Park, Steamboat Springs, and Craig. By enhancing connectivity between Denver and mountain communities, it will address key objectives, including:

- Enhance regional connectivity;
- Economic development;
- Environmental sustainability;
- Multimodal choice; and
- Leverage existing infrastructure

CTIO is leading the procurement of Mountain Rail Program scope requirements and is leveraging work performed by CDOT to develop the Mountain Rail Program's overall scope.

The purpose of the presentation included in Appendix A is to provide the CTIO Board with an update on progress to advance the Mountain Rail Program.

### Attachments:

• Attachment A: Mountain Rail Program Update Presentation



## Mountain Rail Program Update

February 19, 2025

## Contents

Program Background

Procurement Delivery Team

Program Procurement

Financial Plan

Next Steps



# I. Program Background



## Overview of the Mountain Rail Program

Launched in 2023 by CDOT's Division of Transit and Rail, the Colorado Mountain Rail Program ("Program") aims to improve connectivity in Central Rocky Mountains communities.

### **Program Objectives:**

- ✓ Provide reliable transportation alternatives for mountain communities
- ✓ Promote economic development through increased tourism and foot traffic
- ✓ Meet increasing demand for passenger rail service linking recreational and regional locations

### **Program Status:**

- Service Development Plan begun in 2024 and delivered in early 2025
- Closing of the Moffat Tunnel lease between CDOT/Union Pacific (UP) and establishing an Access Agreement on May 1, 2025
- Phase 1a service targeted before January 2027

### **Program Funding:**

 Program funding is partially secured through new revenue sources created under SB-184 (subject to pending litigation) and SB-230



## Program Overview

- The Program anticipates utilizing existing rail line between Denver and Craig
- CDOT is considering multiple factors to identify the most suitable sites for stations
- Future local service in the Yampa area would be a partnership with local providers, as well as state service to Steamboat
- Staff is currently focused on advancing:

Phase 1a and 1b: Denver to Granby (Round trip) and Granby to Denver (Round trip)





## II. Procurement Delivery Team



## Team Structure

### **CDOT Executive Committee (EC)**

Shoshana Lew Executive Director

**Jeff Sudmeier**Chief Financial Officer

Kay Kelly
CDOT OIM - Chief

Paul DesRocher CDOT DTR - Director

Branden Shafer
OEDIT

Sally Chafee
Chief of Staff

**Piper Darlington**CTIO - Director

Maux Sullivan
DTR Assistant Director

**Lisa Kaufmann**Senior Advisor

[Clean Transit Enterprise Representative]

### **Project Team**

### **CTIO**

- Mountain Rail Program management
- Procurement and market engagement
- Financial and commercial oversight
- Legal coordination with Attorney General's Office (AGO)
- Service Development Plan: Benefit Cost Analysis (BCA), Economic Impact Analysis (EIA), and Financial Plan

### CDOT / DTR

- Service Development Plan
- Cost estimating
- Technical oversight



## III. Program Procurement



## Procurement Schedule Overview



1. The workplan illustrated above summarizes the turnkey approach, discussed on a later slide, as recommended by the Project Team for further evaluation.

Phase 1 Project Structuring includes work to support the solicitation documents (e.g., defining technical specifications and KPIs, financial plan, risk assessment).

3. The Project Team will determine additional market outreach activities (e.g., Industry Days, 1:1 Meetings) following initial market outreach feedback.



Legend: = Key Milestone

## Phase 1 Procurement Approach Selection

- The Project Team is considering two approaches for Phase 1 procurement:
  - 1. <u>Turnkey approach</u>: Rolling stock and operator procured through single, bundled contract
  - 2. <u>Separated approach</u>: Rolling stock acquired separate from operator
- The Project Team is considering each approach's ability to address Program objectives, along with potential benefits and ability to mitigate risk

Based on the Project Team's assessment of potential benefits and risk mitigation abilities, the <u>turnkey approach</u> is being further validation through informal market outreach.



## Objectives of Informal Market Outreach

Market outreach will take the form of informal meetings with certain market participants to:

- Gauge market interest in participating in the upcoming Program procurement; and
- Collect feedback on various procurement considerations to expedite delivery of Phase 1 service, including:
  - Appetite in pursuing delivery via a turnkey (i.e., bundled) contract;
  - Availability of used rolling stock for Phase 1;
  - Acquisition of used rolling stock via purchase or lease; and
  - Implications on Phases 2-3 scope and delivery approaches.
- Market participants consist of a variety of rail operators, rolling stock providers/manufacturers and rail maintainers



# IV. Financial Plan



## Financial Plan

The Project Team is developing a financial model to inform the financial plan for the Program. Once finalized, the financial model will consider:

- Program costs and funding/financing sources for the entire Program (i.e., Phases 1 3);
- Various funding sources, including potential funding contributions from alternative sources, including private capital, Regional Transit Authorities, ancillary revenue streams, etc.;
- Multiple funding scenarios to account for uncertainty in the availability of initially identified funding sources (e.g., congestion fee revenues enabled by SB-184);
- Various financing alternatives, including RRIF/TIFIA and private contributions; and

CTIO and CDOT staff are actively considering the potential downstream impact on Federal funding availability under the new Administration



# V. Next Steps



## Next Steps

Complete market outreach, summarize key takeaways and integrate feedback into procurement plan

Identify and advance a preferred procurement approach and develop a strategy for going to market with procurement solicitation materials

Execute the Access Agreements that will govern the relationship between Mountain Rail and Union Pacific's respective railroad operations by Spring 2025

Refine the financial plan, with consideration of new capital cost estimates from 10% design and the completed Service Development Plan (SDP)

CTIO and DTR staff anticipates providing a detailed update to the Board in spring 2025





### Colorado Transportation Investment Office Memorandum

To: The Transportation Commission and the CTIO Board of Directors

From: Simon Logan, Special Projects Lead and Policy Analyst

Date: February 19, 2025

## **Subject:** Globeville and Elyria Swansea (GES) Tolling Equity Program Eligibility Changes

### Purpose:

To seek approval of changes to the GES Tolling Equity Program by the Colorado Transportation Investment Office (CTIO)<sup>1</sup> Board of Directors related to eligibility, as discussed during the January meeting.

### **Requested Action:**

CTIO staff is seeking approval of Resolution #461 which amends the income eligibility requirement of the program for GES residents from Federal Poverty Level (FPL) to Area Media Income (AMI).

### **Key Considerations:**

The 2017 Record of Decision (ROD) for the Central 70 project included a commitment for CTIO to explore ways to provide discounted access to the Express Lanes for low-income residents of the GES neighborhoods. As a result, CTIO embarked on a year-long process to comply with this commitment and identify a program to bring to the CTIO Board of Directors for approval. This effort included significant engagement with peer agencies nationwide, the GES community, and other local stakeholders. The CTIO Board of Directors (CTIO Board) approved the program in April 2022.

In January, CTIO staff presented feedback from a GES community survey that was conducted as part of door-to-door outreach that sought to enroll more residents in the toll credits element of the program (More details on the survey are available via the link in attachment B below).

One of the consistent pieces of feedback was the income restriction was too low and didn't reflect the cost of living in GES. Given the lower-than-anticipated enrollment in the toll credits element of the program (despite significant and varied methods of outreach to increase this), and the length of time that has passed since the program began enrollment CTIO staff feel this change is warranted to make it more equitable.

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The table below details what the change would mean for income eligibility. It would increase the number of residents eligible to around half of the GES community (estimated 5300 residents).

Household Size	200% FPL- Current Criteria	100% AMI- New Criteria
1	\$30,120	\$48,834
2	\$40,880	\$56,372
3	\$51,640	\$63,867
4	\$62,400	\$70,574
5	\$73,160	\$76,013
6	\$83,920	\$81,451

### **Options and Recommendation**

- Review and approve Resolution #461 Staff Recommendation.
- Review Resolution #461 but with instructions to add to the language. Staff would make the necessary revisions and return with a revised resolution.
- Do not approve Resolution #461.

### **Next Steps**

- 1) If approved, CTIO Staff will work with community partners to notify GES residents of the change to the program and encourage them to enroll.
- 2) CTIO staff will update all communication material, including online, to reflect the change.
- 3) CTIO will provide another progress report on or before January 2026.

### **Attachments:**

- Attachment A: Resolution #461
- Attachment B: GES Tolling Equity Program Progress Report Memo and Presentation,
   Summary of Survey of GES Residents (door-to-door outreach re toll credits), Toll Credits
   Dashboard and Toll Credit Users Survey

### **HPTE Resolution #461**

Approving the First Amendment to the Colorado High Performance Transportation Enterprise's (HPTE)<sup>1</sup> Central 70 Globeville and Elyria Swansea (GES) Tolling Equity Program.

Whereas, the High Performance Transportation Enterprise ("HPTE") was created under § 43-4-806(2), C.R.S. and operates as a government-owned business housed within CDOT run by a Board of Directors ("Board");

Whereas, under § 43-4-806 (6) (g), C.R.S., HPTE is empowered to enter into contracts or agreements with any public entity to facilitate a public-private partnership, including, but not limited to, an agreement in which the Enterprise, on behalf of CDOT, provides services in connection with a surface transportation infrastructure project;

Whereas, HPTE is further empowered, under § 43-4-806 (6) (h), C.R.S., to make and enter into all other contracts and agreements, including intergovernmental agreements under § 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties;

Whereas, the business purpose of HPTE, as provided for in § 43-4-806 (2) (c), C.R.S. is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements;

Whereas, on or about November 17, 2017, HPTE and the Colorado Bridge and Tunnel Enterprise, a government-owned business within CDOT, on behalf of CDOT, entered into an agreement with Kiewit Meridiam Partners L.L.C. for the Central I-70 Interstate Redevelopment Project ("Project");

Whereas, as part of the Project's environment review, CDOT committed to exploring ways to provide discounted access to planned Express Lanes for the low-income residents of the Globeville and Elyria Swansea (GES) neighborhoods;

Whereas, HPTE established a Steering Committee and Stakeholder Advisory Group to guide the process and conducted a literature review and interviews with other tolling agencies across the nation that have or are in the process of implementing a tolling equity program;

Whereas, HPTE held numerous meetings with the Steering Committee, the Stakeholder Advisory Group, GES. residents, and City and County of Denver council members. Additionally, HPTE held two public meetings in the GES community and circulated a public survey to GES residents to understand community needs and travel patterns;

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Whereas, after the above-referenced feedback, HPTE determined that a program providing the following would make the most impact on the GES community: (1) eligible participants will receive a switchable transponder and promotional credit totaling a monetary value of one hundred dollars (\$100) when they enroll in the program, (2) additional funds will be made available annually for the GES community to decide how to allocate the funds either towards free transit passes or to add credit to the previously enrolled tolling equity Express Lanes accounts after the first year;

Whereas, eligibility criteria for the program were established in 2022 that to qualify you must be a GES resident and income qualify based on 200% of the Federal Poverty Level (FPL) for household income. However, the board deems it necessary to amend the income restriction from FPL to Aera Median Income (AMI), which will be adjusted for inflation each year (see Attachment A for 2025 levels), to more equitably represent the necessary living costs for GES residents to qualify for the program and increase the number of eligible residents.

Now Therefore Be It Resolved, the Board approves the First Amendment to the HPTE Central 70 GES Tolling Equity Program and authorizes HPTE to amend the eligibility criteria, as presented by staff.

Signed as of February 19, 2025

Simon Logan Secretary, HPTE Board of Directors

### GES Tolling Equity Program Income verification table (2025)

Household Size	200% FPL (Current Criteria)	100% AMI (New Criteria)
1	\$30,120	\$48,834
2	\$40,880	\$56,372
3	\$51,640	\$63,867
4	\$62,400	\$70,574
5	\$73,160	\$76,013
6	\$83,920	\$81,451



### Colorado Transportation Investment Office Memorandum

To: CTIO Board of Directors

From: Piper Darlington, CTIO Director, and Josh Gerace, CTIO Deputy Chief of Tolling

Operations

Date: February 19, 2025

**Subject:** Safety and Toll Enforcement Program (STEP) - Safety Patrol Sponsorship and Intra Agency Agreement

### Purpose:

To update the Colorado Transportation Investment Office (CTIO)<sup>1</sup> Board of Directors (Board) on an opportunity to utilize Safety and Tolling Enforcement (STEP) revenues to support safety patrol services on the I-70 mountain corridor.

### Requested Action:

CTIO staff is seeking Board approval of Resolution #462 authorizing an Intra Agency Agreement (IAA) for Safety Patrol Sponsorship, a \$450,000 M payment, and proposed Statement of Work (SOW) between CTIO and CDOT.

### **Background:**

CTIO partners with the Division of Maintenance and Operations (DMO), traffic operations team, to provide safety patrol services across the Express Lanes network. These services are highly visible and valued by the traveling public with CDOT's customer service team consistently receiving positive comments. For CTIO, they are especially critical to the operations of the I-70 Mountain Express Lanes (MEXL) during both opening and closing of the lane as well as during peak traffic times to ensure that accidents are cleared quickly and the MEXL lanes remain open for operations.

CTIO and CDOT have a number of Intra Agency Agreements (IAA) that recognize the specialized nature of the expertise and services CTIO provides to CDOT, such as the annual Fee for Service IAA, and CDOT provides to CTIO, through the annual Tolling Operations and Maintenance IAA. CTIO is seeking to use a similar structure to provide funding for the sponsorship of the critical safety patrol services on the I-70 Mountain Corridor using revenue STEP. As part of the sponsorship, CTIO will receive Express Lanes advertising on 9 safety patrol vehicles that operate along the corridor.

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### **Key Considerations**

- The IAA model describes the business relationship between CTIO and CDOT. It enables CDOT to recoup the fair market value of its services to CTIO in an exchange transaction.
- This model has been validated by the Colorado Attorney General's Office and documents the necessary contractual obligations between CTIO and CDOT.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and CTIO and fairly compensate CDOT for the value it provides to CTIO through this sponsorship.

### **Options and Recommendation**

- Review and approve the IAA, \$450,000 payment, and SOW for year 1 services. **Staff Recommendation.**
- Review the IAA, \$450,000 payment, and SOW, but with instructions to add to amend the SOW. Staff would make the necessary revisions and return with a revised SOW and budget.
- Review the IAA, \$450,000 payment, and SOW, but with instructions to eliminate or reduce the SOW. Staff would make the necessary revisions and return with a revised SOW and budget.

### **Next Steps:**

- If approved by both the TC and CTIO Board, staff will take steps to execute the IAA and make the payment for year 1 services.
- CTIO and DMO staff will agree on final design of the advertising to be deployed on the safety patrol vehicles

### **Attachments:**

- Attachment A: I-70 Mountain Corridor Safety Patrol Sponsorship IAA
- Attachment B: Resolution #462

## STATE OF COLORADO INTERAGENCY AGREEMENT

**COVER PAGE** 

**Paying State Agency** 

High Performance Transportation Enterprise

**Performing State Agency** 

Department of Transportation (CDOT)

**Agreement Number** 

**Agreement Performance Beginning Date** 

The Effective Date

**Agreement Expiration Date** 

A year from the Effective Date

**Agreement Maximum Amount**Term

Total for All State Fiscal Years: \$450,000

Agreement Authority §§43-1-110 and 43-4-806(6)(g) and (h), C.R.S.

