



Date: October 16, 2019

To: High-Performance Transportation Enterprise Board / Colorado Transportation Commission

From: Nicholas Farber, Director, HPTE; Andrew Gomez, HPTE General Counsel

Subject: Intra-Agency Agreement Between HPTE and CDOT regarding WB Peak-Period Shoulder Lane and I-25 South Gap Project

Purpose

To present the Transportation Commission (TC) with key details under, and seek approval of, the Intra-Agency Agreements (IAA) between the Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) for the west bound Peak-Period Shoulder Lane Project and the I-25 South Gap Project.

Action

The HPTE Board and Transportation Commission are asked to adopt a resolution that supports the staff recommendation to approve the IAAs.

General Background on CDOT-HPTE Project Intra-Agency Agreements:

IAAs between CDOT and HPTE document the substantive terms of how CDOT and HPTE work together and allocate rights and responsibilities on shared projects. State law and best practices require an IAA for each project. IAAs can include provisions re: administrative payment procedures, commercial loan terms (if any), process for requesting a back-up TC loan (if any), terms governing shared operations as well as allocation of operations and maintenance costs.

IAAs and contracts are necessary when HPTE and CDOT engage in any joint work together in order to preserve HPTE's enterprise status and to comply with TABOR. The timing of when a particular IAA is brought before the TC and HPTE Board for approval can be driven by a variety of factors such as the project procurement schedule, the need to secure financing or the opening of a managed lane corridor.

Overview of the IAAs

Below is a summary of several key areas that are important for the Board and Commission to take into consideration while reviewing the attached IAAs (Attachment A) and resolution (Attachment B). The IAAs and resolution:

- (1) Incorporate an allocation of financial responsibility related to Operations & Maintenance (O&M).
 - a. Sets forth that HPTE is responsible for operating and maintaining the constructed Express Lanes and CDOT maintains O&M responsibility for the general purpose lanes. O&M costs will be based on the total number of vehicles using all lanes along the Express Lanes in both projects. HPTE's portion of O&M costs will be calculated using total number of revenue vehicles that are legally obligated to pay a toll traveling in the tolled express lane. CDOT's portion will be calculated using all other non-revenue vehicles, including High Occupancy Vehicles (HOV - Gap Project only), and vehicles traveling in the general purpose lanes.
 - b. Outlines invoicing and payment procedures whereby CDOT shall submit an invoice to HPTE on or before January 15 and July 15 of each year for the HPTE O&M obligations due to CDOT for the prior six month period.
- (2) Recognizes that future Transportation Commissions will not be bound by budgetary and policy decisions made by the current TC.
 - a. Stipulates that the current TC cannot allocate and transfer future state highway funds for a loan to HPTE.

- b. Sets forth that any decision as to whether or not to allocate and transfer such funds to HPTE shall be made by the TC in the year in which the HPTE request occurs.

Stipulates that in the event the TC elects to make a loan to HPTE in order to satisfy any of the O&M obligations under either IAA, CDOT **may not use** Federal-aid highway funds to satisfy any expenses related to the operations and maintenance of either Express Lane project.

Options / Decision Matrix

1. **Staff Recommendation:** Approve the IAAs. CDOT and HPTE will execute the IAAs, and tolling will commence summer 2021 for WB PPSL and fall 2022 for the Gap Project.
2. Do not approve the IAAs. Reject the IAAs, explaining that Staff should work to revise certain provisions in the agreement. Staff will return in November with revised IAAs for approval.

Attachment

Attachment A: Westbound Peak-Period Shoulder Lane Express Lane Project Intra-Agency Agreement and I-25 South Gap Express Lane Intra-Agency Agreement.

Attachment B: Resolution Approving the Intra-Agency Agreements between the Colorado Department of Transportation and the High Performance Transportation Enterprise for the Westbound Peak-Period Shoulder Lane and the I-25 South Gap Express Lane Project.

I-25 SOUTH GAP: MONUMENT TO CASTLE ROCK

INTRA-AGENCY AGREEMENT

THIS INTRA-AGENCY AGREEMENT (this “Agreement”) is made this ___ day of _____, 2019 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION (“CDOT”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT (“HPTE”). CDOT and HPTE are hereinafter referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

A. CDOT is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.

B. The Transportation Commission of Colorado (the “Transportation Commission”) is the budgetary and policy making body for CDOT with all powers and duties granted by the Colorado General Assembly pursuant to § 43-1-106, C.R.S.

C. HPTE was created pursuant to § 43-4-806(2), C.R.S. as a government-owned business within CDOT to pursue innovative means of completing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, and will allow more efficient movement of people, goods, and information throughout Colorado.

D. CDOT and HPTE are currently working in cooperation on the implementation and operation of a transportation infrastructure project generally consisting of the completion of an 18-mile tolled express lane in each direction on I-25 between Castle Rock at approximately W. Plum Creek Parkway and Monument at approximately milepost 160 (the “Gap Project” or the “Gap Express Lanes”).

E. HPTE is authorized pursuant to § 43-4-806(2)(c)(I), C.R.S. to impose user fees on the traveling public for the privilege of using surface transportation infrastructure, and is further authorized pursuant to § 43-4-806(2)(c)(III), C.R.S. to contract with any governmental or non-governmental source of funding for loans to be used in support of HPTE’s functions.

