



COLORADO
**Transportation
Investment Office**

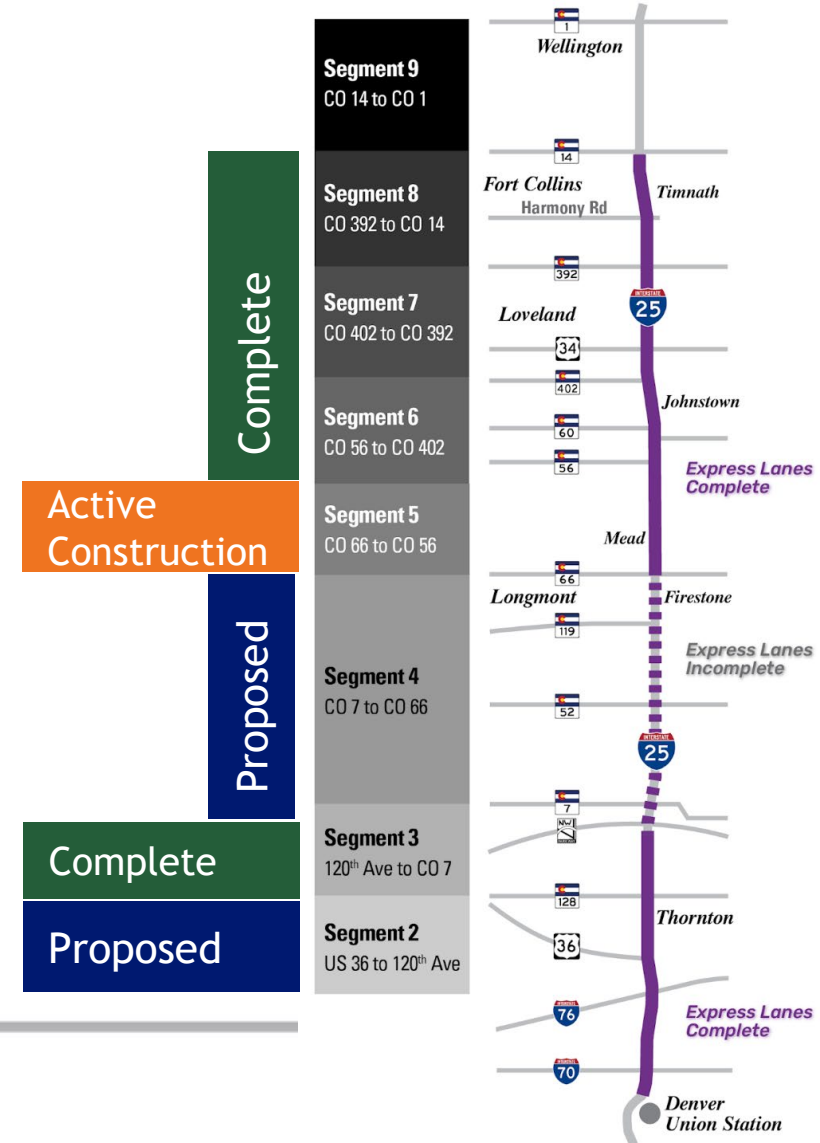
10-Year Plan Project Strategy

March 18, 2025

I-25 Corridor Overview

I-25 Environmental Impact Statement

- Initiated in 2001 - FEIS signed 2011
- Purpose & Need addresses the explosive growth in Northern Colorado, improve the safety of I-25 corridor, replace aging and obsolete infrastructure, and provide users choice through modal alternatives
- Preferred alternative scope limits extended north of Union Station to Wellington and west to US 287 and east to US 85. Included: Express Lanes, Express Bus, General Purpose Lanes, Commuter Bus on US 85, and Commuter Rail
- Express Lane was determined to be built first, generating revenue to fund the preferred alternative
 - 16 miles of Express Lane remaining for 52 miles continuously
- Bustang on the Northline launched in July 2015
- Preferred alternative meets PD14 goals in 2025



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Choice

Financing Strategy to Advance the I-25 Corridor

Building upon CTIO's existing I-25N loan structure with the Build America Bureau (BAB), the TIFIA program offers a ready vehicle for a flexible and low-cost borrowing option.

Option 1: Upsize existing TIFIA loan to maximum eligible amount (if possible)

- Potential to retain existing interest rate (4.26%)
- Utilize higher eligibility threshold (49% compared to prior 33%)

Option 2: Deploy unused capacity of existing \$501m loan, negotiate second loan to maximum eligible amount

- Second loan sized to 49% of total eligible costs for full corridor, including incremental eligibility of projects previously completed or under construction
- Access to existing interest rate for a portion of new project costs (up to \$501m cap); new interest rate applies to borrowing under second loan (above \$501m)

Utilizing TIFIA will balance CTIO's ability to complete existing I-25 projects and maintain flexibility to address other priorities.