### **Agreement Purpose**

The purpose of this Agreement is for HPTE to compensate CDOT for the fair market value of certain services to be provided to CDOT

### **Exhibits and Order of Precedence**

The following Exhibit(s) and attachment(s) are included with this Agreement:

1. Exhibit A – Statement of Work

In the event of a conflict or inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

- 1. The provisions of the other sections of the main body of this Agreement.
- 2. Exhibit A, Statement of Work.

### **Principal Representatives**

For the Paying State Agency:

Piper Darlington, Director High Performance Transportation Enterprise 2829 W.Howard Place Denver, CO 80222

Email: Piper.Darlington@state.co.us

For the Performing State Agency:

Keith Stefanik, Chief Engineer Colorado Department of Transportation 2829 W.Howard Place Denver, CO 80222

Email: Keith.Stefanik@state.co.us

Agreement Number: Page 1 of 2 Version 12.1.2024

### **SIGNATURE PAGE**

### THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

### STATE OF COLORADO

Jared S. Polis, Governor

<ul> <li>INSERT-Name of Paying Agency or IHE</li> <li>INSERT-Name &amp; Title of Head of Paying Agency or IHE</li> </ul>	INSERT-Name of Performing Agency or IHE INSERT-Name & Title of Head of Performing Agency or IHE
By: Name & Title of Person Signing for Paying     Agency or IHE  Date:	By: Name & Title of Person Signing for Performing Agency or IHE  Date:
	CONTROLLER CPA, MBA, JD
By: Name of Paying A	gency or IHE Delegate
Effective Date:	
· · · · · · · · · · · · · · · · · · ·	is not valid until signed and dated above by the State

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### 1. **PARTIES**

This Interagency Agreement (this "Agreement") is entered into by and between the Paying Agency, (the "Paying Agency"), and the Performing Agency, (the "Performing Agency") who are named on the Cover Page of this Agreement. The Paying Agency and the Performing Agency may each individually be referred to as a "Party" and collectively as the "Parties." Each Party is an agency of the STATE OF COLORADO, hereinafter called the "State."

### 2. TERM AND EFFECTIVE DATE

### A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date.

### B. Term

The Parties' respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Agreement Expiration Date shown on the Cover Page for this Agreement unless sooner terminated or further extended in accordance with the terms of this Agreement.

### C. Termination for Convenience

Either Party may terminate this Agreement for convenience by giving the other Party 90 days prior written notice setting forth the date of termination.

### 3. STATEMENT OF WORK AND BUDGET

### A. Work

The Performing Agency shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. The Paying Agency shall have no liability to compensate

the Performing Agency for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

### B. Goods and Services

The Performing Agency shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the Paying Agency.

### 4. PAYMENTS TO THE PERFORMING AGENCY

### A. Maximum Amount

Payments to the Performing Agency are limited to the unpaid, obligated balance of the Agreement funds. The Paying Agency shall not pay the Performing Agency any amount under this Agreement that exceeds the Agreement Maximum Amount for that State Fiscal Year shown on the Cover Page for this Agreement.

### B. Payment Procedures

- i. The Performing Agency shall initiate payment requests by invoice to the Paying Agency, in a form and manner approved by the Paying Agency. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the Paying Agency by July 15<sup>th</sup> of the following Fiscal Year.
- ii. The Paying Agency shall pay each invoice within 30 days following the Paying Agency's receipt of that invoice, so long as the amount invoiced correctly represents work completed by the Performing Agency and previously accepted by the Paying Agency during the term that the invoice covers.
- iii. In accordance with the Fiscal Procedures Manual, each Agency shall report the outstanding balance of this Agreement on Exhibit AR AP at Fiscal Year end.

### 5. RECORDS, MAINTENANCE, AND INSPECTION

### A. Maintenance

During the term of this Agreement and for a period terminating upon the later of (i) the six year anniversary of the final payment under this Agreement or (ii) the resolution of any pending Agreement matters (the "Record Retention Period"), each Party shall maintain, and allow inspection and monitoring by the other Party, and any other duly authorized agent of a governmental agency, of a complete file of all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to the work or the delivery of services or goods hereunder.

### B. Inspection

The Paying Agency shall have the right to inspect the Performing Agency's performance at all reasonable times and places during the term of this Agreement. The Performing Agency shall permit the Paying Agency, and any other duly authorized agent of a governmental agency having jurisdiction to monitor all activities conducted pursuant to this Agreement, to audit, inspect, examine, excerpt, copy and/or transcribe the Performing Agency's records related to this Agreement during the Record Retention Period to assure compliance with the terms hereof or to evaluate performance hereunder. Monitoring activities controlled by the Paying Agency shall not unduly interfere with the Performing Agency's performance hereunder.

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### 6. **CONFIDENTIAL INFORMATION**

Each Party shall treat the confidential information of the other Party with the same degree of care and protection it affords to its own confidential information, unless a different standard is set forth in this Agreement. Each Party shall notify the other Party immediately if it receives a request or demand from a third party for records or information of the other Party.

### 7. **DISPUTE RESOLUTION**

The failure of a Party to perform its respective obligations in accordance with the provisions of this Agreement is a breach of this Agreement. In the event of disputes concerning performance hereunder or otherwise related to this Agreement, the Parties shall attempt to resolve them at the divisional level. If this fails, disputes shall be referred to senior departmental management staff designated by each Party. If this fails, the executive director of each Party shall meet and attempt resolution. If this fails, the matter shall be submitted in writing by both Parties to the State Controller, whose decision shall be final.

### 8. NOTICES AND REPRESENTATIVES

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the Principal Representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered (A) by hand with receipt required, (B) by certified or registered mail to such Party's Principal Representative at the address set forth on the Cover Page or (C) as an email with read receipt requested to the Principal Representative at the email address, if any, set forth on the Cover Page for this Agreement. Either Party may change its Principal Representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

### 9. **GENERAL PROVISIONS**

### A. Assignment

The Performing Agency's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the Paying Agency. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of the Performing Agency's rights and obligations approved by the Paying Agency shall be subject to the provisions of this Agreement.

### B. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

### C. Digital Signatures

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

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### D. Third Party Beneficiaries

Except for the Parties' respective successors and assigns, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to this Agreement, and do not create any rights for such third parties.

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#### EXHIBIT A, STATEMENT OF WORK AND BUDGET

#### **Overview:**

HPTE will pay CDOT to place advertising for the Express Lanes on its fleet of safety patrol vehicles for a one-year period on the I-70 Mountain Corridor from Mile Post (MP) 176 to 259. HPTE operates tolled Mountain Express Lanes (MEXL) in this area of the I-70 Mountain Corridor. The MEXL's operate during peak travel times including holiday and weekends, to help improve throughput and relieve congestion. Advertising will include Express Lane logos of various sizes on the sides and hood of vehicles and the tailgate of trucks. This Statement of Work covers advertising and advertising only, and will not affect operational priorities of both parties.

#### **Responsibilities of the Parties:**

- A. CDOT shall complete the following activities:
  - a. Discuss with HPTE the advertising location(s) on various vehicle types.
  - b. Review and approve HPTE proposed advertising material to ensure compliance with all other required safety markings.
  - c. Complete placement of approved advertising on the following safety patrol vehicles:
    - i. 6 Service Patrol Light Duty Trucks
    - ii. 3 Flatbed "Rollback" Trucks
  - d. Complete agreement administration duties and required reporting.
- B. HPTE shall complete the following activities:
  - a. Discuss with CDOT the advertising location(s) on various vehicle types.
  - b. Provide proposed advertising material for CDOT review and acceptance.
  - c. Complete agreement administration duties.
  - d. Provide payment in accordance with the payment section of the Statement of Work.

#### **Safety Patrol Schedule:**

CDOT shall provide safety patrol vehicles with approved Express Lane advertising on the following schedule:

Safety Patrol Vehicle Type	Days of Operation	Hours of Operation			
Service Patrol Light Duty Trucks	Fridays, Saturdays, and Sundays	5:30 am-8:00 pm			
Flatbed "Rollback" Trucks	Fridays, Saturdays, and Sundays	5:30 am-8:00 pm			
Flatbed "Rollback" Truck	Monday thru Thursday	7:00 am-7:00 pm			

#### **Safety Patrol Services:**

CDOT safety patrol vehicles with approved Express Lane advertising will provide the following services to drivers along the I-70 Mountain Corridor:

- Flat Tire Change
- Fuel Delivery
- Water/Coolant Transfer
- Debris Removal
- Jump Start

- Incident Scene Protection
- Driver Assistance
- Minor Mechanical Assistance
- Traffic Control
- Tow to Safety (only Flatbed trucks)

#### **Timeline for Implementation:**

Following execution of the Agreement, CDOT and HPTE will complete the key duties on the following timeline:

- Discuss with HPTE the advertising location(s) on various vehicle types (1-2 weeks).
- Review and approve HPTE proposed advertising material to ensure compliance with all other required safety markings (1-2 weeks).
- Complete placement of approved advertising on the following safety patrol vehicles (by the end of month 1)
- Provide advertising on safety patrol vehicles on the I-70 corridor (from 2-12 months)
- Reporting and Evaluation (1-45 days following completion of year 1 services)

#### **Reporting and Evaluation:**

- A. No later than 45 days following the end of the one-year period, CDOT shall submit to HPTE a report. The report will include a narrative summary of CDOT's activities during the prior year, including:
  - a. The number of Safety Patrol Vehicles that displayed the Express Lanes logos
  - b. The number of trips those vehicles took on the respective Express Lanes corridor
  - c. The estimated number of travelers on the I-70 corridor who saw the advertising
    - i. To estimate this number, CDOT will:
      - 1. Utilize the average daily traffic (ADT) in the area where the vehicle travels (ex. 50,000)
        - a. If CDOT has data that estimates how many people are in each vehicle, this can be added as a multiplier. (ex. 1.5)
      - 2. Hours each vehicle is on the road per day, as a percentage of the total daily traffic (ex. 12 hours or 0.5)
      - 3. Days driven per month (ex. 30)
      - 4. Industry exposure rate estimate (ex. 3% or 0.03)
        - a. Actual exposure =  $(50,000 \times 1.5) \times 0.5 \times 30 \times 0.03$ 
          - = 33,750 actual exposure/vehicle/month
  - d. The number of on-scene assists Safety Patrol provided to drivers along the corridor within the contract term.
- B. The submissions of the report will be used by CDOT and HPTE to:
  - a. Serve as a baseline metric to evaluate how effective the advertising is in reaching drivers who travel the corridor and report to program leadership on the outcome of the advertising campaign.
  - b. To recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.

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#### **Amendments and Modifications:**

- A. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by CDOT during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by CDOT.
- B. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

#### **Payment Process:**

- A. CDOT intends to record the full Agreement Funds as unearned revenue and recognize revenue as Services are performed during the course of the term of the agreement.
- B. Services to be provided, and the Agreement Funds, therefore, are for the full year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on CDOT. Services provided by CDOT within the one-year period shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the term of the Agreement.
- C. Any Services not completed within the term of this Agreement shall be reflected in the report and evaluation submitted by CDOT. In the event the services actually completed during the one-year term is less than was estimated in the Statement of Work, CDOT may be required to reimburse HPTE for the services not completed. The value of the uncompleted portion of the services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set
  - forth in writing by the Parties in an amendment to this Agreement.

#### Renewal:

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by CDOT to HPTE in future years. Such extensions shall be documented by formal written notice pursuant to Section 8 of the Agreement and shall include an updated statement of the services and a budget for those services to be provided in the subsequent years.
- B. CDOT agrees to work with HPTE to draft and finalize a Statement of Work and costs for services for subsequent years on a mutually agreed upon timeline.
- C. If the scope of services and payment amount for the renewal terms are deemed acceptable by HPTE, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If the HPTE Board of Directors allocates funds for CDOT in the full amount included in the proposed scope of services submitted by CDOT, such proposed scope of services shall be

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deemed approved by HPTE, notwithstanding any failure of the Parties to execute a written amendment prior to the start of the subsequent term(s). The Parties shall thereafter execute a written amendment for such subsequent years, the terms and conditions of which shall not be inconsistent with the budget action taken by the HPTE Board of Directors.

- E. If the scope of services and payment amount to be provided by CDOT are approved by HPTE as provided for in Section 8, HPTE agrees that it shall pay CDOT the agreed upon payment amount upon execution of the amended agreement.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following year prior to the expiration of the prior year, this Agreement shall terminate and be of no further force and effect for a subsequent year.
- G. If both parties agree to renew the agreement, the costs for the safety patrol contract increases each year, the sponsorship value per vehicle will increase by 3% a year.

#### **Consideration**; Exchange Transaction:

The Parties acknowledge that the mutual promise and covenants contained herein, and other good and valuable considerations, are sufficient and adequate to support this Agreement. The Parties further acknowledge that, for accounting purposes, this Agreement represents an exchange transaction for HPTE's purchase of specific services provided by CDOT at the market value of such services.

#### Year One Budget:

The annual cost of advertising is \$50,000 per vehicle, 9 vehicles total. For year 1, HPTE will pay \$450,000. CTIO has benchmarked this cost against similar vehicle advertising campaigns and finds the costs to be fair and reasonable.

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#### **HPTE Resolution#462**

Approving Safety Patrol Sponsorship and Advertising Intra-Agency Agreement between the High Performance Transportation Enterprise and the Colorado Department of Transportation.

Whereas, the General Assembly created the Colorado High Performance Transportation Enterprise ("HPTE")<sup>1</sup>, pursuant to Section 43-4-806, C.R.S., as a government-owned business within the Colorado Department of Transportation ("CDOT") to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

Whereas, pursuant to Section 43-4-806(6)(h), C.R.S., the High Performance Transportation Enterprise ("HPTE") is empowered to make and enter into all other contracts and agreements, including intergovernmental agreements under Section 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties; and

Whereas, HPTE acknowledges that CDOT possesses traffic operations expertise unavailable to HPTE, which enables it to ensure the effective, efficient, and safe operations of Express Lanes on the I-70 Mountain Corridor; and

Whereas, CDOT has prepared a Statement of Work describing the services HPTE has requested CDOT to provide HPTE, which is attached hereto and incorporated herein as Exhibit A (the "Statement of Work") to the Safety Patrol Sponsorship and Advertising Intra-Agency Agreement (the "Agreement"); and

Whereas, in order to ensure the efficient running of surface transportation infrastructure projects that involve Express Lanes once they become operational, HPTE desires that CDOT utilize its expertise in traffic operations on the I-70 Mountain Corridor to provide the Services, in exchange for which HPTE agrees to compensate CDOT in the amounts set forth in the Statement of Work; and

Whereas, the HTPE Board of Directors (Board) has reviewed the Statement of Work and Agreement and finds the terms, conditions, and compensation amounts set forth to constitute fair and reasonable compensation for the specific Services to be provided to CDOT; and

<sup>&</sup>lt;sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

Whereas, the Board has also reviewed the Agreement and by this Resolution accepts and confirms the findings and statements contained in the recitals.

Now therefore be it resolved, the Board hereby approves the Agreement in substantially the form presented and authorizes the HPTE Director to execute the Agreement with such changes therein and additions thereto, including revisions or modifications to the Statement of Work, as the HPTE Director may determine to be necessary or appropriate.