F. CDOT has requested HPTE’s involvement in the Gap Project for the variety of benefits CDOT will receive from implementing tolling on both portions of the I-25 Gap corridor, including, but not limited to, allowing CDOT to better manage congestion over the long term on

the portion of I-25 where the Gap Project is located and providing the traveling public with the choice of new travel lanes with more reliable and efficient travel times.

G. Pursuant to § 24-77-102(7), C.R.S. and Attorney General Opinion No. 14-01, CDOT and HPTE further acknowledge that any non-cash transfers made by CDOT to HPTE do not constitute a grant of money from CDOT to HPTE and do not count toward the spending limit set forth in § 20(2)(b) of Article X of the State Constitution.

H. Pursuant to § 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer shall constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution.

I. In consideration of the various terms, covenants, and conditions set forth herein, including the benefits that CDOT will receive as a result of the Gap Project, CDOT and HPTE have agreed to enter into this Agreement, pursuant to which HPTE can request financial support from the Transportation Commission to assist HPTE in fulfilling its obligations with respect to HPTE O&M Obligations (as such term is hereinafter defined) in the event user fee revenues are insufficient, or projected to be insufficient, to satisfy HPTE's obligations.

J. HPTE recognizes and acknowledges that any such financial support shall be in the form of a CDOT Backup Loan (as defined and further described in Section III below) from the Transportation Commission to HPTE pursuant to § 43-4-806(4), C.R.S. The Transportation Commission may, in its sole and absolute discretion, but is not obligated to, make a CDOT Backup Loan.

K. CDOT and HPTE further desire to enter into this Agreement to define their respective roles and responsibilities with respect to cooperation on the operation and maintenance of the Gap Project and the adjacent I-25 general purpose lanes, and to allocate the costs related thereto.

L. This Agreement is executed by HPTE under the authority of §§ 29-1-203 and 43-4-806(6)(h), C.R.S., and by CDOT under the authority of §§ 43-1-110 and 43-1-116, C.R.S.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, AND THE VARIOUS TERMS, COVENANTS, AND CONDITIONS SET FORTH HEREIN, AND OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, THE PARTIES TO THIS AGREEMENT HEREBY AGREE AS FOLLOWS:

TERMS AND CONDITIONS

I. CONSTRUCTION OF THE PROJECT

1. Project Budget. CDOT has been primarily responsible for the capital costs of the Gap Project. Notwithstanding the foregoing, in consideration of the various benefits CDOT receives by implementing a user fee system on the Gap Project, including, but not limited to, congestion management on the I-25 Gap corridor, CDOT agrees that HPTE's contributions prior to the effective date of this Agreement satisfy any obligations HPTE might have with respect to construction of the Gap Project.

2. Project Responsibilities. Except as otherwise specifically identified as a responsibility of HPTE, CDOT shall remain responsible for the construction of the Gap Express Lanes. HPTE is solely responsible for the contracting necessary to implement a user fee system, including paying for the costs of single occupancy vehicle transponders and all tolling equipment, software and related installation, including, but not limited to, any obligations to the E-470 Public Highway Authority ("E-470") related to the implementation and operation of the user fee system for the Gap Express Lanes under the Managed Lanes Tolling Services Agreement between HPTE and E-470, dated May 7, 2015, as may be amended from time to time (the "TSA").

II. OPERATIONS AND MAINTENANCE OF THE PROJECT

1. Overview and Costs. The Gap Project is being constructed adjacent to the I-25 general purpose lanes (referred to herein as the "I-25 Gap General Purpose Lanes"), and the Parties recognize the need to cooperate in carrying out the related operations and maintenance for the Gap Express Lanes and adjacent general purpose lanes. To that end, the Parties agree to cooperate in ensuring that the operations and maintenance are performed and agree to the division of costs as set forth in this Agreement. As a general matter, HPTE shall be responsible for operating and maintaining the Gap Express Lanes (including contracting for tolling services and tolling enforcement), and CDOT shall be responsible for operating and maintaining the I-25 Gap General Purpose Lanes.

2. Operational Responsibility. It is the intent of the Parties that, except as specifically provided otherwise herein, CDOT shall perform the operations and maintenance of both the Gap Express Lanes and the I-25 Gap General Purpose Lanes, subject to reimbursement from HPTE for HPTE's proportionate share of the overall operations and maintenance expenses, as further described herein.

3. HPTE License. In consideration of the various benefits CDOT will receive as a result of the Gap Project, CDOT hereby provides to HPTE a perpetual, non-exclusive, non-terminable license over, under, upon, and in the site of the Gap Project (the "License") for HPTE to operate the Gap Project. CDOT acknowledges and agrees that HPTE may sublicense the License as needed to fulfill its obligations hereunder. Subject to the License, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands comprised of the Gap Project.

4. Cost Allocation. Except as otherwise provided herein, the Parties agree to allocate costs based on a proportion of the total number of vehicles using all lanes within the Gap Express Lanes and the I-25 Gap General Purpose Lanes, with HPTE's portion being calculated to include all vehicles obligated to pay a user fee within the Gap Express Lanes, whether or not such user fee is actually collected, and CDOT's portion being calculated to include all other vehicles within the I-25 Gap General Purpose Lanes, including, for certainty, high-occupancy vehicles (the "Pro-Rata O&M Cost Calculation"). For illustrative purposes only, if the total cost of operating and maintaining the portion of I-25 constituting the Gap Express Lanes and I-25 Gap General Purpose Lanes is \$100,000 per month, and 20% of the total vehicle count consisted of vehicles obligated to pay a user fee, HPTE would be responsible for \$20,000 of such operations and maintenance costs. The Pro-Rata O&M Cost Calculation shall apply to CDOT's costs incurred with respect to: (i) snow and ice removal services; (ii) courtesy patrol; (iii) pavement resurfacing, life-cycle and capital maintenance, to the extent such activities reasonably include both the Gap Express Lanes and the I-25 Gap General Purpose Lanes; (iv) lane striping and lane sweeping/cleaning; and (v) any other operations and maintenance expense CDOT and HPTE agree in good faith is most fairly allocated utilizing the Pro-Rata O&M Cost Calculation method.

