

## Resolution HPTE #499

Approval of the First Amendment to the FY 2026-27 Final Budget Allocation Plan

**Approved by the HPTE Board of Directors on June 17, 2026.**

WHEREAS, the Colorado General Assembly created the High Performance Transportation Enterprise (HPTE)<sup>1</sup> in C.R.S. 43-4-806 as a government-owned business within the Colorado Department of Transportation (“CDOT”) for the business purpose of accelerating critical surface transportation infrastructure projects; 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 are 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)(I), C.R.S., the HPTE Board of Directors (the “Board”) is empowered to set and adopt, on an annual basis, a budget for the HPTE; and

WHEREAS, pursuant to Section 43-4-806(6)(I), C.R.S., the HPTE Board of Directors previously adopted annual budgets for fiscal year 2026-27 for Fund 536 and Fund 537 by resolution on March 18, 2026; and

WHEREAS, the need has now arisen to amend the budgets for fiscal year 2026-27 for Fund 536 and/or Fund 537 (the “First 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; and

WHEREAS, the amendment includes a reduction to the total cost of the Central Services Cost Allocation Plan of \$53,362; and

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<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 amendment includes a request for approval of the total cost estimate for a Level 1 traffic and revenue study of I-25 through El Paso County which was requested by the Pikes Peak Area Council of Governments; and

WHEREAS, the amendment includes a request for approval of the total cost estimate for the second-year sponsorship of the courtesy patrol vehicles that operate in the Mountain Express Lanes Corridor of \$463,500; and

WHEREAS, the amendment includes a request for approval of the total cost estimate for the Mountain Rail Granby layover facility of \$17,757,587 million; and

WHEREAS, the amendment includes the initial costs for Joint Service funded by CTIO Congestion Impact Fee revenues totaling \$3.83 million included in the Term Sheet with BNSF Railroad approved during the April 28, 2026, board meeting.

NOW THEREFORE BE IT RESOLVED, the amended fiscal year 2026-27 budget set forth in this First Amendment for Fund 536, reflecting a reduction in costs related to the Central Services Cost Allocation Plan, additional costs related to a Level 1 traffic and revenue study of I-25 through El Paso County, additional costs related to year two sponsorship of the courtesy patrol vehicles in the Mountain Express Lanes Corridor, additional costs related to the Mountain Rail Granby layover facility, and additional costs related to the initial design of Joint Service, is attached hereto as Exhibit A and is hereby approved and adopted by the HPTE Board of Directors.

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Simon Logan, Secretary  
HPTE Board of Directors

**Exhibit A**  
**Amended (First Amendment) FY 2026-27 Fund 536 Budget**

Colorado Transportation Investment Office		
Statewide Transportation Enterprise Special Revenue Fund 536 C.R.S. §43-4-806 (3)(a)		
Fiscal Year 2026-27 Final Allocation Plan & Annual Budget 6/17/26		
Line	US 36 Express Lanes Revenues	FY2026-27 Available Revenue
1	Annual Concessionaire Management Fee	\$ 560,000
2	Interest Earnings	\$ 700,000
3	FY2025-26 Estimated Roll Forward	\$ 7,372,485
4	<b>Total Estimated Revenue</b>	<b>\$ 8,632,485</b>
Line	US 36 Express Lanes Allocations	FY2026-27 Available Budget
5	<b>Administrative &amp; Operating Activities</b>	<b>\$ 8,632,485</b>
6	CTIO and CDOT Staff Time	\$ 25,000
7	Project Oversight	\$ 500,000
8	Annual Audit	\$ 1,000
9	Attorney General Fees	\$ 5,000
10	Restricted for Corridor Administrative and Operating Uses	\$ 8,101,485
11	<b>Total Unallocated Balance</b>	<b>\$ -</b>
Line	I-25 North US 36 to Fort Collins Express Lanes Revenues	FY2026-27 Available Revenue
12	Segment 2	\$ 22,918,640
13	Segment 3	\$ 13,138,157
14	Segments 6, 7, & 8	\$ 30,055,025
15	Transponder Revenue	\$ 500,000
16	Interest Earnings	\$ 4,000,000
17	Safety and Toll Enforcement Civil Penalties	\$ 21,945,260
18	FY2025-26 Estimated Roll Forward	\$ 74,855,722
19	<b>Total Estimated Revenue</b>	<b>\$ 167,412,804</b>
Line	I-25 North US 36 to Fort Collins Express Lanes Allocations	FY2026-27 Available Budget
20	<b>Administrative &amp; Operating Activities</b>	<b>\$ 9,704,919</b>
21	CTIO and CDOT Staff Compensation	\$ 425,000
22	Attorney General Fees	\$ 150,000
23	Toll Processing Costs	\$ 6,940,000
24	Sales Tax and Sales Tax Processing Costs	\$ 69,000
25	Tolling Back Office Implementation	\$ 500,000
26	Communications	\$ 100,000
27	<b>Central Services Cost Allocation</b>	<b>\$ 344,459</b>
28	Restricted for Corridor Administrative and Operating Uses	\$ 1,176,460
29	<b>Maintenance &amp; Operations</b>	<b>\$ 19,493,771</b>
30	Safety and Toll Enforcement Program	\$ 12,927,771
31	Roadway Maintenance	\$ 1,266,000
32	Tolling Operations	\$ 2,500,000
33	Maintenance & Operations Reserve Deposits	\$ 2,800,000
34	<b>Capital Construction</b>	<b>\$ 107,348,212</b>
35	I-25 Segment 5 Tolling Equipment and Software	\$ 4,000,000
36	Renewal and Replacement Reserve Deposits	\$ 17,400,000
37	Restricted for Corridor Capital Uses	\$ 85,948,212
38	<b>Debt Service</b>	<b>\$ 30,865,902</b>
39	TIFIA Loan Payment	\$ 18,265,902
40	Debt Monitoring and Surveillance Fees	\$ 100,000
41	Debt Service Reserve Deposits	\$ 12,500,000
42	<b>Total Unallocated Balance</b>	<b>\$ -</b>