Signed as of February 19, 2025

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Simon Logan Secretary, HPTE Board of Directors



### Colorado Transportation Investment Office Memorandum

To: CTIO Board of Directors

From: Piper Darlington, CTIO Director

Date: February 19, 2025

Subject: Fiscal Year 2025-26 Final Annual Budget Allocation Plans

#### Purpose:

This memorandum presents a Fiscal Year (FY) 2025-26 Final Annual Budget Allocation Plans for Fund 537 (Statewide Transportation Enterprise Operating Fund) and Fund 536 (Statewide Transportation Enterprise Special Revenue Fund) for final review by the Colorado Transportation Investment Office (CTIO) Board of Directors (the Board).

#### Requested Action:

No action is requested at this time. Staff is requesting a final review by the Board.

#### Background:

In October 2024, staff presented the Board with FY 2025-26 Proposed Annual Budget Allocation Plans for Fund 537 and Fund 536. Over the past several months, staff has worked to integrate changes, and review projected revenues and allocations for the upcoming fiscal year. A comparison between the proposed FY 2025-26 budget presented in October and the final budget being presented this month are shown in Attachment A and Attachment B.

# Changes highlighted in yellow and numbered on Attachment A: FY 2025-26 Final Annual Budget Allocation Plan for Fund 537 are:

- Lines 2: Fee-for-Service Revenue: CTIO has reduced its fee-for-service payment by \$2.5 M, from \$4.0 M to \$1.5 M, for the upcoming fiscal year. Most of CTIO's upcoming project development work is related to Senate Bill (SB) 184 and will utilize the Congestion Impact Fee.
- Lines 20,21,23,26,31 and 35: Various: CTIO is transitioning the majority of costs over to the tolling corridors including the bulk of staff compensation, other work related to the Safety and Toll Enforcement Program (STEP) and implementation of CTIO's expanded scope under SB 184.

CTIO does anticipate allocating additional budget to various lines once FY 2025-26 starts by using a portion of its available roll forward from the current fiscal year. Additional details regarding the final allocations for Fund 537 are outlined in Attachment A: Fiscal Year 2025-26 Final Annual Budget Allocation Plan.

# Changes highlighted in yellow and numbered in Attachment B: FY 2025-26 Final Annual Budget Allocation Plan for Fund 536 are:

- Lines 17,18 and 19: I-25 revenue has been broken out to facilitate tracking of revenue collections at the segment level.
- Lines 36, 55, 88, 107, 126: HB-22-1074 Implementation and Backoffice Costs: These lines have been updated to reflect estimated civil penalty expenses that will be generated from the Safety Enforcement Program on I-25 North US 36 to Northwest Parkway/E-470 and Johnstown to Fort Collins, C-470 and the I-70 Mountain Express Lanes (MEXLs), I-25 South GAP and Central 70.
- Lines 137, 140 and 142: Mountain Rail, RIFF Loan Financing and Legal Support for Overall 184 Implementation: These lines have been updated to reflect updated cost estimates for upcoming work starting in July 2025.

In addition to revenues, CTIO will also have funding available from payments made under the Burnham Yard IAA, Central 70 Tolling Equity Program IAA. Additional details regarding the final allocations for Fund 536 are outlined in Attachment B: Fiscal Year 2025-26 Final Annual Budget Allocation Plan.

#### **Options and Recommendations:**

The Board is being asked to review the attached final budgets, providing feedback as necessary.

#### **Next Steps:**

CTIO staff will return in March 2025 to request the adoption of Final Budget Allocation Plans.

#### **Attachment:**

Attachment A: FY 2025-26 Final Annual Budget Allocation Plan for Fund 537 Attachment B: FY 2025-26 Final Annual Budget Allocation Plan for Fund 536

	Fiscal Year 2025-26 Final Annual Budget Allocation Plan for Fund 537 Statewide Transportation Enterprise Operating Fund (C.R.S. 43-4-806(4)) 537								
Line Item			Estimated Revenues		Proposed Allocations	Fina	I Revenues	Fina	I Allocations
1	Fiscal Year Revenues								
2	Fee for Service Payment	\$	4,000,000			\$	1,500,000		
3	Interest Earnings	\$	50,000			\$	50,000		
5	Total FY 2025-26 Revenue	\$	4,050,000			\$	1,550,000		
Ů	Fiscal Year Allocations								
	Administrative Cost Center (T8700-537)								
8									
-	Overall Program Operations								
10	CTIO Staff Compensation			\$	(500,000)			\$	(500,000)
11	CDOT Staff Charges			\$	(30,000)			\$	(30,000)
12	Board Expenses			\$	- (2- 2-2)			\$	- ()
13	Staff Training and Certifications			\$	(35,000)			\$	(35,000)
14	Administrative and Office Needs			\$	(5,000)			\$	(5,000)
15	Conferences and Industry Memberships			\$	(50,000)			\$	(50,000)
16	In and Out of State Travel			\$	(25,000)			\$	(25,000)
17	Total Overall Program Operations			\$	(645,000)			\$	(645,000)
	Technical Services			_				_	
19	Program Management			\$	(450,000)			\$	-
20	Express Lanes Communications and Public Affairs Support			\$	(450,000)			\$	-
21	Toll Operations Advisor			\$	(815,000)			•	-
22	Traffic & Revenue Advisor			\$	(F7F 000)			\$	
23 24	Aconex Document Management System  Total Techincal Services			\$	(575,000)			\$	(100,000)
-	Financial Services			Þ	(1,840,000)			Þ	(100,000)
26	Accounting Advisors and Annual Audit			\$	(150,000)			\$	(10,000)
27	Surveillance and Ratings Fees			\$	(130,000)			\$	(10,000)
28	General Financial Advisor			\$	(50,000)			\$	(50,000)
29	Total Financial Services			\$	(200,000)			\$	(60,000)
	Legal Services			Ψ	(200,000)			Ψ	(00,000)
31	Outside Legal Services			\$	(500,000)			\$	_
32	Attorney General Fees			\$	(165,000)			\$	(165,000)
33	Total Legal Services			\$	(665,000)			\$	(165,000)
	Strategic Project Development			Ť	(223,223)			-	(111,111)
35	Transportation Infrastructure and P3 Advisor			\$	(300,000)			\$	_
36	Strategic Partnerships and CDOT Project Support			\$	(400,000)			\$	(400,000)
37	Miscellaneous			\$	-			\$	(180,000)
38	Total Strategic Project Development			\$	(700,000)			\$	(580,000)
39	Total Fund 537 FY 2023-24 Revenue	\$	4,050,000			\$	1,550,000		,
40	Total Fund 537 FY 2023-24 Allocations			\$	(4,050,000)			\$	(1,550,000)
41	Remaining Budget			\$	-			\$	

	Fiscal Year 2025-26 Final Annual Budget Allo Statewide Transportation Enterprise Special Revenue Fur								
Line Item			Estimated Revenues		Estmated Allocations		Final Revenues	Fir	nal Expenses
	US 36 Express Lanes (Cost Center T8620-536)								
2	Fiscal Year Revenues  Annual Concessionaire Management Fee		505.000.00			_	505 000 00		
4	Annual Concessionaire management Fee	-	525,000.00 350,000			\$	525,000.00 350,000		
5	Total US 36 FY 2025-26 Available Revenue	-	875,000			\$	875,000		
6	Fiscal Year Allocations	Ť	5. 2,525			,	5. 5,555		
7	CTIO and CDOT Staff Time			\$	(34,000)			\$	(34,000)
8	Project Oversight	-		\$	(425,000)			\$	(425,000)
9	Annual Audit	-		\$	(1,000)			\$	(1,000)
10	Attorney General Fees Miscellaneous Corridor Studies			\$	(5,000)	1		\$	(5,000)
11 12	Total US 36 FY 2025-26 Allocations			\$ <b>\$</b>	(405.000)			\$ \$	(405,000)
13	Remaining Balance	-		\$	(465,000) 410,000.00			\$	(465,000) 410,000.00
14	I-25 Express Lanes			Ψ	410,000.00			Ψ	410,000.00
15	US36 to Fort Collins (Cost Center T8630-536)								
16	Fiscal Year Revenues								
17	Segment 2					\$	17,651,355		
18	Segment 3					\$	9,734,526		
19	Segment 6/7/8					\$	22,361,609		
20	Total I-25 North Tolling Revenue	<del>-</del>	49,747,489			\$	49,747,489		
21	Transponder Revenue Interest Earnings	+-	500,000			\$	500,000		
22	Interest Earnings HB-22-1074 Safety Enforcement Civil Penalties	+-	2,000,000			\$	2,000,000		
24	Total I-25 North FY 2025-26 Revenue	-	78,247,489			\$	78,247,489		
25	Fiscal Year Allocations	<b>"</b>	70,247,403			Ψ	10,241,403		
26	Debt Service	,		\$	(14,515,124)			\$	(14,515,124)
27	CTIO and CDOT Staff Time	,		\$	(400,000)			\$	(400,000)
28	Attorney General Fees			\$	(100,000)			\$	(100,000)
29	General Reimbursable Expenses and Toll Processing Costs			\$	(7,500,000)			\$	(7,500,000)
30	Sales Tax and Sales Tax Processing Costs	-		\$	(119,000)			\$	(119,000)
31	Routine Maintenance	+		\$	(420,000)			\$	(420,000)
32	Operations	_		\$	(2,500,000)			\$	(2,500,000)
33 34	Capital Replacement-Tolling Equipment Miscellaneous Corridor Studies	-		\$	-	┝		\$	-
35	Tolling Backoffice System and Software Development	+		\$	(1,540,000)	$\vdash$		\$	(1,540,000)
36	HB-22-1074 Implementation and Backoffice Costs			\$	(9,537,000)			\$	(18,500,000)
37	Total I-25 North FY 2025-26 Allocations			\$	(36,631,124)			\$	(45,594,124)
38	Remaining Balance			\$	41,616,365			\$	32,653,365
39	Monument to Castle Rock (the GAP) (Cost Center T8655-536)								
40	Fiscal Year Revenues & Funds								
41	Tolling Revenue	<u> </u>	13,089,755			\$	13,089,755		
42	Transponder Revenue	Ť	500,000			\$	500,000		
43	Interest Earnings	÷	500,000			\$	500,000		
44 45	HB-22-1074 Safety Enforcement Civil Penalties  Total GAP FY 2025-26 Revenue	_	4,500,000			\$ \$	4,500,000		
46	Fiscal Year Allocations	<b>3</b>	18,589,755			Þ	18,589,755		
47	CTIO and CDOT Staff Time	,		\$	(400,000)			\$	(400,000)
48	Attorney General Fees	_		\$	(5,000)			\$	(5,000)
49	General Reimbursable Expenses and Toll Processing Costs	-		\$	(1,650,000)	L		\$	(1,650,000)
50	Sales Tax and Sales Tax Processing Costs			\$	(44,000)			\$	(44,000)
51	Routine Maintenance			\$	(456,000)	L		\$	(456,000)
52	Operations	-		\$	(465,480)	1		\$	(465,480)
53	Capital Replacement-Tolling Equipment Reserve	_		\$				\$	- (040,000)
54	Tolling Backoffice System and Software Development	_		\$	(216,000)			\$	(216,000)
55 56	HB-22-1074 Implementation and Backoffice Costs  Total GAP FY 2025-26 Allocations	_		\$ \$	(3,440,000)			\$ \$	(3,725,000)
57	Remaining Balance	_		\$	(6,676,480) 11,913,275			\$	(6,961,480) 11,628,275
58	Burnham Yard (Cost Center T8600-536)			*	. 1,0 10,210				,020,210
59	Fiscal Year Revenues & Funds								
60	CDOT Payment for Project Expenses per IAA	\$	1,000,000			\$	1,000,000		
61	Proceeds for Debt Service (Capitalized Interest)	<u> </u>	1,094,860			\$	1,094,860		
62	Interest Earnings	_	150,000			\$	150,000		
63	Total Burnham Yard FY 2025-26 Available Revenue and Funds	\$	2,244,860			\$	2,244,860		
64	Fiscal Year Allocations	-		_		-			
65 66	Eligible Property Expenditures for Planning Activities	_		\$	-	⊢		\$	-
66 67	Historic Buidling Preservation and Repair Security Services	_		\$	/E40.0E03			\$	(540.050)
68	FY2025-26 Debt Services	-		\$	(548,350) (1,094,859)	-		\$	(548,350) (1,094,859)
69	Total Burnham Yard FY 2025-26 Allocations	_		\$	(1,643,209)			\$	(1,643,209)
70	Remaining Balance	_		\$	601,651			\$	601,651
				•	,				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