5. CDOT O&M Obligations. The Pro-Rata O&M Cost Calculation shall not apply to those operations and maintenance costs existing and regularly funded by CDOT prior to the implementation of the Gap Project, and for which the addition of the Gap Project results in a *de minimus* impact on overall operations and maintenance expenses with the I-25 Gap corridor. Such costs include, but are not limited to, CDOT's costs incurred with respect to: (i) repair and replacement of guardrail; (ii) repair and replacement of lighting fixtures; (iii) contracts with the State Patrol for safety enforcement within the corridor (but exclusive of additional enforcement contracted by HPTE for toll evasion enforcement); and (iv) pavement maintenance on the I-25 Gap General Purpose Lanes.

6. HPTE O&M Obligations. HPTE shall be solely responsible for costs incurred with respect to: (i) toll processing and collection; (ii) Level I and Level II maintenance of toll equipment; (iii) contracts for toll evasion enforcement with the State Patrol or other law enforcement entity; (iv) pavement maintenance in the Gap Express Lanes; and (v) HPTE overhead and administrative costs related to the operations and maintenance of the Gap Express Lanes. Such costs, together with those costs attributable to HPTE under the Pro-Rata O&M Cost Calculation, shall constitute the "HPTE O&M Obligations."

7. Invoicing. To the extent either Party provides services to the other (either through a third party or directly) that results in one Party covering the costs that is agreed to be the responsibility of the other, the Party covering such costs will invoice the other and such invoice shall include a reasonably detailed breakdown of the costs for which the invoicing Party is seeking reimbursement.

8. Reconciliation; O&M Shortfall; Performance. CDOT shall submit to HPTE on or before January 15 and July 15 of each year an invoice describing the HPTE O&M Obligations due to CDOT with respect to the Gap Project for the prior six month period. HPTE will then cause such amounts to be remitted within 45 days of receipt of CDOT's invoice. To the extent user fee revenues are inadequate in any fiscal year to cover the HPTE O&M Obligations, HPTE may request a CDOT Backup Loan to fund such shortfall. Notwithstanding such shortfall in the availability of user fee revenues to cover the HPTE O&M Obligations, CDOT agrees that it shall continue to perform operations and maintenance of both the Gap Express Lanes and the I-25 Gap General Purpose Lanes.

III. CDOT BACKUP LOAN OBLIGATIONS

1. On or before September 15 of the immediately preceding fiscal year, HPTE shall estimate whether and in what maximum amount it may be necessary for HPTE to request that CDOT provide financial support to fulfill the HPTE O&M Obligations in any fiscal year, it being understood that any such financial support shall be in the form of a loan from CDOT to HPTE pursuant to § 43-4-806(4), C.R.S. (a "CDOT Backup Loan"). HPTE shall notify the Executive Director in writing as to the estimated maximum amount, if any, that is expected to be payable in the succeeding fiscal year to satisfy the HPTE O&M Obligations in excess of the amount of user fee revenues anticipated to be generated by the Gap Project in such fiscal year, and such maximum amount (the "CDOT Backup Loan Set Aside") shall be included in the budget request to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

2. HPTE may also, at any time during any fiscal year, notify the Executive Director in writing that HPTE desires that CDOT make CDOT Backup Loans for projected HPTE O&M Obligations in an amount that exceeds any CDOT Backup Loan Set Aside that the Transportation Commission has previously allocated for such fiscal year. In such event, the Executive Director shall submit a supplemental budget request to the Transportation Commission at its next regularly scheduled meeting for an allocation or supplemental allocation of moneys in the state highway fund for the purpose of making additional CDOT Backup Loans to HPTE in such fiscal year in an amount equal to the amount set forth in the notice delivered by HPTE to the Executive Director pursuant to this Section.

3. Moneys allocated by the Transportation Commission to make CDOT Backup Loans shall be transferred to HPTE and shall be used by HPTE to satisfy the HPTE O&M Obligations as they become due.

4. Notwithstanding any other provision hereof:

a. CDOT and HPTE agree and acknowledge that the Transportation Commission has no obligation to allocate funds to make CDOT Backup Loans in any fiscal year and the decision whether or not to allocate funds, and the amount, if any, of funds

allocated, to make CDOT Backup Loans in any fiscal year shall be made annually at the sole and absolute discretion of the Transportation Commission;

b. CDOT and HPTE further agree and acknowledge that notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, any CDOT Backup Loan made hereunder shall, in accordance with § 43-4-806(4), C.R.S., constitute a loan and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution or as defined in § 24-77-102, C.R.S.;

c. Prior to allocating any funds to make CDOT Backup Loans in any fiscal year, CDOT shall determine that such authority exists in the law and that a sufficient unencumbered balance remains available in Fund 400 for CDOT Backup Loans in an amount equal to the amount of funds so allocated; and

d. If an allocation by the Transportation Commission shall have been made, CDOT Backup Loans shall be made up to the amounts requested by HPTE as set forth above.

