

Tolled Express Lanes Alternative Funding

Analysis indicates that enough toll revenue can be collected to finance the capital construction of the project, project financing, annual operations and maintenance, and future major maintenance. The analysis also indicates that reserve funds will remain after these costs are paid.

How Funding Works

Step 1:

capital construction costs of \$325M are financed through 40-year bonds and loans

Step 2:

after 3-year construction period, next 37-years of toll revenue collections used to pay for operations & maintenance and finance costs of bonds and loans

Toll Revenue & Financing of the Tolled Express Lanes Alternative

note:

funding for the Santa Fe Interchange improvements is not provided for in this financing

\$ 2,020,000,000	=	37 year cumulative gross revenue collected from tolls
- 240,000,000	=	operations & maintenance costs based on C-470 historic costs
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1,780,000,000	=	net revenue
+ 70,000,000	=	interest earned by investing available capital
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1,850,000,000	=	remaining revenue
- 1,360,000,000	=	total finance costs
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490,000,000	=	remaining revenue
- 20,000,000	=	future major maintenance costs on C-470
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470,000,000	=	reserve funds *

* reserve funds could be used for several needs, including additional major maintenance, additional improvements to the facility & adjacent transportation facilities, or the Denver Metro area tolling system