	Fiscal Year 2025-26 Final Annual Budget Allo						
71	Statewide Transportation Enterprise Special Revenue Fur I-70 West Mountain Express Lanes (MEXL)	nd (C.R.S. 43-4-806(3	3)(a))	536			
72	MEXL Eastbound and Westbound (Cost Center T8640-536)						
73	Fiscal Year Revenues & Funds						
74 75	Tolling Revenue	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_		\$ 4,540,000		
76	Interest Earnings HB-22-1074 Safety Enforcement Civil Penalties		_		\$ 175,000 \$ 1,500,000		
77	Total I-70 MEXL FY 2025-26 Revenue				\$ 6,215,000		
78	Fiscal Year Allocations						
79	MEXL Loan Payment		\$	(1,222,443)		\$	(1,222,443)
80	CTIO and CDOT Staff Time Attorney General Fees		\$	(400,000) (5,000)		\$	(400,000)
82	General Reimbursable Expenses and Toll Processing Costs		\$	(375,000)		\$	(5,000)
83	Routine Maintenance		\$	(260,920)		\$	(260,920)
84	Operations	<b>.</b>	\$	(995,480)		\$	(995,480)
85	Capital Replacement-Tolling Equipment		\$	-		\$	-
86 87	Loan Expenses (Note Registrar, Refinancing) Tolling Backoffice System and Software Development		\$	(75,000) (250,000)		\$	(75,000) (250,000)
88	HB-22-1074 Implementation and Backoffice Costs		\$	(1,072,000)		\$	(1,175,000)
89	Total I-70 MEXL FY 2025-26 Allocations		\$	(4,655,843)		\$	(4,758,843)
90	Remaining Balance		\$	1,559,157		\$	1,456,157
91	C-470 Express Lanes (Cost Center T8650-536)						
92 93	Fiscal Year Funds and Revenue  Tolling Revenue	\$ 17,794,817	,		\$ 17,794,817		
94	Draws on Project Reserve Accounts				\$ -		
95	Interest Earnings	\$ 1,000,000	)		\$ 1,000,000		
96	HB-22-1074 Safety Enforcement Civil Penalties	., .,,,			\$ 9,400,000		
97	Total C-470 FY 2025-26 Available Funds	\$ 28,194,817	'		\$ 28,194,817		
98 99	Fiscal Year Allocations  Bond Debt Service	,	s	(12,013,965)		\$	(12,013,965)
100	CTIO and CDOT Staff Time		\$	(400,000)		\$	(400,000)
101	Attorney General Fees	3	\$	(10,000)		\$	(10,000)
102	General Reimbursable Expenses and Toll Processing Costs		\$	(3,200,000)		\$	(3,200,000)
103	Routine Maintenance		\$	(420,610)		\$	(420,610)
104	Operations  Debt Monitoring and Surveillance Fees		\$	(1,500,000)		\$	(1,500,000)
106	Tolling Backoffice System and Software Development		\$	(512,000)		\$	(512,000)
107	HB-22-1074 Implementation and Backoffice Costs	3	\$	(6,470,000)		\$	(6,910,000)
108	Total C-470 FY 2025-26 Allocations		\$	(24,676,575)		\$	(25,116,575)
400			-			_	
109	Remaining Balance		\$	3,518,242.00		\$	3,078,242.00
109 110 111			-			_	
110	Remaining Balance Central 70 (Cost Center T8660-536)		\$		\$ 29,302,824	_	
110 111 112 113	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue Tolling Revenue Interest Earnings	\$ 29,302,824	\$		\$ 2,000,000	_	
110 111 112 113 114	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue	\$ 29,302,824 \$ 2,000,000 \$ 500,000	\$		\$ 2,000,000 \$ 500,000	_	
110 111 112 113 114 115	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000	\$		\$ 2,000,000 \$ 500,000 \$ 700,000	_	
110 111 112 113 114	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000	\$		\$ 2,000,000 \$ 500,000	_	
110 111 112 113 114 115 116	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000	\$	3,518,242.00	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	_	3,078,242.00
110 111 112 113 114 115 116 117 118	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ \$ 41,902,824	\$	3,518,242.00	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	3,078,242.00
110 111 112 113 114 115 116 117 118 119	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$	(400,000) (5,000)
110 111 112 113 114 115 116 117 118	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000) (5,000,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance  Operations	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000) (5,000,000) (147,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$	3,078,242.00
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance  Operations  Tolling Equity Program Administration  Tolling Backoffice System and Software Development	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (350,000) (1,600,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (350,000) (1,600,000)
110 1111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (350,000) (1,600,000) (6,400,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (350,000) (1,600,000) (6,910,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,00,000) (6,910,000) (15,912,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (350,000) (1,600,000) (6,400,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (350,000) (1,600,000) (6,910,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations Remaining Balance Support Surfact Transportation Infrestructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,00,000) (6,910,000) (15,912,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations Remaining Balance Support Surfact Transportation Infrstructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue Congestion Impact Fee	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,00,000) (6,910,000) (15,912,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations Remaining Balance Support Surfact Transportation Infrestructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,00,000) (6,910,000) (15,912,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 127 128 129 130 131 131 132	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 1 5 5 5 7,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,00,000) (6,910,000) (15,912,968)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 127 128 129 130 131 132 132 133 134 135	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations Remaining Balance  Support Surfact Transportation Infrstructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 1 5 57,662,237 \$ 3,000,000 \$ 50,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000,000) (5,000,000) (147,968) (1,500,000) (6,400,000) (15,402,968) 26,499,856	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000,000) (147,968) (1,500,000) (15,912,968) 25,989,856
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Total Central 70 FY 2025-26 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings Total 184 FY 2025-26 Available Revenue & Funds Fiscal Year Allocations CTIO and CDOT Staff Time Attorney General Fees	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824  \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968) 26,499,856	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (350,000) (6,910,000) (15,912,968) 25,989,856
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 127 128 129 130 131 132 132 133 134 135	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations Remaining Balance  Support Surfact Transportation Infrstructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000,000) (5,000,000) (147,968) (1,500,000) (6,400,000) (15,402,968) 26,499,856	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (1,600,000) (1,600,000) (15,912,968) 25,989,856
110 111 112 113 114 115 116 117 118 119 120 121 122 122 123 124 125 126 127 128 129 130 131 131 132 133 134 135 136 137 138 139 139 139	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance  Operations  Tolling Equity Program Administration  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Remaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee  Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  Mountain Rail  FRPR- Northwest Corridor  Winter Park Ski Train Expansion	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (350,000) (1,600,000) (15,402,968) 26,499,856	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,910,000) (15,912,968) 25,989,856 (275,000) (5,000) (2,900,000) (2,250,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 131 132 133 134 135 136 137 138 139 140	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Tolling Revenue  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Remaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee  Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  Mountain Rail  FRPR- Northwest Corridor  Winter Park Ski Train Expansion  RRIF Loan Financing	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824  \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968) 26,499,856 (275,000) (5,000) (1,300,000) (2,250,000) (2,250,000) (2,300,000) (1,600,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,910,000) (15,912,968) 25,989,856 (275,000) (5,000) (2,250,000) (2,250,000) (2,300,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 127 128 129 130 131 131 135 136 137 138 139 140 141	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Remaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees  Mountain Rail  FRPR-Northwest Corridor  Winter Park Ski Train Expansion  RRIF Loan Financing CTIO Deliverables	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 10,000 \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (147,968) (1,500,000) (1,600,000) (15,402,968) 26,499,856 (275,000) (1,300,000) (2,250,000) (2,250,000) (1,600,000) (785,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,910,000) (15,912,968) 25,989,856 (275,000) (2,900,000) (2,250,000) (2,250,000) (785,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 131 132 133 134 135 136 137 138 139 140	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Tolling Revenue  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Remaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee  Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  Mountain Rail  FRPR- Northwest Corridor  Winter Park Ski Train Expansion  RRIF Loan Financing	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968) 26,499,856 (275,000) (5,000) (1,300,000) (2,250,000) (2,250,000) (2,300,000) (1,600,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,910,000) (6,910,000) (5,000) (5,000) (5,000) (2,250,000) (2,250,000) (2,300,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 130 131 132 133 134 135 136 137 138 139 140 141	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Tolling Revenue  Total Central 70 Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance  Operations  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Remaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  Mountain Reil  FRPR-Northwest Corridor  Winter Park Ski Train Expansion  RRIF Loan Financing  CTIO Deliverables  Legal Support for Overall 184 Implementation  Total 184 FY 2025-26 Allocations  Remaining Balance	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (5,000,000) (147,968) (1,500,000) (6,400,000) (6,400,000) (5,000) (5,000) (1,300,000) (2,250,000) (1,800,000) (785,000) (1,000,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (350,000) (1,600,000) (6,910,000) (15,912,968) 25,989,856 (275,000) (2,900,000) (2,250,000) (2,300,000) (2,300,000) (2,000,000)
110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 128 129 129 133 131 132 133 134 135 136 137 138 139 140	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Tolling Revenue  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees  General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance  Operations  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2025-26 Allocations  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Funds and Revenue  Congestion Impact Fee  Interest Earnings  Total 184 FY 2025-26 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Altorney General Fees  Mountain Rail  FRPR- Northwest Corridor  Winter Park Ski Train Expansion  RRIF Loan Financing  CTIO Deliverables  Legal Support for Overall 184 Implementation  Total 184 FY 2025-26 Allocations	\$ 29,302,824 \$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000 \$ 60,662,237	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000) (5,000,000) (147,968) (1,500,000) (1,600,000) (6,400,000) (15,402,968) 26,499,856 (275,000) (2,250,000) (2,250,000) (1,600,000) (1,600,000) (785,000) (1,000,000) (9,515,000)	\$ 2,000,000 \$ 500,000 \$ 700,000 \$ 9,400,000 \$ 41,902,824 \$ 57,662,237 \$ 3,000,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(400,000) (5,000) (5,000,000) (147,968) (1,500,000) (16,910,000) (6,910,000) (5,900,000) (2,250,000) (2,250,000) (2,300,000) (2,000,000) (2,000,000) (10,515,000)

Remaining Unbudgeted Funds \$ 137,265,783 \$ 125,964,783



### Colorado Transportation Investment Office Memorandum

To: CTIO Board of Directors

From: Piper Darlington, Director, CTIO

Date: February 19, 2025

Subject: Fiscal Year 2024-25 Second Budget Amendment

#### Purpose:

This memo provides information to the Colorado Transportation Investment Office (CTIO) Board of Directors (the Board) regarding proposed changes to the fiscal year (FY) 2024-25 budget for Fund 536 (Special Revenue Fund).

#### **Requested Action:**

The Board is asked to review the requested amendments and approve Resolution #463, which is included in Attachment A, approving the second budget amendment to the FY 2024-25 budget.

#### **Background on Proposed Amendments:**

In November 2024, staff presented a 2025 Safety and Toll Enforcement (STEP) education and outreach plan to educate drivers about the program. The plan includes media partnerships, paid media, and partnering with organizations that share common stakeholders with CTIO and Express Lanes. These efforts will focus on sharing information for each organization to distribute to its constituents through newsletters, in-person interactions, printed educational materials, social media, and websites. The proposed cost for 2025 to implement the plan is \$1.95 million and the CTIO Board was supportive of reinvesting STEP civil penalties in an effort to drive down violation rates. This cost has been split among the various Express Lane corridors and integrated into the current FY 2024-25 budget.

In January 2025, staff presented information on a proposed Safety Patrol Sponsorship between CTIO and CDOT's Division of Maintenance and Operations (DMO). As part of the briefing, staff outlined an initial year 1 budget of \$450,000 to sponsor 9 safety patrol vehicles along the I-70 corridor in the area where the Mountain Express Lanes (MEXL's) operate. In exchange for the sponsorship, CTIO will receive Express Lanes advertising on all 9 vehicles. The proposal was supported by the Board and the initial year 1 cost has been integrated into the current FY 2024-25 budget.

#### **Details:**

Specific changes related to the proposed second budget amendment are highlighted in yellow on Exhibit A of Attachment A. Proposed changes are as follows:

- Line 92: Safety Patrol Sponsorship and Advertising: This line has been added to reflect the year-1 Safety Patrol Sponsorship costs.
- Lines 38,58,93,113,133: Corridor Communications and Outreach: These lines have been added to reflect the implementation of a new STEP communications and outreach plan for 2025.
- Line 147: RIFF Loan Financing: This line has been zeroed out for FY 2024-25. CTIO anticipates that this activity will be pushed out to a future fiscal year.

#### **Options/Decision Matrix:**

- 1. Approve Resolution #463, adopting the amended budget -Staff Recommendation.
- 2. Request additional information on any items requested as part of the amendment.
- 3. Deny the request.

#### **Next Steps:**

 If the second budget amendment is approved by the CTIO Board, staff will take steps to implement the STEP communications plan and the new Safety Patrol Sponsorship IAA.

#### Attachments:

• Attachment A: Resolution #463 Fiscal Year 2024-25 Second Budget Amendment

#### **HPTE Resolution #463**

Approval of the Second Amendment to the Fiscal Year 2024-25 Final Budget Allocation Plan

Whereas, the General Assembly created the Colorado High Performance Transportation Enterprise ("HPTE")<sup>1</sup>, pursuant to Section 43-4-806, C.R.S., as a government-owned business within the Colorado Department of Transportation ("CDOT") to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

Whereas, Section 43-4-806(3)(a), C.R.S. created the Statewide Transportation Enterprise Special Revenue Fund in the state treasury ("Fund 536") for the purpose of, *inter alia*, depositing user fee revenues received by the HPTE, and further provided for the establishment of separate accounts in connection with specific surface transportation infrastructure projects; and

Whereas, Senate Bill 24-184, specifically C.R.S § 43-4-806, requires HPTE to impose a Congestion Impact Fee as a new user fee, in maximum amounts of up to \$3 per day that is to be deposited into the Statewide Transportation Enterprise Special Revenue Fund in the state treasury ("Fund 536"); and

Whereas, Section 43-4-806(4), C.R.S., separately created the Statewide Transportation Enterprise Operating Fund ("Fund 537") for the HPTE; and

Whereas, pursuant to Section 43-4-806(6)(l), C.R.S., the HPTE Board of Directors previously adopted annual budgets for fiscal year 2024-25 for Fund 536 and Fund 537 by resolution on March 20, 2024; and

Whereas, on September 23, 2024, by resolution the HPTE Board of Directors adopted the First Amendment to the Fiscal Year 2024-25 HPTE annual budget for Fund 536 and/or Fund 537; and

<sup>&</sup>lt;sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

Whereas, the need has now further arisen to amend the budgets for fiscal year 2024-25 for Fund 536 and/or Fund 537 (the "Second Amendment") to authorize the expenditure of additional moneys not anticipated at the time of adoption of the budgets, to be funded out of such revenue sources as identified herein.

Now therefore be it resolved, the amended fiscal year 2024-25 budget set forth in this Second Amendment for Fund 536, reflecting additional revenues, payments, operating costs related to Express Lanes and the expanded business purpose under Senate Bill 24-184, is attached hereto as Exhibit A is hereby approved and adopted by the HPTE Board of Directors.