5. Any CDOT Backup Loans made to HPTE in support of HPTE O&M Obligations shall be authorized by and subject to a separate Transportation Commission Resolution and shall be evidenced by one or more loan agreements in substantially the form attached hereto as **Exhibit A** (a “CDOT Backup Loan Agreement”), with terms consistent with the terms contained herein. The Parties agree to cooperate in good faith to determine a reasonable repayment schedule for each CDOT Backup Loan.

IV. DEFAULTS, TERMINATION AND REMEDIES

1. Default; Cure. The failure of either Party to fulfill its obligations to perform in accordance with the terms of this Agreement shall constitute a breach of this Agreement. The non-breaching Party shall thereupon have the right to terminate this Agreement for cause by giving written notice to the other Party of its intent to terminate, and at least thirty (30) days’ opportunity to cure the default or show cause why termination is not otherwise appropriate; provided, however that such breaching Party shall not be in default under this Agreement if it has promptly commenced a cure of such nonperformance and is diligently pursuing the same. Any finding of nonperformance and failure to cure under this Paragraph shall be referred for dispute resolution as provided for in Paragraph 3 of this Section IV prior to any termination becoming effective.

2. Default for Non-payment. If HPTE fails to repay any CDOT Backup Loan in accordance with the applicable CDOT Backup Loan Agreement, and upon notice to HPTE and failure by HPTE to cure within thirty (30) days thereof, CDOT may, at its option: (i) terminate its commitment to consider making future CDOT Backup Loans hereunder; (ii) declare the entire principal amount of all CDOT Backup Loans then outstanding immediately due and payable; or (iii) take any other appropriate action available at law or in equity. Notwithstanding the exercise

of any of the remedies above, HPTE shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by HPTE.

3. Dispute Resolution. Any dispute concerning the performance of this Agreement shall be resolved at the lowest staff level possible, and shall first be referred to the Region 1 Regional Transportation Director and the HPTE Operations Manager. Failing resolution by such officers, the escalation process shall be: (i) CDOT Chief Engineer and HPTE Director; (ii) CDOT Executive Director and HPTE Director; and (iii) Transportation Commission and HPTE Board of Directors.

V. GENERAL PROVISIONS

1. Effective Date; Term. This Agreement shall be effective as of the date of the date first written above and shall continue until the earlier of (i) the useful life of the project; (ii) the date HPTE no longer operates the Gap Project; and (iii) the Parties mutually agree to terminate the Agreement.

2. Modification. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing by both parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

3. Severability. The terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

4. Notices. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of CDOT and HPTE. All communication, notices, and correspondence with respect to the performance of this Agreement shall be addressed to the individuals identified below. Either Party from time to time, designate in writing new or substitute representatives.

If to CDOT:

Paul Jesaitis, RTD
CDOT
2829 W. Howard Place
Denver, CO 80204
Email: paul.jesaitis@state.co.us

If to HPTE:

Nicholas Farber, Director
HPTE
2829 W. Howard Place, 5th floor
Denver, CO 80204
Email: nicholas.farber@state.co.us

5. Maintenance of Records. Each Party shall maintain all books, documents, papers, accounting records and other evidence pertaining to the Gao Project including, but not limited to, any costs incurred during the construction, operation and maintenance of the Gap Project, and make such materials available to the other Party upon reasonable request.

6. Successors and Assigns. Except as otherwise provided herein, this Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

7. No Third Party Beneficiaries. No third party beneficiary rights or benefits of any kind are expressly or impliedly provided herein. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other third person.

8. Governmental Immunity. Notwithstanding any other provision of this Agreement to the contrary, no term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, §§ 24-10-101, *et seq.*, C.R.S., or the Federal Tort Claims Act, 28 U.S.C. 2671, *et seq.*, as applicable, as now or hereafter amended.

9. Adherence to Laws. At all times during the performance of this Agreement, the Parties shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established, including, but not limited to state and federal laws respecting discrimination and unfair employment practices.

10. Availability of Funds. All payments pursuant to this agreement are subject to and contingent upon the continuing availability of funds appropriated for the purposes hereof. If any of said funds become unavailable, as determined by CDOT, either Party may immediately terminate or seek to amend this agreement.

11. Choice of Law. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Agreement to the extent that the Agreement is capable of execution.

[Signature Pages Follow.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

STATE OF COLORADO
JARED S. POLIS, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____
SHOSHANA LEW
Executive Director
DEPARTMENT OF TRANSPORTATION

By: _____
NICHOLAS J. FARBER
HPTE Director

APPROVED:

PHILIP J. WEISER
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL CONTRACTS REQUIRE APPROVAL BY THE STATE CONTROLLER

§ 24-30-202, C.R.S. requires the State Controller to approve all State Contracts. This Agreement is not valid until signed and dated below by the State Controller or delegate of the State of Colorado.

<p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____</p> <p>Date: _____</p>
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[Signature Page to I-25 South Gap: Monument to Castle Rock Project Intra-agency Agreement.]

EXHIBIT A

Form of CDOT Backup Loan Agreement for Payment of HPTE O&M Obligations

THIS LOAN AGREEMENT, made this ___ day of _____, 20___ by and between the State of Colorado for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION (referred to herein as “CDOT” or the “Lender”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (referred to herein as “HPTE” or the “Borrower”) entered into pursuant to the I-25 South Gap: Monument to Castle Rock Intra-Agency Agreement, dated as of _____, 2019, between Lender and Borrower (the “Gap Intra-Agency Agreement”).