Line	I-25 South Monument to Castle Rock Express Lanes Revenues	FY2026-27 Available Revenue
43	Tolling Revenue	\$ 15,490,638
44	Transponder Revenue	\$ 500,000
45	Interest Earnings	\$ 1,500,000
46	Safety and Toll Enforcement Civil Penalties	\$ 5,256,574
47	FY2025-26 Estimated Roll Forward	\$ 12,224,786
48	<b>Total Estimated Revenue</b>	<b>\$ 34,971,998</b>
Line	I-25 South Monument to Castle Rock Express Lanes Allocations	FY2026-27 Available Budget
49	<b>Administrative &amp; Operating Activities</b>	<b>\$ 2,834,678</b>
50	CTIO and CDOT Staff Compensation	\$ 425,000
51	Attorney General Fees	\$ 150,000
52	Toll Processing Costs	\$ 1,501,000
53	Sales Tax and Sales Tax Processing Costs	\$ 69,000
54	Tolling Back Office Implementation	\$ 415,000
55	Communications	\$ 100,000
56	Central Services Cost Allocation	\$ 84,678
57	Pikes Peak Area Council of Governments Feasibility Analysis	\$ 90,000
58	<b>Maintenance &amp; Operations</b>	<b>\$ 6,675,744</b>
59	Safety and Toll Enforcement Program	\$ 3,735,744
60	Routine Maintenance	\$ 640,000
61	Tolling Operations	\$ 2,300,000
62	<b>Capital Construction</b>	<b>\$ 25,461,576</b>
63	Restricted for Corridor Capital Uses	\$ 25,461,576
64	<b>Total Unallocated Balance</b>	<b>\$ -</b>
Line	I-70 Mountain Express Lanes Revenues	FY2026-27 Available Revenue
65	Tolling Revenue	\$ 5,005,350
66	Interest Earnings	\$ 150,000
67	Safety and Toll Enforcement Civil Penalties	\$ 1,215,905
68	FY2025-26 Estimated Roll Forward	\$ 3,804,735
69	<b>Total Estimated Revenue</b>	<b>\$ 10,175,990</b>
Line	I-70 Mountain Express Lanes Allocations	FY2026-27 Available Budget
70	<b>Administrative &amp; Operating Activities</b>	<b>\$ 1,610,817</b>
71	CTIO and CDOT Staff Compensation	\$ 425,000
72	Attorney General Fees	\$ 100,000
73	Toll Processing Costs	\$ 415,600
74	Tolling Back Office Implementation	\$ 83,000
75	Communications	\$ 100,000
76	Central Services Cost Allocation	\$ 23,717
77	Courtesy Patrol Sponsorship	\$ 463,500
78	<b>Maintenance &amp; Operations</b>	<b>\$ 2,735,080</b>
79	Safety and Toll Enforcement Program	\$ 1,065,080
80	Routine Maintenance	\$ 900,000
81	Tolling Operations	\$ 770,000
82	<b>Debt Service</b>	<b>\$ 5,830,093</b>
83	MEXL Loan Payment	\$ 1,222,443
84	Loan Refinancing	\$ 100,000
85	Restricted for Corridor Debt Uses	\$ 4,507,650
86	<b>Total Unallocated Balance</b>	<b>\$ -</b>