Signed as of February 19, 2025

\_\_\_\_\_

Simon Logan Secretary, HPTE Board of Directors

### Exhibit A to HPTE Resolution #463

Amended (Second Amendment) FY 2024-25 Fund 536 Budget

					Fiscal Year 2024-25 Final Annual Budget Allocation Plan for Fund 536 Statewide Transportation Enterprise Special Revenue Fund (C.R.S. 43-4-806(3)(a)) 536							
Line Item		Current Revenues- First Amendment	Current Allocations- First Amendment	Revised Revenues- Second Amendment	Revised Allocations- Second Amendment							
1	US 36 Express Lanes (Cost Center T8620-536)											
	Fiscal Year Revenues											
3	Annual Concessionaire Management Fee	\$ 500,000.00		\$ 500,000.00								
4	Interest Earnings	\$ 350,000		\$ 350,000								
5	Total US 36 FY 2024-25 Available Revenue	\$ 850,000		\$ 850,000								
6	FY 2022-23 Roll Forward Budget											
7	Total Available FY 2024-25 Budget											
8	Fiscal Year Allocations  CTIO and CDOT Staff Time		\$ (34,000)		\$ (34,000)							
10	Project Oversight		\$ (34,000) \$ (425,000)		\$ (34,000) \$ (425,000)							
11	Annual Audit		\$ (425,000)		\$ (425,000)							
12	Attorney General Fees		\$ (5,000)		\$ (5,000)							
13	Miscellaneous Corridor Studies		\$ -		\$ -							
14	Total US 36 FY 2024-25 Allocations		\$ (465,000)		\$ (465,000)							
15	Remaining Balance		\$ 385,000.00		\$ 385,000.00							
16	I-25 Express Lanes		,		,,							
17	US36 to Fort Collins (Cost Center T8630-536)											
18	Fiscal Year Revenues											
19	Segment 2	\$ 12,488,357		\$ 12,488,357								
20	Segment 3	\$ 8,649,000		\$ 8,649,000								
21	Segment 6/7/8	\$ 16,504,000		\$ 16,504,000								
22	Total I-25 North Tolling Revenue	\$ 37,641,357		\$ 37,641,357								
23	Transponder Revenue	\$ 650,000		\$ 650,000								
24	Interest Earnings	\$ 800,000		\$ 800,000								
25	HB-22-1074 Safety Enforcement Civil Penalties	\$ 13,440,884		\$ 13,440,884								
26	Total I-25 North FY 2024-25 Revenue Fiscal Year Allocations	\$ 52,532,241		\$ 52,532,241								
27	CTIO and CDOT Staff Time		\$ (300,000)		\$ (300,000)							
29	Attorney General Fees		\$ (300,000)		\$ (300,000)							
30	General Reimbursable Expenses and Toll Processing Costs		\$ (6,000,000)		\$ (6,000,000)							
31	Sales Tax and Sales Tax Processing Costs		\$ (119,000)		\$ (119,000)							
32	Routine Maintenance		\$ (420,000)		\$ (420,000)							
33	Operations		\$ (2,500,000)		\$ (2,500,000)							
34	Capital Replacement-Tolling Equipment		\$ -		\$ -							
35	Miscellaneous Corridor Studies		\$ -		\$ -							
36	Tolling Backoffice System and Software Development		\$ (1,624,444)		\$ (1,624,444)							
37	HB-22-1074 Implementation and Backoffice Costs		\$ (10,202,550)		\$ (10,202,550)							
38	Corridor Communications and Outreach				\$ (782,250)							
39	Total I-25 North FY 2024-25 Allocations		\$ (21,265,994)		\$ (22,048,244)							
40	Remaining Balance		\$ 31,266,247		\$ 30,483,997							
41	Monument to Castle Rock (the GAP) (Cost Center T8655-536)											
42	Fiscal Year Revenues & Funds	£ 4.400.000		A 400.000								
43	Tolling Revenue  Transponder Revenue	\$ 4,438,062 \$ 250,000		\$ 4,438,062 \$ 250,000								
45	Interest Earnings	\$ 200,000		\$ 250,000								
46	HB-22-1074 Safety Enforcement Civil Penalties	\$ 200,000 \$ 4,683,235		\$ 4,683,235								
47	Total GAP FY 2024-25 Revenue	\$ 9,571,297		\$ 9,571,297								
48	Fiscal Year Allocations	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								
49	CTIO and CDOT Staff Time		\$ (300,000)		\$ (300,000)							
50	Attorney General Fees		\$ (5,000)		\$ (5,000)							
51	General Reimbursable Expenses and Toll Processing Costs		\$ (1,767,730)		\$ (1,767,730)							
52	Sales Tax and Sales Tax Processing Costs		\$ (44,000)		\$ (44,000)							
53	Routine Maintenance		\$ (456,000)		\$ (456,000)							
54	Operations		\$ (465,480)		\$ (465,480)							
55	Capital Replacement-Tolling Equipment Reserve		\$ -		\$ -							
56	Tolling Backoffice System and Software Development		\$ (250,866)		\$ (250,866)							
57	HB-22-1074 Implementation and Backoffice Costs		\$ (3,440,000)		\$ (3,440,000)							
58	Corridor Communications and Outreach				\$ (97,780)							
59	Total GAP FY 2024-25 Allocations		\$ (6,729,076)		\$ (6,826,856)							
60	Remaining Balance		\$ 2,842,221		\$ 2,744,441							

	Fiscal Year 2024-25 Final Annual Budget	Allocation Plan fo	r Fund 536		
61	Statewide Transportation Enterprise Special Reven.  Burnham Yard (Cost Center T8600-536)				
62	Fiscal Year Revenues & Funds				
63	CDOT Payment for Project Expenses per IAA	\$ 1,748,978		\$ 1,748,978	
64 65	Proceeds for Debt Service (Capitalized Interest) Interest Earnings	\$ 2,189,719 \$ 150,000		\$ 2,189,719 \$ 150,000	
66	Total Burnham Yard FY 2024-25 Available Revenue and Funds			\$ 4,088,697	
67	Fiscal Year Allocations			, , , , , , , , , , , , , , , , , , , ,	
68	Eligible Property Expenditures for Planning Activities		\$ -		\$ -
69 70	Historic Buidling Preservation and Repair Security Services		\$ - \$ (548,350		\$ - \$ (548,350)
71	FY2024-25 Debt Service		\$ (546,350	,	\$ (546,350)
72	Total Burnham Yard FY 2024-25 Allocations		\$ (1,643,209)		\$ (1,643,209)
73	Remaining Balance		\$ 2,445,488		\$ 2,445,488
74 75	I-70 West Mountain Express Lanes (MEXL)  MEXL Eastbound and Westbound (Cost Center T8640-536)				
76	Fiscal Year Revenues & Funds				
77	Tolling Revenue	\$ 6,254,260		\$ 6,254,260	
78	Interest Earnings			\$ 175,000	
79 80	HB-22-1074 Safety Enforcement Civil Penalties  Total I-70 MEXL FY 2024-25 Revenue	\$ 1,495,037 \$ 7,924,297		\$ 1,495,037 \$ 7,924,297	
81	Fiscal Year Allocations	φ 1,324,231		\$ 1,524,251	
82	MEXL Loan Payment		\$ (611,222	)	\$ (611,222)
83	CTIO and CDOT Staff Time		\$ (300,000	)	\$ (300,000)
84 85	Attorney General Fees General Reimbursable Expenses and Toll Processing Costs		\$ (5,000 \$ (517.800	)	\$ (5,000) \$ (517.800)
86	Routine Maintenance		\$ (517,800 \$ (260,920		\$ (517,800) \$ (260,920)
87	Operations		\$ (995,480		\$ (995,480)
88	Capital Replacement-Tolling Equipment		\$ -		\$ -
89	Loan Expenses (Note Registrar, Refinancing)		\$ (75,000		\$ (75,000)
90	Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs		\$ (259,502 \$ (1,072,000		\$ (259,502) \$ (1,072,000)
91	HB-22-1074 Implementation and Backoffice Costs  Safety Patrol Sponsorship and Advertising		ψ (1,U72,000		\$ (1,072,000) \$ (450,000)
93	Corridor Communications and Outreach				\$ (97,780)
94	Total I-70 MEXL FY 2024-25 Allocations		\$ (4,096,924		\$ (4,644,704)
95	Remaining Balance		\$ 3,827,373		\$ 3,279,593
96 97	C-470 Express Lanes (Cost Center T8650-536) Fiscal Year Funds and Revenue				
98	Tolling Revenue	\$ 16,000,000		\$ 16,000,000	
99	Draws on Project Reserve Accounts			\$ -	
100	Interest Earnings	\$ 500,000		\$ 500,000	
101	HB-22-1074 Safety Enforcement Civil Penalties  Total C-470 FY 2024-25 Available Funds	\$ 9,338,000 \$ 25,838,000		\$ 9,338,000 \$ 25,838,000	
102	Fiscal Year Allocations	\$ 25,838,000		\$ 25,838,000	
104	Bond Debt Service		\$ (10,053,204	1	\$ (10,053,204)
105	CTIO and CDOT Staff Time		\$ (30,000	)	\$ (30,000)
106	Attorney General Fees		\$ (10,000	)	\$ (10,000)
107	General Reimbursable Expenses and Toll Processing Costs Routine Maintenance		\$ (3,240,000 \$ (420,610		\$ (3,240,000) \$ (420,610)
109	Operations		\$ (1,500,000		\$ (1,500,000)
110	Debt Monitoring and Surveillance Fees		\$ (150,000	)	\$ (150,000)
111	Tolling Backoffice System and Software Development		\$ (532,448	)	\$ (532,448)
112	HB-22-1074 Implementation and Backoffice Costs  Corridor Communications and Outreach		\$ (6,470,000	1	
					\$ (6,470,000)
113 114	Total C-470 FY 2024-25 Allocations		\$ (22,406,262)		\$ (391,130)
113 114 115	Total C-470 FY 2024-25 Allocations Remaining Balance		\$ (22,406,262 \$ 3,431,738.00		\$ (391,130)
114 115 116	Remaining Balance Central 70 (Cost Center T8660-536)				\$ (391,130) \$ (22,797,392)
114 115 116 117	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue				\$ (391,130) \$ (22,797,392)
114 115 116 117 118	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue Tolling Revenue	\$ 16,500,000		\$ 16,500,000	\$ (391,130) \$ (22,797,392)
114 115 116 117	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue	\$ 500,000		\$ 16,500,000 \$ 500,000 \$ 250,000	\$ (391,130) \$ (22,797,392)
114 115 116 117 118 119 120	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved HA	\$ 500,000 \$ 250,000		\$ 500,000	\$ (391,130) \$ (22,797,392)
114 115 116 117 118 119 120 121 122	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000		\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (391,130) \$ (22,797,392)
114 115 116 117 118 119 120 121 122	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalities  Total Central 70 FY 2024-25 Available Revenue & Funds	\$ 500,000 \$ 250,000 \$ 800,000		\$ 500,000 \$ 250,000 \$ 800,000	\$ (391,130) \$ (22,797,392)
114 115 116 117 118 119 120 121 122	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000		\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (391,130) \$ (22,797,392)
114 115 116 117 118 119 120 121 122 123 124 125 126	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA  HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time  Attorney General Fees	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (391,130) \$ (22,797,392) \$ 3,040,608.00 \$ \$ (275,000) \$ (5,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Rese	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,330,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (3,330,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,330,000 \$ (147,968	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (3,30,000) \$ (147,968)
114 115 116 117 118 119 120 121 122 123 124 125 126 127	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Rese	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,30,000 \$ (147,968 \$ (1,500,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (147,98) \$ (1,500,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Tol Processing Costs Routine Maintenance Operations	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,330,000 \$ (14,7,968 \$ (1,500,000 \$ (350,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (2750,000) \$ (2750,000) \$ (5,000) \$ (3,330,000) \$ (1,500,000) \$ (1,500,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 implementation and Backoffice Costs	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (1,500,000 \$ (1,500,000 \$ (350,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275.000) \$ (275.000) \$ (275.000) \$ (5.000) \$ (1.500.000) \$ (1.500.000) \$ (350.000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Communications and Outreach	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,330,000 \$ (1,500,000 \$ (1,667,300 \$ (6,400,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (27,500) \$ (275,000) \$ (275,000) \$ (50,000) \$ (1,500,000) \$ (1,500,000) \$ (1,600,000) \$ (6,600,000) \$ (6,600,000) \$ (6,600,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corntior Communications and Outreath Total Central 70 FY 2024-25 Allocations	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (2797,382) \$ 3,040,608.00  \$ (275,000) \$ (5,000) \$ (147,968) \$ (1,500,000) \$ (1,667,300) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (6,400,000) \$ (142,819,688)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations Remaining Balance	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (3,330,000 \$ (1,500,000 \$ (1,667,300 \$ (6,400,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (27,500) \$ (275,000) \$ (275,000) \$ (50,000) \$ (1,500,000) \$ (1,500,000) \$ (1,600,000) \$ (6,600,000) \$ (6,600,000) \$ (6,600,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corntior Communications and Outreath Total Central 70 FY 2024-25 Allocations	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000	\$ (275,000) \$ (2797,382) \$ 3,040,608.00  \$ (275,000) \$ (5,000) \$ (147,968) \$ (1,500,000) \$ (1,667,300) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (6,400,000) \$ (142,819,688)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 127 130 131 132 133 134 135 136 137 138	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,294,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ (275,000) \$ (27,97,32) \$ 3,040,608.00  \$ (275,000) \$ (5,000) \$ (5,000) \$ (147,968) \$ (1,500,000) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (14,251,968)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings  Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Backfife System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations  Total Central 70 FY 2024-25 Allocations  Support Surfact Transportation Infristructure Development (Cost Center TSTRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ (275,000) \$ (27,97,32) \$ 3,040,608.00  \$ (275,000) \$ (5,000) \$ (5,000) \$ (147,968) \$ (1,500,000) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (14,251,968)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 127 130 131 132 133 134 135 136 137 138	Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IAA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,294,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000	\$ (275,000) \$ (27,97,32) \$ 3,040,608.00  \$ (275,000) \$ (5,000) \$ (5,000) \$ (147,968) \$ (1,500,000) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (14,251,968)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00 \$ (275,000 \$ (5,000 \$ (5,330,000 \$ (147,988 \$ (1,500,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,67,300 \$	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (1,500,000) \$ (3,330,000) \$ (1,667,300) \$ (6,400,000) \$ (6,400,000) \$ (6,400,000) \$ (1,261,968) \$ (1,261,968) \$ (1,261,968) \$ (1,261,968) \$ (275,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 130 131 132 133 134 135 136 137 138 139 140 141	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Resimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Cornidor Communications and Outreath Total Central 70 FY 2024-25 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings Total SB184 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00  \$ (275,000 \$ (5,000) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (275,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000)	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (147,968) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (586,000,000) \$ (586
114 115 116 117 118 119 120 121 122 123 124 125 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 141	Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved MA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue Congestion Impact Fee Interest Earnings Total SB184 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees Mountain Rail	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00  \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (1,500,000) \$ (1,667,300) \$ (6,400,000) \$ (13,675,268) \$ 13,614,732	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (5,000) \$ (1,67,300) \$ (1,67,300) \$ (1,687,300) \$ (1,687,300) \$ (142,61,968) \$ (13,028,032) \$ (275,000) \$ (275,000) \$ (375,000) \$ (375,000) \$ (375,000) \$ (375,000) \$ (375,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 130 131 132 133 134 135 136 137 138 139 140 141	Remaining Balance Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Resimbursable Expenses and Toll Processing Costs Routine Maintenance Operations Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Cornidor Communications and Outreath Total Central 70 FY 2024-25 Allocations Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings Total SB184 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00  \$ (275,000 \$ (5,000) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,500) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (1,67,300) \$ (275,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000)	\$ 500,000 \$ 250,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (147,968) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (1,607,000) \$ (586,000,000) \$ (586
114 115 116 117 118 119 120 121 122 123 124 125 126 127 130 131 131 133 134 135 137 138 139 140 141 141 142 144 144 145	Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved MA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings Total SB184 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees Mountain Rail FFRPR- Northwest Corridor Winter Park Ski Train Expansion RRIF Loan Financing	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ 3,431,738.00  \$ (275,000 \$ (5,000) \$ (1,500,000) \$ (11,507,208) \$ (15,000) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (13,675,288) \$ (275,000) \$ (275,000) \$ (2,250,000) \$ (2,250,000) \$ (2,300,000) \$ (2,300,000) \$ (2,300,000)	\$ 500,000 \$ 250,000 \$ 9,240,000 \$ 27,290,000 \$ 27,294,000 \$ 27,290,000 \$ 5 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (330,000) \$ (1,500,000) \$ (36,000) \$ (1,500,000) \$ (1,640,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 130 131 131 132 133 134 135 136 137 140 141 142 143 144 145 146 147 147	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings  Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Remaining Balance  Total Staff Tremaining Balance  Attorney General Rein  Total Central 70 FY 2024-25 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Rein  Tolling Equity Program Administration  Tolling Backoffice System and Software Development  HB-22-1074 Implementation and Backoffice Costs  Corridor Communications and Outreach  Total Central 70 FY 2024-25 Available Revenue & Funds  Total Staff Tremaining Balance  Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees  Mountain Rail  FFPR-Nothwest Corridor  Winter Park Ski Train Expansion  RRFL Lear Financing  CTIO Deliverables	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000	\$ (275,000 \$ (275,000 \$ (5,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (2,500,000 \$ (2,250,000 \$ (2,250,000	\$ 500,000 \$ 250,000 \$ 9,240,000 \$ 27,290,000 \$ 27,294,000 \$ 27,290,000 \$ 5 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (6,400,000) \$ (6,400,000) \$ (6,400,000) \$ (14,261,968) \$ (14,261,968) \$ (14,261,968) \$ (15,000) \$ (230,000) \$ (230,000) \$ (2,250,000) \$ (2,250,000) \$ (2,250,000)
114 115 116 117 118 119 120 121 122 123 126 127 128 129 130 131 132 133 134 137 138 139 140 141 141 143 144 145 146 147 148 149	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties  Total Central 70 FY 2024-25 Available Revenue & Funds  Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations  Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings  Total SB184 FY 2024-25 Available Revenue & Funds  First Allocations  CTIO and CDOT Staff Time Attorney General Fiese Mountain Rail FRPR-Northwest Corridor Winter Park 8xi Train Expansion RRIF Loan Filmancing CTIO Deliverables Legal Support for Overal 148 Implementation	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000 \$ (275,000 \$ (5,000 \$ (1,607,000 \$ (1,607,000 \$ (13,675,268 \$ 13,614,732 \$ (2,250,000 \$ (1,300,000 \$ (2,250,000 \$ (2,250,000 \$ (2,250,000 \$ (2,250,000 \$ (1,060,000) \$ (1,000,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (1,667,300) \$ (1,667,300) \$ (1,667,300) \$ (1,261,368) \$ (1,500,000) \$ (1,261,368) \$ (1,500,000) \$ (1,261,368) \$ (1,000,000) \$ (2,250,000) \$ (2,250,000) \$ (2,250,000) \$ (2,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (2,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000) \$ (1,300,000)
114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 130 131 131 132 133 134 135 136 137 140 141 142 143 144 145 146 147 147	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Cro	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,294,784 \$ 500,000 \$ 28,394,784	\$ (275,000 \$ (275,000 \$ (5,000 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (1,667,300 \$ (2,500,000 \$ (2,250,000 \$ (2,250,000	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (1,500,000) \$ (6,400,000) \$ (6,400,000) \$ (6,400,000) \$ (14,261,968) \$ (14,261,968) \$ (13,028,032) \$ (15,000,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (275,000) \$ (2,250,000) \$ (2,250,000) \$ (2,250,000) \$ (2,250,000)
114 115 116 117 118 119 120 121 122 123 126 127 128 129 130 131 131 133 134 135 137 138 139 140 141 141 142 143 144 145 146 147 148 149 150	Central 70 (Cost Center T8660-536) Fiscal Year Funds and Revenue  Tolling Revenue Interest Earnings Transponder Revenue  CDOT Payment for Project Administration per Approved IVA HB-22-1074 Safety Enforcement Civil Penalties Total Central 70 FY 2024-25 Available Revenue & Funds Fiscal Year Allocations  CTIO and CDOT Staff Time Attorney General Fees General Reimbursable Expenses and Toll Processing Costs Routine Maintenance Operations  Tolling Equity Program Administration Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs Corridor Communications and Outreach Total Central 70 FY 2024-25 Allocations  Remaining Balance Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536) Fiscal Year Funds and Revenue  Congestion Impact Fee Interest Earnings Total SB184 FY 2024-25 Available Revenue & Funds Firen Attorney General Fees Mountain Rail FRPR- Northwest Corridor Winter Park 8tki Train Expansion RRIF Loan Financing CTIO Jenseling Balance Legal Support for Overall 4184 Implementation Total SB184 FY 2024-25 Allocations  Remaining Balance Total SB184 FY 2024-25 Allocations	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ 3,431,738.00  \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (11,500,000) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,673,268)	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000) \$ (275,000) \$ (333,000) \$ (41,500,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,600,000) \$ (45,000,000) \$ (22,500,000) \$ (23,000,000) \$ (23,000,000) \$ (7,915,000) \$ (7,915,000)
114 115 116 117 118 119 120 121 122 123 126 127 128 129 130 131 131 133 134 135 137 138 139 140 141 141 142 143 144 145 146 147 148 149 150	Remaining Balance  Central 70 (Cost Center T8660-536)  Fiscal Year Funds and Revenue  Tolling Revenue  Interest Earnings Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Fiscal Year Allocations  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Croper Support Surfact Transportation Infristructure Development (Cost Center T8TRN-536)  Cro	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ 3,431,738.00  \$ (275,000) \$ (5,000) \$ (1,500,000) \$ (11,500,000) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,675,268) \$ (13,673,268)	\$ 500,000 \$ 250,000 \$ 800,000 \$ 9,240,000 \$ 27,290,000 \$ 27,894,784 \$ 500,000 \$ 28,394,784	\$ (275,000) \$ (275,000) \$ (275,000) \$ (330,000) \$ (1,500,000) \$ (6,400,000) \$ (14,261,968) \$ (13,028,032) \$ (275,000) \$ (14,261,968) \$ (15,000) \$ (14,261,968) \$ (15,000) \$ (14,261,968) \$ (15,000) \$