RECITALS

A. The Lender, is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.

B. The Borrower was authorized and created pursuant to § 43-4-806(1) and (2), C.R.S. as a government-owned business, a TABOR-exempt enterprise, and a division of CDOT, and is charged with aggressively pursuing innovative means of financing surface transportation projects.

C. The Transportation Commission of Colorado is the budgetary and policy-making body of the Lender and may, pursuant to § 43-4-806(4), C.R.S. authorize the transfer of money from the state highway fund to the Borrower to defray expenses of the Borrower and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer by the Lender to the Borrower shall, in accordance with § 43-4-806(4), C.R.S. constitute a loan and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution.

D. The Borrower has requested a loan from the Lender in the amount of \$[Requested Amount] to satisfy the HPTE O&M Obligations (as defined in the Intra-Agency Agreement) because [description].

E. The Transportation Commission has approved this loan request and authorized the Lender to make a loan to the Borrower in the amount of \$[Principal Amount], and has allocated funds, in its sole discretion, for such purpose.

F. Authority exists in the law and a sufficient unencumbered balance thereof remains available in [Fund 400] to lend to the Borrower.

G. This Agreement is executed under the authority of § 43-4-806(4), C.R.S. and by resolution of the HPTE Board of Directors.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, THE PARTIES HEREBY AGREE AS FOLLOWS:

**ARTICLE I
LOAN AND CLOSING**

Section 1.01. Loan and Promissory Note. Pursuant to the terms of the I-25 South Gap: Monument to Castle Rock Intra-Agency Agreement and this Agreement, the Lender hereby agrees to loan \$[Principal Amount] (the “Principal Amount”) to the Borrower and the Borrower agrees to pay the Lender the Principal Amount of the loan, plus interest on the terms described herein (collectively, the “Loan”). The Borrower’s obligation to pay the Lender the principal of and interest on the Loan is evidenced by a promissory note (the “Note”) in the form attached hereto as Attachment 1.

Section 1.02. Closing. The Lender shall deliver the principal amount of the Loan to the Borrower, by means of a transfer immediately available funds to Borrower on a date mutually agreed to by the Borrower and the Lender (such date is referred to as the “Closing Date”).

**ARTICLE II
LOAN OBLIGATIONS**

Section 2.01. Principal and Interest Payments. The Borrower shall pay to the Lender the principal amount of the Loan plus accrued interest in accordance with Section 2.07 hereof, or the Borrower may make prepayments in accordance with Section 2.05 hereof (a “Prepayment Date”).

Section 2.02. Lender Invoice and Reports. The Lender shall forward an invoice that includes the amount of principal and interest that shall be due to the Borrower at least thirty days before the next scheduled payment is due.

Section 2.03. Interest. Interest shall accrue on the principal amount of the Loan from the Closing Date through the day preceding the Maturity Date or Prepayment Date at the Interest Rate (defined in Section 2.04 hereof), computed on the basis of a 360-day year of twelve 30-day months.

Section 2.04. Interest Rate. “Interest Rate” means a rate of interest equal to the rate of interest established and adopted by resolution by the Colorado Transportation Commission for loans made by the Colorado state infrastructure bank pursuant to 2 CCR 605-1, Rule V (2), and in effect as of the date hereof.

Section 2.05. Optional Prepayment. The Borrower, at its option, may prepay the Loan in whole by paying the Lender the outstanding principal amount or a portion of the Loan, plus accrued interest to the Prepayment Date as selected by the Borrower.

Section 2.06. Resource Pledge for Repayment. The Borrower’s obligation to pay the principal and interest on the Loan and any other amounts payable by the Borrower hereunder (the “Loan Obligations”) are extraordinary limited obligations of the Borrower payable solely from revenues generated by the Project.

Section 2.07. Repayment Schedule. The Borrower shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date] and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods].

Section 2.08. Remittance. All loan payments shall be made payable to the Colorado Department of Transportation, and sent to the Lender’s accounting branch at 2829 W. Howard Place, Denver, CO 80204, or to such other place or person as may be designated by the Lender in writing.

ARTICLE III DEFAULT AND TERMINATION

Section 3.01. Event of Default. Borrower default (“Event of Default”) is governed by Section IV of the I-25 South Gap: Monument to Castle Rock Intra-Agency Agreement.

Section 3.02. Remedies. Lender’s remedies against a Borrower Event of Default are governed by Section IV of the I-25 South Gap: Monument to Castle Rock Intra-Agency Agreement.

Section 3.03. Remedies Neither Exclusive Nor Waived. No remedy under Section 3.02 hereof is intended to be exclusive, and each such remedy shall be cumulative and in addition to the other remedies. No delay or failure to exercise any remedy shall be construed to be a waiver of an Event of Default.

Section 3.04. Waivers. The Lender may waive any Event of Default and its consequences. No waiver of any Event of Default shall extend to or affect any subsequent or any other then existing Event of Default.

ARTICLE IV TERMINATION

Section 4.01. Subject to the terms of the I-25 South Gap: Monument to Castle Rock Intra-Agency Agreement, this Agreement may be terminated as follows:

(a) **Termination for Cause.** If, through any cause, the Borrower shall fail to fulfill, in a timely and proper manner, its obligations under this Agreement, or if the Borrower shall violate any of the covenants, agreements, or stipulations of this Agreement, the Lender shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Borrower of its intent to terminate and at least thirty (30) days’ opportunity to cure the default or show cause why termination is otherwise not appropriate. Notwithstanding above, the Borrower shall not be

relieved of liability to the Lender for any damages sustained by the Lender by virtue of any breach of this Agreement by the Borrower.