Line	C-470 Express Lanes Revenues	FY2026-27 Available Revenue
87	Tolling Revenue	\$ 18,778,960
88	Interest Earnings	\$ 2,000,000
89	Safety and Toll Enforcement Civil Penalties	\$ 8,583,478
90	FY2025-26 Estimated Roll Forward	\$ 23,606,107
91	<b>Total Estimated Revenue</b>	<b>\$ 52,968,545</b>
Line	C-470 Express Lanes Allocations	FY2026-27 Available Budget
92	<b>Administrative &amp; Operating Activities</b>	<b>\$ 9,745,952</b>
93	CTIO and CDOT Staff Compensation	\$ 425,000
94	Attorney General Fees	\$ 150,000
95	Toll Processing Costs	\$ 2,765,000
96	Tolling Back Office Implementation	\$ 165,000
97	Communications	\$ 100,000
98	<b>Central Services Cost Allocation</b>	<b>\$ 109,303</b>
99	Restricted for Corridor Administrative and Operating Uses	\$ 6,031,649
100	<b>Maintenance &amp; Operations</b>	<b>\$ 14,824,078</b>
101	Safety and Toll Enforcement Program	\$ 5,221,078
102	Routine Maintenance	\$ 1,303,000
103	Tolling Operations	\$ 1,500,000
104	Maintenance & Operations Reserve Deposits	\$ 6,800,000
105	<b>Capital Construction</b>	<b>\$ 8,522,314</b>
106	Renewal and Replacement Reserve Deposits	\$ 2,800,000
107	Restricted for Corridor Capital Uses	\$ 5,722,314
108	<b>Debt Service</b>	<b>\$ 19,876,201</b>
109	Bond Issuance	\$ 8,089,750
110	TIFIA Loan	\$ 3,886,451
111	Debt Monitoring and Surveillance Fees	\$ 100,000
112	Debt Service Reserve Deposits	\$ 7,800,000
113	<b>Total Unallocated Balance</b>	<b>\$ -</b>

Line	Central 70 Express Lanes Revenues	FY2026-27 Available Revenue
114	Tolling Revenue	\$ 31,087,366
115	Interest Earnings	\$ 2,500,000
116	Transponder Revenue	\$ 500,000
117	Safety and Toll Enforcement Civil Penalties	\$ 5,667,466
118	FY2025-26 Estimated Roll Forward	\$ 51,497,257
119	<b>Total Estimated Revenues</b>	<b>\$ 91,252,089</b>
Line	Central 70 Express Lanes Allocations	FY2026-27 Available Budget
120	<b>Administrative &amp; Operating Activities</b>	<b>\$ 3,771,990</b>
121	CTIO and CDOT Staff Compensation	\$ 425,000
122	Attorney General Fees	\$ 150,000
123	Toll Processing Costs	\$ 2,380,000
124	Sales Tax and Sales Tax Processing Costs	\$ 69,000
125	Tolling Back Office Implementation	\$ 500,000
126	Communications	\$ 100,000
127	Central Services Cost Allocation	\$ 147,990
128	<b>Maintenance &amp; Operations</b>	<b>\$ 8,037,763</b>
129	Tolling Equity Program Administration	\$ 525,000
130	Safety and Toll Enforcement Program	\$ 4,882,763
131	Routine Maintenance	\$ 900,000
132	Tolling Operations	\$ 1,730,000
133	<b>Capital Construction</b>	<b>\$ 79,442,336</b>
134	Restricted for Corridor Capital Uses	\$ 79,442,336
135	<b>Total Unallocated Balance</b>	<b>\$ -</b>
Line	Support Surface Transportation Infrastructure Development Revenues	FY2026-27 Available Revenue
136	Congestion Impact Fee	\$ 56,545,294
137	Interest Earnings	\$ 3,000,000
138	FY2025-26 Estimated Roll Forward	\$ 63,868,232
139	<b>Total Estimated Revenue</b>	<b>\$ 123,413,526</b>
Line	Support Surface Transportation Infrastructure Development Allocations	FY2026-27 Available Budget
140	<b>Administrative &amp; Operating Activities</b>	<b>\$ 3,971,661</b>
141	CTIO and CDOT Staff Compensation	\$ 200,000
142	Attorney General Fees	\$ 50,000
143	Legal Services	\$ 3,000,000
144	SB24-184 Deliverables	\$ 500,000
145	Central Services Cost Allocation	\$ 221,661
146	<b>Capital Construction</b>	<b>\$ 109,141,865</b>
147	Granby Layover Facility	\$ 17,757,587
148	Joint Service Initial Design	\$ 3,830,000
149	Restricted for Future Rail Capital Projects	\$ 87,554,278
150	<b>Multimodal Services &amp; Mobility Programs</b>	<b>\$ 10,300,000</b>
151	Mountain Rail Implementation	\$ 4,000,000
152	Joint Service Technical Implementation	\$ 4,000,000
153	Winter Park Ski Train Expansion	\$ 2,300,000
154	<b>Total Unallocated Balance</b>	<b>\$ -</b>
<b>Total Fund 536 Available Budget</b>		<b>\$ 488,827,437</b>
<b>Total Fund 536 Allocated Balance</b>		<b>\$ 488,827,437</b>
<b>Total Fund 536 Unallocated Balance</b>		<b>\$ -</b>