### Colorado Transportation Investment Office Memorandum

To: CTIO Board of Directors

From: Toni Wines, Enterprise Accountant

Date: February 19, 2025

Subject: Second quarter budget to actual for Fiscal Year 2024-25

#### Purpose:

To present the Colorado Transportation Investment Office (CTIO)<sup>1</sup> second quarter budget to actual for Fiscal Year 2024-25 and an overall of CTIO's financial transactions for fund 536 and fund 537.

#### Requested Action:

The purpose of the memo is informational only.

#### **Background:**

Staff provides quarterly updates on financial transactions for CTIO's funds 536 and 537. The current allocations reflected for the specific line items include amounts approved by the Board for Fiscal Year 2024-25, as well as amounts that were eligible to roll forward from Fiscal Year 2023-24 into the current fiscal year.

If there are any questions, please contact Toni Wines at toni.wines@state.co.us.

#### **Attachments:**

- Attachment A (CTIO Budget to Actual Fund 536-Q2)
- Attachment B (CTIO Budget to Actual Fund 537-Q2)

<sup>&</sup>lt;sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

Attachment A: (CTIO Budget to Actual Fund 536-Q2)

	Fiscal Year 2024-25 Final Annua Statewide Transportation Enterprise Sp							
Line Item		Final Revenues	4	Final Allocations	Total Quarter 1	Total Quarter 2		Remaining
1	US 36 Express Lanes (Cost Center T8620-536)							
2	Fiscal Year Revenues							
3	Annual Concessionaire Management Fee	\$ 500,000	\$	500,000	\$ 544,675	\$ -	\$	(44,675)
4	Interest Earnings	15,000		350,000	192,761	187,533		(30,294)
5 6	Total US 36 FY 2024-25 Available Revenue FY FY 2024-25 Roll Forward Budget	\$ 515,000 \$ -	\$	850,000	\$ 737,436	\$ 187,533	\$	(74,969)
7	Total Available FY 2023-24 Budget	\$ 515,000	\$	5,829,641 6,679,641				
8	Fiscal Year Allocations	<b>V</b> 0.0,000	_	0,070,077				
9	CTIO and CDOT Staff Time		\$	34,000	\$ 1,649	\$ 563	\$	31,789
10	Project Oversight			966,736	28,383	79,636		858,718
11	Annual Audit			1,000	-	-		1,000
12	Attorney General Fees			5,000	-	-		5,000
14 15	Total US 36 FY FY 2024-25 Allocations	\$ -	\$	1,006,736	\$ 30,032	\$ 80,198	\$	896,506
16	Remaining Balance		\$	5,672,905				
17	US36 to Fort Collins (Cost Center T8630-536)							
18	Fiscal Year Revenues							
19	Segment 2	\$ 12,488,357	\$	12,488,357	\$ 3,965,858	\$ 3,604,697	\$	4,917,802
20	Segment 3	8,649,000		8,649,000	2,060,153	1,881,730		4,707,118
21	Segment 6/7/8	16,504,000		16,504,000	-	-		16,504,000
23	Transponder Revenue	650,000		650,000	100,516	117,941		431,543
24	Interest Earnings	250,000	_	800,000	754,783	613,867		(568,651)
25	HB-22-1074 Safety Enforcement Civil Penalties	8,770,000		13,440,884	4,836,410	3,082,014		5,522,460
26 27	Total I-25 North FY 2024-25 Revenue FY 2024-25 Roll Forward Budget	\$ 47,311,357	\$	52,532,241	\$ 11,717,719	\$ 9,300,250	\$	31,514,272
28	Total Available FY 2024-25 Budget	\$ 47,311,357	\$	30,783,468 83,315,709				
29	Fiscal Year Allocations	\$ 47,311,337	φ	03,313,703				
30	CTIO and CDOT Staff Time		\$	300,000	\$ 60,226	\$ 69,582	\$	170,192
31	Attorney General Fees		_	100,000	-	497	Ť	99,503
32	General Reimbursable Expenses and Toll Processing Costs			6,000,000	529,251	1,756,555		3,714,194
33	Sales Tax and Sales Tax Processing Costs			119,000	4,746	26,780		87,474
34	Routine Maintenance			420,000	27,154	27,694		365,152
35	Operations			3,883,601	268,603	173,728		3,441,271
36	Capital Replacement-Tolling Equipment			-	-	-		-
37	Miscellaneous Corridor Studies  Tolling Backoffice System and Software Development			4 540 000	402.074	- 67.700		4 070 224
39	HB-22-1074 Implementation and Backoffice Costs			1,540,000 9,537,000	192,874 2,088,995	67,792 2,809,385		1,279,334 4,638,620
40	Total I-25 North FY 2024-25 Allocations		\$	21,899,601	\$ 3,171,850	\$ 4,932,012	\$	13,795,740
41	Remaining Balance		\$	61,416,108	Ψ 0,171,000	4,302,012	Ÿ	10,130,140
42	Monument to Castle Rock (the GAP) (Cost Center T865)	5-536)	Ť	,,				
43	Fiscal Year Revenues & Funds							
44	Tolling Revenue	\$ 4,438,062	\$	4,438,062	\$ 3,864,554	\$ 3,349,909	\$	(2,776,401)
45	Transponder Revenue	250,000		250,000	100,516	117,941		31,543
46	Interest Earnings	60,000		200,000	832,198	45,761		(677,960)
47	HB-22-1074 Safety Enforcement Civil Penalties	\$ 4,748,062	•	4,683,235		-	•	- (0.400.047)
49	Total GAP FY 2024-25 Revenue FY 2024-25 Roll Forward Budget	\$ 4,748,062	\$	9,571,297 1,776,260	\$ 4,797,268	\$ 3,513,611	\$	(3,422,817)
50	Total Available FY 2024-25 Budget			11,347,557				
51	Fiscal Year Allocations		,	,,				
52	CTIO and CDOT Staff Time		\$	300,000	\$ 40,276	\$ 43,456	\$	216,268
53	Attorney General Fees			5,000	-	497		4,503
54	General Reimbursable Expenses and Toll Processing Costs			1,767,730	161,703	408,901		1,197,126
55	Sales Tax and Sales Tax Processing Costs			44,000	9,197	26,780		8,023
56	Routine Maintenance		-	456,000	(8,036)	4,180		459,856
57 58	Operations  Capital Replacement-Tolling Equipment Reserve		-	465,480	17,218	378,013		70,248
59	Tolling Backoffice System and Software Development		$\vdash$	216,000	-	25,881		190,119
-	HB-22-1074 Implementation and Backoffice Costs			3,440,000	-	53,514		3,386,487
60			¢	6,694,210	\$ 220,358	\$ 941,222	\$	5,532,629
60	Total GAP FY 2024-25 Allocations		Ψ					,,
	Total GAP FY 2024-25 Allocations Remaining Balance		\$	2,877,087			_	
61 62 63	Remaining Balance Burnham Yard (Cost Center T8600-536)		\$	2,877,087				
61 62 63 64	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds							
61 62 63 64 65	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA	\$ 1,748,978	\$ \$	1,748,978	\$ -	\$ -	\$	1,748,978
61 62 63 64 65 66	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest)	2,189,719		1,748,978 2,189,719	-	-	-	2,189,719.00
61 62 63 64 65 66 67	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA			1,748,978	\$ - - 20,552	-	-	
61 62 63 64 65 66 67	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds	2,189,719		1,748,978 2,189,719	-	-	-	2,189,719.00
61 62 63 64 65 66 67 68	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b>	20,552	39,046		2,189,719.00 90,401.30
61 62 63 64 65 66 67 68 69	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget	2,189,719 50,000		1,748,978 2,189,719 150,000	20,552	39,046		2,189,719.00 90,401.30
61 62 63 64 65 66 67 68 69 70	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA  Proceeds for Debt Service (Capitalized Interest) Interest Earnings  Total Burnham Yard FY 2024-25 Available Revenue and Funds  FY 2024-25 Roll Forward Budget  Total Available FY 2024-25 Budget Fiscal Year Allocations	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b>	20,552 \$ 20,552	39,046 \$ 39,046	\$	2,189,719.00 90,401.30 <b>4,029,098</b>
61 62 63 64 65 66 67 68 69 70 71	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget Fiscal Year Allocations Eligible Property Expenditures for Planning Activities	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b> <b>4,088,697</b> 386,077	20,552	39,046 \$ 39,046 \$ 21,597		2,189,719.00 90,401.30 <b>4,029,098</b> 354,147
61 62 63 64 65 66 67 68 69 70 71 72	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA  Proceeds for Debt Service (Capitalized Interest)  Interest Earnings  Total Burnham Yard FY 2024-25 Available Revenue and Funds  FY 2024-25 Roll Forward Budget  Total Available FY 2024-25 Budget  Fiscal Year Allocations  Eligible Property Expenditures for Planning Activities  Historic Buidling Preservation and Repair	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b> <b>4,088,697</b> 386,077 135,891	20,552 \$ 20,552 \$ 10,332	\$ 39,046 \$ 39,046 \$ 21,597	\$	2,189,719.00 90,401.30 <b>4,029,098</b> 354,147 125,537
61 62 63 64 65 66 67 68 69 70 71	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget Fiscal Year Allocations Eligible Property Expenditures for Planning Activities	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b> <b>4,088,697</b> 386,077 135,891 548,350	\$ 20,552 \$ 10,332 50,891	39,046 \$ 39,046 \$ 21,597	\$	2,189,719.00 90,401.30 <b>4,029,098</b> 354,147 125,537 400,461
61 62 63 64 65 66 67 68 69 70 71 72 73	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget Fiscal Year Allocations Eligible Property Expenditures for Planning Activities Historic Buidling Preservation and Repair	2,189,719 50,000	\$	1,748,978 2,189,719 150,000 <b>4,088,697</b> <b>4,088,697</b> 386,077 135,891	20,552 \$ 20,552 \$ 10,332	\$ 39,046 \$ 39,046 \$ 21,597 10,354 96,997	\$	2,189,719.00 90,401.30 <b>4,029,098</b> 354,147 125,537
61 62 63 64 65 66 67 68 69 70 71 72 73 74	Remaining Balance Burnham Yard (Cost Center T8600-536) Fiscal Year Revenues & Funds  CDOT Payment for Project Expenses per IAA Proceeds for Debt Service (Capitalized Interest) Interest Earnings Total Burnham Yard FY 2024-25 Available Revenue and Funds FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget Fiscal Year Allocations Eligible Property Expenditures for Planning Activities Historic Building Preservation and Repair Security Services FY2024-25 Debt Service	2,189,719 50,000	\$ \$ \$	1,748,978 2,189,719 150,000 4,088,697 4,088,697 386,077 135,891 548,350 1,094,859	\$ 20,552 \$ 20,552 \$ 10,332 \$ 50,891 (91,238)	\$ 39,046 \$ 39,046 \$ 21,597 10,354 96,997	\$	2,189,719.00 90,401.30 <b>4,029,098</b> 354,147 125,537 400,461 1,186,097