(b) Termination Due to Loss of Funding. The parties hereto expressly recognize that the Loan is made to the Borrower with State funds which are available to the Lender for the purposes of making a loan for the purposes described herein, and therefore, the Borrower expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are contingent upon availability of such funds to the Lender. In the event that such funds or any part thereof are not available to the Lender, the Lender may immediately terminate or amend this Agreement.

[Signature Page Follows.]

STATE OF COLORADO
JARED S. POLIS, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____
SHOSHANA LEW
Executive Director
DEPARTMENT OF TRANSPORTATION

By: _____
NICHOLAS J. FARBER
HPTE Director

APPROVED:

PHILIP J. WEISER
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL AGREEMENTS REQUIRE APPROVAL BY THE STATE CONTROLLER

§ 24-30-202, C.R.S. requires that the State Controller to approve all agreements. This Agreement is not valid until the State Controller, or such assistant as he may delegate, has signed it.

<p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____</p> <p>Date: _____</p>
--

[Signature page to CDOT Backup Loan Agreement for Payment of HPTE O&M Obligations.]

Attachment 1
NOTE

\$ _____

For VALUE RECEIVED, THE COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (the “Maker”) subject to and in accordance with a Loan Agreement dated the [Date], promises to pay to the Colorado Department of Transportation (the “Holder”) the principal sum of \$[Principal Amount], with interest from date at the rate [Interest Rate]% per annum on the balance from time to time remaining unpaid. The said principal and interest shall be payable in lawful money of the United States of America at 2829 W. Howard Place, Denver, CO 80204 or at such place as may hereafter be designated by written notice from the Holder to the Maker hereof, on the date and in the manner following:

The Maker shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date] and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods]. [*Or replace by reference to the agreed repayment schedule*].

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____

Its: _____

Attest: _____

I-70 WESTBOUND PEAK-PERIOD SHOULDER LANE

INTRA-AGENCY AGREEMENT

THIS INTRA-AGENCY AGREEMENT (this “Agreement”) is made this ___ day of _____, 2019 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION (“CDOT”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT (“HPTE”). CDOT and HPTE are hereinafter referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

A. CDOT is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.

B. The Transportation Commission of Colorado (the “Transportation Commission”) is the budgetary and policy making body for CDOT with all powers and duties granted by the Colorado General Assembly pursuant to § 43-1-106, C.R.S.

C. HPTE was created pursuant to § 43-4-806(2), C.R.S. as a government-owned business within CDOT to pursue innovative means of completing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, and will allow more efficient movement of people, goods, and information throughout Colorado.

D. CDOT and HPTE are currently working in cooperation on the implementation and operation of a transportation infrastructure project generally consisting of the completion of a 12-mile tolled peak-period shoulder lane between the Veterans Memorial Tunnels from mile point 242 and the U.S. Highway 40 interchange from mile point 230.5 on westbound I-70 (the “WB PPSL” or the “WB PPSL Project”).

E. HPTE is authorized pursuant to § 43-4-806(2)(c)(I), C.R.S. to impose user fees on the traveling public for the privilege of using surface transportation infrastructure, and is further authorized pursuant to § 43-4-806(2)(c)(III), C.R.S. to contract with any governmental or non-governmental source of funding for loans to be used in support of HPTE’s functions.

F. CDOT has requested HPTE’s involvement in the WB PPSL Project for the variety of benefits CDOT will receive from implementing tolling on the westbound portion of the I-70 mountain corridor, including, but not limited to, allowing CDOT to better manage congestion over the long term on the portion of I-70 where the WB PPSL Project is located and providing the

traveling public with the choice of a new travel lane with more reliable and efficient travel times, all of which mirror the benefits CDOT receives on the eastbound PPSL on I-70 (the “EB PPSL”).

G. CDOT and HPTE entered into that certain *Memorandum of Understanding* with the Federal Highway Administration (“FHWA”), dated April 22, 2014 and subsequently superseded and amended on [_____] (the “MOU”), which provided, *inter alia*, that CDOT and HPTE meet certain FHWA requirements related to the terms of operating both the EB and the WB PPSL, attached hereto and incorporated herein as **Exhibit A**.

H. Pursuant to § 24-77-102(7), C.R.S. and Attorney General Opinion No. 14-01, CDOT and HPTE further acknowledge that any non-cash transfers made by CDOT to HPTE do not constitute a grant of money from CDOT to HPTE and do not count toward the spending limit set forth in § 20(2)(b) of Article X of the State Constitution.

I. Pursuant to § 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer shall constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution.

J. In consideration of the various terms, covenants, and conditions set forth herein, including the benefits that CDOT will receive as a result of the WB PPSL Project, CDOT and HPTE have agreed to enter into this Agreement, pursuant to which HPTE can request financial support from the Transportation Commission to assist HPTE in fulfilling its obligations with respect to HPTE O&M Obligations (as such term is hereinafter defined) in the event user fee revenues are insufficient, or projected to be insufficient, to satisfy HPTE’s obligations.

K. HPTE recognizes and acknowledges that any such financial support shall be in the form of a CDOT Backup Loan (as defined and further described in Section III below) from the Transportation Commission to HPTE pursuant to § 43-4-806(4), C.R.S. The Transportation Commission may, in its sole and absolute discretion, but is not obligated to, make a CDOT Backup Loan.