Next Steps and Estimated Timeline

- Reach out to Build America Bureau (BAB) & Confirm Approach (4 weeks)
- Conduct T&R analysis (12+ weeks)
- Engage rating agencies and BAB (~6-8 weeks)
- Undergo TIFIA creditworthiness process (36+ weeks)

Eligible Cost Basis for TIFIA Loan Sizing

Prior / Active Projects		Planned Projects	
Scope Element	Eligible Cost (\$m, YOE)	Scope Element	Eligible Cost (\$m, YOE)
2.1	70	2.2	273
3.1, 3.2	138	2.3	95
4.1	27	3P	326
5.1, 5.2	378	4P	405
6.1	297	Total Planned³	\$1,099
7.1, 7.2, 8.1	655		
8.2	4		
Total Prior/Active³	\$1,568		

Combined Eligible Cost	2,668	← BAB policy as of July 2025
Loan Size Cap	x49%	
Max Combined TIFIA Borrowing	1,307	← Existing loan amount
Loan Capacity Utilized	(501)	
Upsized / Second Loan Amount⁵	\$805	← Max additional TIFIA borrowing

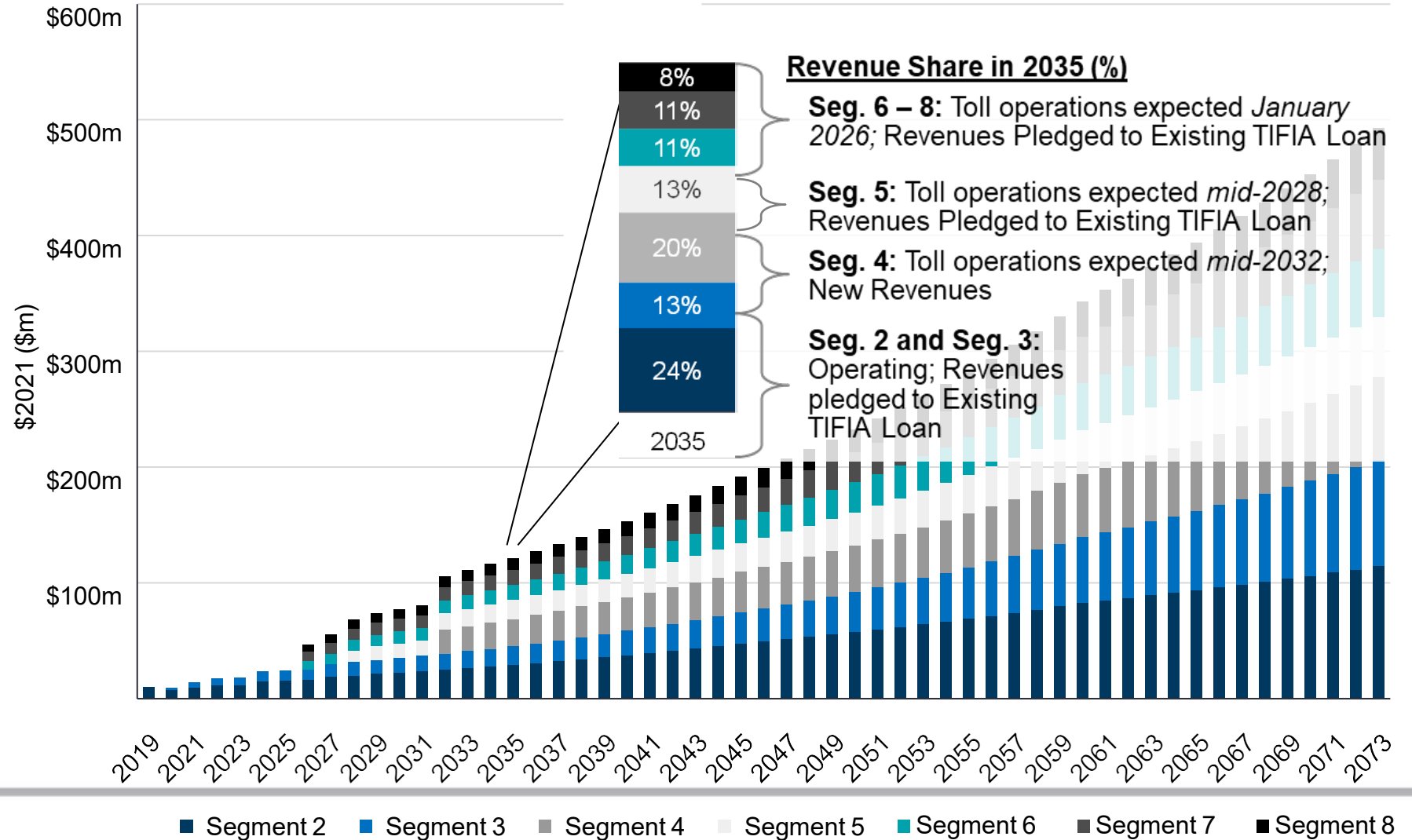
- Maximum TIFIA loan amount determined, in part, as a percentage of eligible project costs.
- Planning, environmental, ROW acquisition, construction, and select financing activities are generally considered eligible costs.⁴
- Cost eligibility can include prior expenditures, subject to BAB and FHWA approval.
- Prior BAB policy limited borrowing to 33% of eligible costs, with certain exceptions; as of July 2025, all loans can be sized to 49%.
- Based on prior and planned expenditures, max TIFIA borrowing amounts to \$1.3b, or 49% of combined eligible costs.
- Of that amount, \$501m has already been borrowed, leaving \$805m of *potential* additional loan capacity (subject to creditworthiness).