78	I-70 West Mountain Express Lanes (MEXL)										
79 80	MEXL Eastbound and Westbound (Cost Center T8640-53 Fiscal Year Revenues & Funds	6)									
81	Tolling Revenue	\$	6,254,260	\$	6,254,260	\$	1,614,437	\$	777,122	\$	3,862,702
82	Interest Earnings	_	120,000	Ť	175,000	Ť	18,122	_	43,894	Ψ	112,983
83	HB-22-1074 Safety Enforcement Civil Penalties		3,286,853		1,495,037		955,731		439,193		100,114
84	Total I-70 MEXL FY 2024-25 Revenue	-	9,661,113	\$	7,924,297	\$	2,588,290	\$	1,260,209	\$	4,075,799
85 86	FY 2024-25 Roll Forward Budget Total AvailableFY 2024-25 Budget	\$	-	\$	9,638,601 17,562,898						
87	Fiscal Year Allocations			Ÿ	17,302,030						
88	MEXL Loan Payment			\$	611,222	\$	105,474	\$	-	\$	505,748
89	CTIO and CDOT Staff Time				300,000		54,606		61,102		184,292
90	Attorney General Fees				5,000		-		497		4,503
91 92	General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance				517,800 260,920		70,661		134,453		312,687 263,920
93	Operations				995,480		39,734		180.322		775,425
94	Capital Replacement-Tolling Equipment				-		-		-		-
95	Loan Expenses (Note Registrar, Refinancing)				75,000		-		15,000		60,000
96 97	Tolling Backoffice System and Software Development HB-22-1074 Implementation and Backoffice Costs				81,000		53,131		77,288		(49,419)
98	Total I-70 MEXL FY 2024-25 Allocations			\$	1,072,000 <b>3,918,422</b>	\$	388,835 <b>709,441</b>	\$	517,723 <b>986,384</b>	\$	165,442 <b>2,222,597</b>
99	Remaining Balance			\$	4,005,875	,	,		333,331		_,,
100	C-470 Express Lanes (Cost Center T8650-536)										
101	Fiscal Year Funds and Revenue			_		_		_		_	==
102	Tolling Revenue  Draws on Project Reserve Accounts	\$	11,708,511	\$	16,000,000	\$	4,246,319	\$	4,011,281	\$	7,742,400
104	Interest Earnings		100,000		500,000		554,282		457,564		(511,846)
105	HB-22-1074 Safety Enforcement Civil Penalties		3,560,000		9,338,000		4,924,473		3,353,780		1,059,747
106	Total C-470 FY 2024-25 Available Funds	-	15,368,511	\$	25,838,000	\$	9,725,074	\$	7,822,624	\$	8,290,301
107	FY 2024-25 Roll Forward Budget	_	45,000,544	\$	7,880,213						
108	Total Available FY 2024-25 Budget Fiscal Year Allocations	\$	15,368,511	\$	33,718,213						
110	Bond Debt Service			\$	10,053,204	\$	-	\$	-	\$	10,053,204
111	CTIO and CDOT Staff Time				30,000		50,145		55,270		(75,415)
112	Attorney General Fees				10,000		-		497		9,503
113	General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance				3,240,000 420,610		189,187 12,073		683,866		2,366,947 406,422
115	Operations				1,500,000		215,646		2,115 100,121		1,184,232
116	Debt Monitoring and Surveillance Fees				150,000		2,294		28,083		119,623
117	Tolling Backoffice System and Software Development				280,024		93,649		982,128		(795,753)
118	HB-22-1074 Implementation and Backoffice Costs				6,470,000		2,070,092		1,828,018	_	2,571,891
119	Total C-470 FY 2024-25 Allocations Remaining Balance			\$	22,153,838 11,564,375	\$	2,633,086	\$	3,680,098	\$	15,840,654
121	Central 70 (Cost Center T8660-536)			Ť	11,001,010						
122	Fiscal Year Funds and Revenue										
123	Tolling Revenue	\$	11,816,400	\$	16,500,000	\$	6,718,658	\$	5,668,728	\$	4,112,615
124	Interest Earnings Transponder Revenue		150,000 250,000		500,000 250,000		46,500 100,516		79,689 117,941		373,811 31,543
126	CDOT Payment for Project Administration per Approved IAA		800,000		800,000		-		166,803		633,197
127	HB-22-1074 Safety Enforcement Civil Penalties		3,560,000		9,240,000		-		-		9,240,000
128	Total Central 70 FY 2024-25 Available Revenue & Funds	\$	16,576,400	\$	27,290,000	\$	6,865,673	\$	6,033,161	\$	14,391,165
129	FY 2024-25 Roll Forward Budget Total Available FY 2024-25 Budget			\$	6,343,318 33,633,318						
131	Fiscal Year Allocations			\$	33,633,316						
132	CTIO and CDOT Staff Time			\$	275,000	\$	64,869	\$	46,833	\$	163,298
133	Attorney General Fees	L			5,000		-	L	497		4,503
134	General Reimbursable Expenses and Toll Processing Costs  Routine Maintenance				3,330,000		181,195		665,145		2,483,660
136	Routine Maintenance Operations				1,500,000		(7,119) (7,026)		968,674		155,087 538,352
138	Tolling Equity Program Administration				350,000		66,163		72,069		211,768
139	Tolling Backoffice System and Software Development				351,000		-		86,749		264,251
140	HB-22-1074 Implementation and Backoffice Costs  Total Central 70 FY 2024-25 Allocations			•	6,400,000	•	(548)	•	4 000 007	^	6,400,548
142	Remaining Balance			\$	12,358,968 14,931,032	\$	297,535	\$	1,839,967	\$	10,221,466
143	Support Surfact Transportation Infrstructure Developmen	t (C	ost Center	_							
144	Fiscal Year Funds and Revenue										
145 146	Congestion Impact Fee Interest Earnings	\$	11,816,400 150,000	\$	27,894,784 500,000	\$	-	\$	-	\$	27,894,784 500,000
147	Total SB184 FY 2024-25 Available Revenue & Funds	_	11,966,400	\$	28,394,784	\$	_	\$	-	\$	28,394,784
148	Fiscal Year Allocations		, .,								
149	CTIO and CDOT Staff Time			\$	275,000	\$	721	\$	6,959	\$	267,320
150 151	Attorney General Fees  Mountain Rail	$\vdash$			5,000 1,300,000	$\vdash$		$\vdash$	-		5,000 1,300,000
152	FRPR- Northwest Corridor	H			2,250,000		-	H	-		2,250,000
153	Winter Park Ski Train Expansion				2,300,000		-		-		2,300,000
154	RRIF Loan Financing				1,600,000	_	-		-		1,600,000
155 156	CTIO Deliverables  Legal Support for Overall 184 Implementation	-			785,000 1,000,000		-		-		785,000 1,000,000
157	Total SB184 FY 2024-25 Allocations			\$	9,515,000	\$	721	\$	6,959	\$	9,507,320
				_	18,879,784					_	

### Attachment B (CTIO Budget to Actual Fund 537-Q2)

	Fiscal Year 2024-25 Final Annual Budget Allocation Plan for Fund 537							
	Statewide Transportation Ent	erprise Operating Fo	und (C.R.S. 43-4-806	6(4)) 537				
Line Item		Final Revenues	Final Allocations	Total Quarter 1	Total Quarter 2	Remaining		
1	Fiscal Year Revenues							
2	Fee for Service Payment	\$ 4,000,000		\$ -	\$ -			
3	Interest Earnings	50,000		12,728.00	11,410			
4	Reimbursement For Staff Time	30,000		172.43	693			
	CDOT Payment for Floyd Hill IAA	\$ -		-	-			
5	Total FY 2024-25 Revenue	\$ 4,050,000		\$ 12,900	\$ 12,103			
6	FY 2024-25 Roll Forward Budget	\$ 2,867,419		12,000	, ,,,,,,,			
7	Total Available FY 2024-25 Budget							
	Fiscal Year Allocations	, ,						
9	Administrative Cost Center (T8700-537)							
10								
11	Overall Program Operations							
12	CTIO Staff Compensation		\$ 1,060,000	\$ 204,775	\$ 200,380	\$ 654,845		
13	CDOT Staff Charges		100,000	9,710	33,882	56,408		
14	Board Expenses		-	-	-	-		
15	Staff Training and Certifications		10,000	-	-	10,000		
16	Administrative and Office Needs		5,000	1,144	2,409	1,448		
17	Conferences and Industry Memberships		50,000	9,819	13,768	26,413		
18	In and Out of State Travel		25,000	1,622	1,043	22,335		
19	Total Overall Program Operations		\$ 1,250,000	\$ 227,070	\$ 251,481	\$ 771,449		
	Technical Services							
21	Program Management		\$ -	\$ -	\$ -	\$ -		
22	Express Lanes Communications and Public Affairs Support		450,000	26,382	32,013	492,605		
23	Toll Operations Advisor		815,000	4,153	113,536	797,310		
24	Traffic & Revenue Advisor		-	-	-			
25 26	Aconex Document Management System  Total Techincal Services		\$ 1,840,000	\$ 30,536	25,777 <b>\$ 171,326</b>	549,223 <b>\$ 1,839,138</b>		
	Financial Services		\$ 1,840,000	\$ 30,536	\$ 171,326	\$ 1,039,130		
28	Accounting Advisors and Annual Audit		\$ 20,000	\$ -	\$ 2,485	\$ 25,515		
29	Surveillance and Ratings Fees		Ψ 20,000	-	ψ 2,403	Ψ 25,515		
30	General Financial Advisor		50,000	_	_	56,000		
31	Total Financial Services		\$ 70,000	\$ -	\$ 2,485	\$ 81,515		
32	Legal Services		, ,,,,,,	-	,,			
33	Outside Legal Services		\$ 325,000	\$ 119,760	\$ 131,903	\$ 648,337		
34	Attorney General Fees		165,000	165,801	208,682	(209,483)		
35	Total Legal Services		\$ 490,000	\$ 285,561	\$ 340,585	\$ 438,854		
36	Strategic Project Development							
37	Transportation Infrastructure and P3 Advisor		\$ -	\$ 91,523	\$ 203,062	\$ 150,415		
38	Strategic Partnerships and CDOT Project Support		400,000	364.25	156,821	\$ 775,815		
40	Total Strategic Project Development		\$ 400,000	\$ 91,887	\$ 359,883	\$ 926,230		
41	Total Fund 537 FY 2024-25 Revenue	\$ 4,050,000						
42	Total Fund 537 FY 2024-25 Allocations		\$ 4,050,000					
43	Remaining Budget		\$ -					



### **Transportation Commission Memorandum**

To: Transportation Commission
From: Keith Stefanik, Chief Engineer

Jessica Myklebust, Region 1 Transportation Director

Jeff Sudmeier, Chief Financial Officer Kurt Kionka, Floyd Hill Project Director

Date: February 19, 2025

**Subject:** I-70 Floyd Hill to the Veterans Memorial Tunnels Project Update and Funding Request

#### **Purpose**

To update the Transportation Commission (TC) on the progress of the I-70 Floyd Hill Project and request additional funding to complete the I-70 Floyd Hill Project.

#### **Action**

Approval of Proposed Resolution #9 approving the February Budget Supplement and Proposed Resolution #10 approving the commitment and advancement of additional 10-Year Plan Strategic Project funds to the I-70 Floyd Hill Project.

#### **Project Background**

The I-70 Floyd Hill Project, from west of Evergreen to eastern Idaho Springs, encompasses an eight-mile section of the I-70 Mountain Corridor that acts as an economic gateway for the state of Colorado and the nation. Home to long-time residents, dozens of large and small businesses and tourism traffic, this section of I-70 is in desperate need of improvements. CDOT spent several years studying the corridor, meeting with residents, stakeholders and community leaders, and drafting potential solutions for this corridor and its aging infrastructure, which is long overdue for replacement.

The conceptual design for the I-70 Floyd Hill Project was completed in 2020 and identified two alternatives for the corridor. The alternatives included a canyon viaduct and a tunnel option. Ultimately the tunnel option was screened out due to the high cost and risk. The Environmental Assessment completed in 2021 included a refined version of the canyon viaduct alternative. The Finding of No Significant Impact was signed in January 2023, allowing construction to move forward.

The project goals for the I-70 Floyd Hill Project are:

- Improve safety, mobility, operations and maintenance
- Replace aging infrastructure, reconfigure non-standard interchanges, meet current design standards, reduce emergency response times and improve resiliency
- Foster stakeholder commitment and partnership through CSS process
- Enhance environmental stewardship
- Minimize construction and economic impacts through innovation
- Optimize scope, schedule and budget

The project scope elements and benefits of the I-70 Floyd Hill Project are:

- Add a third westbound I-70 travel lane in this two-lane bottleneck which will be a full-time tolled Express Lane from west of Homestead Road (Exit 247) to Idaho Springs (Exit 241)
- Rebuild bridges, addressing heavy usage and wear and tear
- Construct a missing two-mile section of the frontage road between US 6 and the Hidden Valley/Central City Parkway interchanges, which will improve resiliency and emergency response
- Build an extended on-ramp from US 6 onto eastbound I-70 to give slow-moving vehicles more room to merge
- Improve traffic flow and access at interchanges and intersections
- Improve sight distance and safety by straightening roadway curves
- Improve the Clear Creek Greenway trail
- Implement environmental mitigation to enhance wildlife connectivity, air and water quality, stream conditions and recreation
- Install two permanent air quality monitors

#### **Project Delivery**

CDOT determined that the project scope elements and benefits of the I-70 Floyd Hill Project could be delivered through three early action projects using CDOT's main construction delivery method of Design-Bid-Build (DBB). Below is a summary of the four main projects that deliver the full I-70 Floyd Hill Project:

- I-70 Genesee Wildlife Crossing using DBB (Complete)
- US40 Homestead & CR65 Roundabouts using DBB (Complete)
- El Rancho West Park & Ride using DBB (Substantially Complete)
- I-70 Floyd Hill Project using Construction Manager General Contract (CMGC)
  - Construction Package 1 East Section (Under Construction)
  - Construction Package 2 West Section (Under Construction)
  - Construction Package 3 Access and Grading (Under Construction)
  - Construction Package 4 Central Section (Design Complete)

As indicated above, the three early action projects are complete and successfully delivered. The I-70 Floyd Hill Project began construction in July 2023 and the accomplishments thus far include:

- Highway widening: Crews completed rock scaling and blasting in the Eastern Section of the Project, removing 97,000 tons of material from the hillside above eastbound I-70. Crews began rock scaling and blasting in the Central and West sections of the Project along I-70 between the US 6 interchange and the Veterans Memorial Tunnels in late-2024, completing 17 blasts and removing over 40,000 tons of material.
- Drainage and retaining wall installation: Crews installed 5,600 linear feet of drainage pipe and built retaining walls reinforced with 73,000 square feet of shotcrete, which helps maintain the corridor aesthetic with a natural-looking finish.
- Wildlife safety: Crews implemented a wildlife mitigation system, which included 2 miles of deer fencing in both directions of I-70 between Soda Creek and Homestead roads, accompanied by seven escape ramps and deer guard on County Road 65. This work complements the recently completed I-70 Floyd Hill Early Project, which built a wildlife underpass at I-70 and Genesee, and is expected to decrease wildlife vehicle collisions by 90%.
- New pavement: Crews used 17,900 tons of asphalt to construct 5.5 lane miles of permanent roadway between Idaho Springs (Exit 241) and CR 65 (Exit 248).
   Motorists are now driving on permanent pavement on eastbound I-70 between US 6 and CR 65.
- Multimodal support: The Project implemented an on-demand, daily courtesy shuttle from April through September, providing 650 trips to help multimodal users navigate the ongoing one-mile Clear Creek Greenway Trail closure between US 6 and the Hidden Valley interchange.
- Local economy boost: Over 1,000 field employees have contributed to more than 271,000 work hours to the Project. Kraemer North America currently has 158 subcontractors, with 148 being Colorado businesses and 82 certified as disadvantaged business enterprises, which are for-profit businesses that are majority-owned by socially or economically disadvantaged individuals. Nearly 100 suppliers support the Project.