L. CDOT and HPTE further desire to enter into this Agreement to define their respective roles and responsibilities with respect to cooperation on the operation and maintenance of the WB PPSL Project and the adjacent I-70 general purpose lanes, and to allocate the costs related thereto.

M. This Agreement is executed by HPTE under the authority of §§ 29-1-203 and 43-4-806(6)(h), C.R.S., and by CDOT under the authority of §§ 43-1-110 and 43-1-116, C.R.S.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, AND THE VARIOUS TERMS, COVENANTS, AND CONDITIONS SET FORTH HEREIN, AND OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, THE PARTIES TO THIS AGREEMENT HEREBY AGREE AS FOLLOWS:

TERMS AND CONDITIONS

I. CONSTRUCTION OF THE PROJECT

1. Project Budget. CDOT has been primarily responsible for the capital costs of the WB PPSL Project. Notwithstanding the foregoing, in consideration of the various benefits CDOT receives by implementing a user fee system on the I-70 WB PPSL, including, but not limited to, congestion management on the I-70 mountain corridor, CDOT agrees that HPTE's contributions prior to the effective date of this Agreement satisfy any obligations HPTE might have with respect to construction of the WB PPSL Project.

2. Project Responsibilities. Except as otherwise specifically identified as a responsibility of HPTE, CDOT shall remain responsible for the construction of the WB PPSL Project. HPTE is solely responsible for the contracting necessary to implement a user fee system, including paying for the costs of single occupancy vehicle transponders and all tolling equipment, software and related installation, including, but not limited to, any obligations to the E-470 Public Highway Authority ("E-470") related to the implementation and operation of the user fee system for the WB PPSL Project under the Managed Lanes Tolling Services Agreement between HPTE and E-470, dated May 7, 2015, as may be amended from time to time (the "TSA").

II. OPERATIONS AND MAINTENANCE OF THE PROJECT

1. Overview and Costs. The I-70 WB PPSL Project is being constructed adjacent to the I-70 general purpose lanes (referred to herein as the "I-70 General Purpose Lanes"), and the Parties recognize the need to cooperate in carrying out the related operations and maintenance for the WB PPSL Project and adjacent general purpose lanes. To that end, the Parties agree to cooperate in ensuring that the operations and maintenance are performed and agree to the division of costs as set forth in this Agreement. As a general matter, HPTE shall be responsible for operating and maintaining the I-70 WB PPSL (including contracting for tolling services and tolling enforcement), and CDOT shall be responsible for operating and maintaining the I-70 General Purpose Lanes.

2. Operational Responsibility. It is the intent of the Parties that, except as specifically provided otherwise herein, CDOT shall perform the operations and maintenance of both the I-70 WB PPSL and the I-70 General Purpose Lanes, subject to reimbursement from HPTE for HPTE's proportionate share of the overall operations and maintenance expenses, as further described herein. The Parties recognize that CDOT and HPTE have certain obligations to FHWA under the

FHWA MOU, as further set forth in **Exhibit A**. CDOT agrees that in the course of its operation of the WB PPSL Project it will utilize reasonable efforts to comply with the FHWA requirements.

3. HPTE License. In consideration of the various benefits CDOT will receive as a result of the WB PPSL Project, CDOT hereby provides to HPTE a perpetual, non-exclusive, non-terminable license over, under, upon, and in the site of the WB PPSL Project (the “License”) for HPTE to operate the I-70 WB PPSL. CDOT acknowledges and agrees that HPTE may sublicense the License as needed to fulfill its obligations hereunder. Subject to the License, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands comprised of the I-70 WB PPSL.

4. Cost Allocation. Except as otherwise provided herein, the Parties agree to allocate costs based on a proportion of the total number of vehicles using all lanes within the I-70 PPSL and the I-70 General Purpose Lanes, with HPTE’s portion being calculated to include all vehicles obligated to pay a user fee within the WB PPSL, whether or not such user fee is actually collected, and CDOT’s portion being calculated to include all other vehicles within the I-70 General Purpose Lanes, including, for certainty, high-occupancy vehicles (the “Pro-Rata O&M Cost Calculation”). For illustrative purposes only, if the total cost of operating and maintaining the portion of I-70 constituting the WB PPSL and I-70 General Purpose Lanes is \$100,000 per month, and 20% of the total vehicle count consisted of vehicles obligated to pay a user fee, HPTE would be responsible for \$20,000 of such operations and maintenance costs. The Pro-Rata O&M Cost Calculation shall apply to CDOT’s costs incurred with respect to: (i) snow and ice removal services; (ii) courtesy patrol; (iii) pavement resurfacing, life-cycle and capital maintenance, to the extent such activities reasonably include both the WB PPSL Project and the I-70 General Purpose Lanes; (iv) lane striping and lane sweeping/cleaning; and (v) any other operations and maintenance expense CDOT and HPTE agree in good faith is most fairly allocated utilizing the Pro-Rata O&M Cost Calculation method.

5. CDOT O&M Obligations. The Pro-Rata O&M Cost Calculation shall not apply to those operations and maintenance costs existing and regularly funded by CDOT prior to the implementation of the WB PPSL Project, and for which the addition of the WB PPSL Project results in a *de minimus* impact on overall operations and maintenance expenses with the I-70 mountain corridor. Such costs include, but are not limited to, CDOT’s costs incurred with respect to: (i) repair and replacement of guardrail; (ii) repair and replacement of lighting fixtures; (iii) contracts with the State Patrol for safety enforcement within the corridor (but exclusive of additional enforcement contracted by HPTE for toll evasion enforcement); and (iv) pavement maintenance on the I-70 General Purpose Lanes.