Projected Gross Toll Revenue by Segment

Key Takeaways:

- Proposed strategy maintains healthy **coverage ratio for debt of over 2.0x** (rate coverage requirement is 1.25x for current loan).
- Once operational, **Segments 5-8 comprise 43% of expected corridor revenue by 2035**, more than doubling corridor revenues.
- Revenue generated from new segments (3b+4) amounts to **20% of corridor revenue in 2035**, with Segment 4 generating second highest revenue of all segments.
- T&R sensitivity analysis showed the addition of Segments 4 and 5 is expected to **increase revenue from other segments by an average of 12%** over the forecast term.



I-25 Corridor Project Summary

Additional TIFIA borrowing—combined with unused capacity of the current TIFIA loan—could support planned capital expenditures and close the funding gap.

Latest project costs from the 2025 corridor finance plan (amounts in YOE)	Estimated Cost	10-Year Plan Funding	Addl. Funding Required	TIFIA Borrowing (see below)
2.2 – Op. and Safety Improv. from US 36 to 104th Avenue, Mobility hub upgrades	\$272m	\$110m	\$162m	
2.3 – US 36 to CO 128/120 th Ave.	\$95m	\$0m	\$95m	
3P - CO 128/120th to CO 7	\$326m	\$87m	\$239m	
4P - CO 7 to CO 66	\$405m	\$38m	\$367m	
Total Planned	\$1,099m	\$235m	\$863m	

Current Loan Amount	\$501m
Less: Draws for Prior / Active Projects	(\$412m)
Subtotal: Available Capacity from Current Loan	\$89m
Plus: Additional Borrowing Capacity	\$805m
Subtotal: Combined Loan Capacity for Planned Projects	\$894m
Less: Planned Capital Costs	(\$863m)
Delta	\$31m

I-25 Corridor Flexibility

Assuming the new financing strategy outlined is implemented, CTIO will have flexibility within the corridor to address other priorities of the CTIO Board. Below is a conservative picture of what the corridors financial position would look like given these risk considerations:

- Delayed commencement of segment 5 tolling operations
- Extended closure of segment 2 express lanes (to complete planned projects)
- Revenue performance in segments 4-8 is lower than forecasted

Restricted Surplus Revenue (2027 \$m)	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Annual Amount*	16	11	0	8	25	27	31	-8	20	33
Cumulative Amount*	16	27	27	35	60	87	118	110	131	163

*assumes debt service for new loan commences in 2034

Per our loan agreements, any restricted surplus revenue from the corridor may be disbursed to or upon the written direction of the Transportation Enterprise for any purpose in line with CTIO statute and state law and as long as the disbursement will not violate any coverage requirements or lockup requirements.

I-270 Corridor Overview



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I-270 Corridor Improvements

- Interstate 270 in Denver and Adams Counties
- \$900.8M Total Cost
 - Strategic Funding (\$174.5M FY19-26, \$25.5M FY27-30, \$0M FY31+, and \$700.8M Other)
- Project Description: Replacement of critically deficient bridges and roadway structure along I-270. Addition of an Express Lane in the east and westbound direction.
- Construction of the Vasquez Interchange, ITS infrastructure, and I-76 ramp improvements
- Implementing an overlay project on SH 224 with construction of a pedestrian bridge at Leyden Park and completion of sidewalk gaps connecting to new ADA ramps

Interim Strategy to Advance the I-270 Corridor

- Update traffic and revenue forecast.
 - CTIO will need an updated forecast to develop informed financing scenarios.
 - Current study is over 5 years old and will need to be refreshed
- Review assumptions for financial analysis, including O&M costs, lifecycle costs, construction costs, and schedule.
- Interim update of financial capacity analysis.
- Identification of potential credit enhancements / strategies.
- Debt market updates and considerations.
- Continue to support the project team on tolling related questions and assumptions as part of the DEIS process.

Feedback Requested

- Does the Board feel the proposed financing strategy for the I-25 corridor project balances the goal of both advancing the completion of the Express Lanes network while maintaining flexibility to address other priorities?
- Does the Board feel that proposed next steps for the I-270 corridor are appropriate given the the current status of the project?