#### **Project Cost**

The estimated cost for the I-70 Floyd Hill Project shown in the 10-Year Plan is \$700 million and was based upon the conceptual design and 2020 construction pricing. In 2022 CDOT was awarded a \$100 million INFRA Grant, increasing available project funding to \$800 million. As the design of the project progressed, more detail became known, including changes to design standards and new requirements. The Environmental Assessment established design criteria that included assumed reduced

shoulder widths along I-70 where it navigates narrow sections of the Clear Creek canyon. After consultation with FHWA, the project did not move forward with a design exception for reduced shoulder widths. It was ultimately decided that additional shoulder widths are required on the I-70 bridge structures which result in additional cost to the project.

Regarding project costs, the 2020 cost estimate for the I-70 Floyd Hill Project assumed an escalation rate of 2.5% year over year. CDOT tracks construction cost escalation and inflation across CDOT projects on an ongoing basis. CDOT data for the last four years reports an escalation at 3.84% in 2021, 6.18% in 2022, 7.51% in 2023 and 6.75% in 2024. The higher escalation rates account for \$170 million in additional costs to the I-70 Floyd Hill Project when compared to the 2020 cost estimate.

Upon completion of 90% plans and cost reconciliation for the I-70 Floyd Hill Construction Package 4 - Central Section in December 2024, the estimated budget became more clear, resulting in the need for additional funding.

#### **Project Budget Information**

In September 2022, CDOT was awarded a \$100 million grant from the Infrastructure Investment and Jobs Act (IIJA). This is more than CDOT has received through any prior single grant from the U.S. Department of Transportation. The table below provides a summary and comparison of the previously identified funding amounts assumed compared to the current funding need.

Funding Source	Previously Identified Proposed Funding Funding Amount Amount		Funding Difference Amount	
10-Year Plan Strategic Funds*	\$340,000,000 \$380,000,000		\$40,000,000	
Bridge and Tunnel Enterprise**	\$260,000,000	\$300,000,000	\$40,000,000	
CTIO (TIFIA)***	\$100,000,000	\$80,000,000	-\$20,000,000	
USDOT INFRA Grant	\$100,000,000	\$100,000,000	\$0	
HSIP	\$0	\$5,000,000	\$5,000,000	
FASTER Safety Mitigation	\$5,000,000	\$10,000,000	\$5,000,000	
Regional Priority Projects	egional Priority Projects \$0 \$30,000,0		\$30,000,000	
Total	\$805,000,000	\$905,000,000	\$100,000,000	

<sup>\*</sup>TC approval request via Proposed Resolutions 9 and 10 at February 2025 meeting

<sup>\*\*</sup>Eligible funding to be approved by BTE Board in a future action

<sup>\*\*\*</sup>CTIO funding subject to final approval from CTIO Board and completion of successful financing

The above table identifies \$100 million in additional funding sources and amounts required to complete the I-70 Floyd Hill Project and are detailed below:

- An additional \$40 million of strategic funds are needed to meet the estimated project cost as indicated in the first line of the above table. To accomplish this, Region 1 is proposing to reallocate \$10 million from the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue Project (FY19-FY26 10-Yr Plan period) to the I-70 West: Floyd Hill Project. Region 1 also proposes to advance \$30 million from the FY27+ 10-YR Plan period to the FY19-FY26 period by reallocating \$15 million from the FY27+ period from the I-70 and Kipling Street Interchange and \$15 million from the FY 27+ period from the I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel project to the I-70 West: Floyd Hill project in the FY19-FY26 10-YR Plan period.
- The Bridge and Tunnel Enterprise (BTE) eligible costs have also increased by approximately \$40 million through the development of the design for the project, thus the increase in BTE contribution to this Project.
- Further information regarding the financing potential for the project resulted in a revised estimated value from TIFIA of \$80 million, which is \$20 million less than originally anticipated. The reduction in the assumed TIFIA amount was primarily related to the conflict between the the current 2035 operational end date of the Mountain Express Lanes and the thirty year term of the loan CTIO has been pursuing.
- Region 1 has identified \$30 million of Regional Priority Projects (RPP) pool funding that was unprogrammed.
- Region 1 has identified \$5 million HSIP funding and \$5 million FASTER Safety Mitigation funding which are unprogrammed funds that were recently returned to the pool from savings on previously completed projects.

#### **Next Steps**

CDOT requests the Transportation Commission's approval to reallocate \$10 million in strategic funding from the FY 19-26 Period (via Proposed Resolution #9 - February 2025 Budget Supplement) and advance \$30 million in strategic funding from Planned Fiscal Years 27+ Period to the FY19-26 Period for the Floyd Hill Project (via Proposed Resolution #10 - Reallocating and Advancing 10-Year Plan Strategic Funding).

This reallocation/advancement of 10 Year Plan Funds combined with \$40 million of available Region 1 pool funds will allow the final construction package for the Floyd Hill Project to be negotiated in March 2025 and remain on schedule to begin in summer 2025.

#### **Attachments**

Attachment A: Floyd Hill Presentation





# I-70 Floyd Hill Project Update

**Department of Transportation** 

February 19, 2025



# I-70 Floyd Hill Project Status

# Why are we here today?

- Give an update on Project progress
- To secure funding to deliver final package of I-70 Floyd Hill Project

## **Project Update**

- Under construction since July 2023, approximately 18 months
- Three construction packages are underway
- I-70 will be in final alignment based on current design in late 2028
  - Eastbound I-70 = End of 2027
  - Westbound I-70 = End of 2028
  - Project fully complete = 2029



# Construction Map & Timeline

## **East Section**

Starts: July 2023

Ends: Summer 2026

## **Central Section**

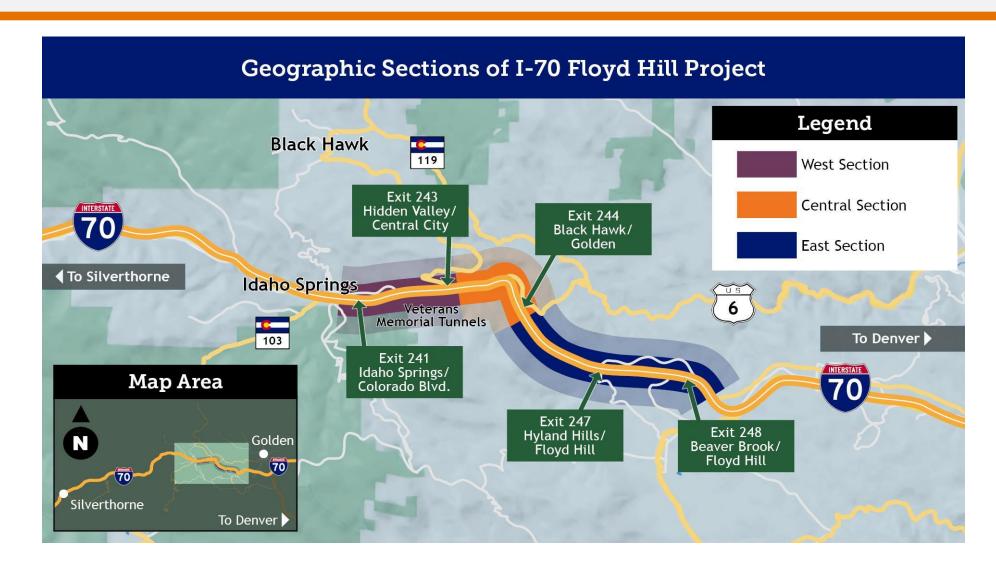
Starts: March 2024

**Ends: Mid 2029** 

## **West Section**

Starts: Fall 2023

Ends: Fall 2027





#### Project Improvement benefit include:

- Travel time reliability by adding a third westbound I-70 travel lane, which will be a full-time, tolled Express Lane between Homestead Rd. (Exit 247) and Idaho Springs (Exit 241)
- Emergency response and resiliency by constructing a missing two-mile section of frontage road between US 6 and Hidden Valley/Central City Parkway
- Merge conditions and traffic flow by extending the on-ramp from US 6 onto eastbound I-70
- Traffic flow and access at interchanges and intersections
- Safety by addressing sight distance and straightening roadway curves
- Clear Creek Greenway trail to benefit multi-modal transportation and recreation

### Other Project Benefits:

- Enhance wildlife connectivity, air and water quality, stream conditions and recreation
- Install two permanent air quality monitors





# Design Renderings of Final Project

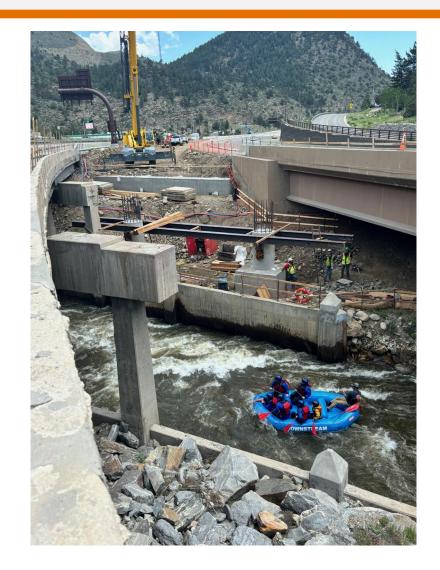






# **Project Achievements**

- Completed rock scaling and blasting in the East Section of the Project
- Began rock scaling and blasting in the Central and West sections of the Project, completing 17 blasts
- Installed 5,600 linear feet of drainage pipe
- Built retaining walls reinforced with 73,000 square feet of shotcrete
- Installed two miles of deer fencing in both directions, seven wildlife escape ramps and a deer guard on County Road 65
- Constructed 5.5 lane miles of permanent roadway between Idaho
   Springs (Exit 241) and CR 65 (Exit 248)
- Implemented an on-demand, daily courtesy shuttle from April through September, providing 650 trips to help multimodal users navigate the ongoing one-mile Clear Creek Greenway Trail closure





# 2024 Construction Activities









# I-70 & Genesee Wildlife Underpass

Completed: June 2024

Cost: \$14 million

# US 40 & Floyd Hill Roundabouts

Completed: August 2024

Cost: \$14 million

## I-70 El Rancho Pegasus Shuttle Stop

Completion: February 2025

Cost: \$4 million









- In 2020, estimated project cost was \$700 million based on 20% conceptual design
  - Project received an additional \$100 million in 2022 from a successful USDOT INFRA Grant
- As design progressed from conceptual to final the project details become known
- Since 2020, industry faced cost pressures resulting in rising construction and material costs which directly impacted the I-70 Floyd Hill Project
- Additionally, Project team continuously finding cost savings wherever possible
  - Identified over \$140 million in savings from 30% design
- 2025 cost to deliver as scoped is now \$905 million
- The discussion today is to find a way to fully fund the Project and keep construction moving forward



# I-70 Floyd Hill Project Cost Pressure Examples

Material	*2020 Material Cost	**2023 Material Cost	Percent Increase
Steel	\$1.22 / Lb.	\$2.16 / Lb.	77%
Structural Concrete	\$806 / Yard	\$970 / Yard	20%
Asphalt	\$93 / Ton	\$126 / Ton	35%

<sup>\*</sup> Based on Environmental Assessment, more intense industry cost pressures than expected.

<sup>\*\*</sup> Disturbance in supply chain, labor cost increase above 5% annually to the midpoint of actual expected construction vs. 2.5% expected before 2020.



Operations of the Eastbound and Westbound I-70 Peak Period Shoulder Lanes (or MEXL Lanes) is governed by a 3-Party Memorandum of Understanding (MOU) between FHWA, CDOT and CTIO.

- The MOU outlines operations limits of the lanes, including a days/hours cap on when the shoulder can be open as a lanes
- The MOU states that the lanes will cease operation by 2035 unless modified by a different project
- CTIO's financing capacity assumes that both Eastbound and Westbound MEXL revenue plus the future revenue generated from the Floyd Hill lane are available to secure a 30 year federal loan infrastructure loan
- The current 2035 end date creates a conflict with the 30 year term of the loan CTIO is pursuing for the project
- CTIO is assessing impacts to the financing schedule
- CTIO is updating its traffic and revenue modeling to refine its estimated project contribution
- Currently assuming \$80 million in financing





Funding Source	Previously Identified Funding Amount	Proposed Funding Amount	Funding Difference Amount
10-Year Plan Strategic Funds*	\$340,000,000	\$380,000,000	\$40,000,000
Bridge and Tunnel Enterprise**	\$260,000,000	\$300,000,000	\$40,000,000
CTIO (TIFIA)***	\$100,000,000 \$80,000,000		-\$20,000,000
USDOT INFRA Grant	\$100,000,000	\$100,000,000	\$0
HSIP	\$0	\$5,000,000	\$5,000,000
FASTER Safety Mitigation	\$5,000,000	\$10,000,000	\$5,000,000
Regional Priority Projects	\$0	\$30,000,000	\$30,000,000
Total	\$805,000,000	\$905,000,000	\$100,000,000

<sup>\*</sup>TC approval request via Proposed Resolutions 9 and 10 at February 2025 meeting

<sup>\*\*</sup>Eligible funding to be approved by BTE Board in a future action

<sup>\*\*\*</sup>CTIO funding subject to final approval from CTIO Board and completion of successful financing



# Recommended Solution for 10 Year Plan Funding

Region 1 10-YR Plan Project	Current Fiscal Year (FY) FY19 to FY26 Period	Reallocation / Advancement of Funds to FY19 to FY26 Period	Revised FY19 to FY26 Period	Current FY27+ Period	Reallocation Of Funds to FY27+ Period	Revised FY27+ Period
I-70 West: Floyd Hill	\$ 340,000,000	\$ 40,000,000	\$ 380,000,000	\$0	No Change	\$0
I-25 Interchange Reconstruction at Speer Boulevard and 23 <sup>rd</sup> Avenue	\$ 15,000,000	\$ (10,000,000)	\$ 5,000,000	\$0	\$ 10,000,000	\$ 10,000,000
I-70 and Kipling Street Interchange	\$ 2,500,000	No Change	\$ 2,500,000	\$ 27,500,000	\$ (15,000,000)	\$ 12,500,000
I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	\$ 2,500,000	No Change	\$ 2,500,000	\$ 25,000,000	\$ (15,000,000)	\$ 10,000,000