6. HPTE O&M Obligations. HPTE shall be solely responsible for costs incurred with respect to: (i) toll processing and collection; (ii) Level I and Level II maintenance of toll equipment; (iii) contracts for toll evasion enforcement with the State Patrol or other law enforcement entity; (iv) pavement maintenance in the WB PPSL Project; and (v) HPTE overhead and administrative costs related to the operations and maintenance of the WB PPSL. Such costs,

together with those costs attributable to HPTE under the Pro-Rata O&M Cost Calculation, shall constitute the “HPTE O&M Obligations.”

7. Invoicing. To the extent either Party provides services to the other (either through a third party or directly) that results in one Party covering the costs that is agreed to be the responsibility of the other, the Party covering such costs will invoice the other and such invoice shall include a reasonably detailed breakdown of the costs for which the invoicing Party is seeking reimbursement.

8. Reconciliation; O&M Shortfall; Performance. CDOT shall submit to HPTE on or before January 15 and July 15 of each year an invoice describing the HPTE O&M Obligations due to CDOT with respect to the WB PPSL Project for the prior six month period. HPTE will then cause such amounts to be remitted within 45 days of receipt of CDOT’s invoice. To the extent user fee revenues are inadequate in any fiscal year to cover the HPTE O&M Obligations, HPTE may request a CDOT Backup Loan to fund such shortfall. Notwithstanding such shortfall in the availability of user fee revenues to cover the HPTE O&M Obligations, CDOT agrees that it shall continue to perform operations and maintenance of both the WB PPSL and the I-70 General Purpose Lanes.

III. CDOT BACKUP LOAN OBLIGATIONS

1. On or before September 15 of the immediately preceding fiscal year, HPTE shall estimate whether and in what maximum amount it may be necessary for HPTE to request that CDOT provide financial support to fulfill the HPTE O&M Obligations in any fiscal year, it being understood that any such financial support shall be in the form of a loan from CDOT to HPTE pursuant to § 43-4-806(4), C.R.S. (a “CDOT Backup Loan”). HPTE shall notify the Executive Director in writing as to the estimated maximum amount, if any, that is expected to be payable in the succeeding fiscal year to satisfy the HPTE O&M Obligations in excess of the amount of user fee revenues anticipated to be generated by the WB PPSL Project in such fiscal year, and such maximum amount (the “CDOT Backup Loan Set Aside”) shall be included in the budget request to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

2. HPTE may also, at any time during any fiscal year, notify the Executive Director in writing that HPTE desires that CDOT make CDOT Backup Loans for projected HPTE O&M Obligations in an amount that exceeds any CDOT Backup Loan Set Aside that the Transportation Commission has previously allocated for such fiscal year. In such event, the Executive Director shall submit a supplemental budget request to the Transportation Commission at its next regularly scheduled meeting for an allocation or supplemental allocation of moneys in the state highway fund for the purpose of making additional CDOT Backup Loans to HPTE in such fiscal year in an amount equal to the amount set forth in the notice delivered by HPTE to the Executive Director pursuant to this Section.

3. Moneys allocated by the Transportation Commission to make CDOT Backup Loans shall be transferred to HPTE and shall be used by HPTE to satisfy the HPTE O&M Obligations as they become due.

4. Notwithstanding any other provision hereof:

a. CDOT and HPTE agree and acknowledge that the Transportation Commission has no obligation to allocate funds to make CDOT Backup Loans in any fiscal year and the decision whether or not to allocate funds, and the amount, if any, of funds allocated, to make CDOT Backup Loans in any fiscal year shall be made annually at the sole and absolute discretion of the Transportation Commission;

b. CDOT and HPTE further agree and acknowledge that notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, any CDOT Backup Loan made hereunder shall, in accordance with § 43-4-806(4), C.R.S., constitute a loan and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution or as defined in § 24-77-102, C.R.S.;

c. Prior to allocating any funds to make CDOT Backup Loans in any fiscal year, CDOT shall determine that such authority exists in the law and that a sufficient unencumbered balance remains available in Fund 400 for CDOT Backup Loans in an amount equal to the amount of funds so allocated; and

d. If an allocation by the Transportation Commission shall have been made, CDOT Backup Loans shall be made up to the amounts requested by HPTE as set forth above.

5. Any CDOT Backup Loans made to HPTE in support of HPTE O&M Obligations shall be authorized by and subject to a separate Transportation Commission Resolution and shall be evidenced by one or more loan agreements in substantially the form attached hereto as **Exhibit B** (a “CDOT Backup Loan Agreement”), with terms consistent with the terms contained herein. The Parties agree to cooperate in good faith to determine a reasonable repayment schedule for each CDOT Backup Loan.

IV. DEFAULTS, TERMINATION AND REMEDIES

1. Default; Cure. The failure of either Party to fulfill its obligations to perform in accordance with the terms of this Agreement shall constitute a breach of this Agreement. The non-breaching Party shall thereupon have the right to terminate this Agreement for cause by giving written notice to the other Party of its intent to terminate, and at least thirty (30) days’ opportunity to cure the default or show cause why termination is not otherwise appropriate; provided, however that such breaching Party shall not be in default under this Agreement if it has promptly commenced a cure of such nonperformance and is diligently pursuing the same. Any finding of

nonperformance and failure to cure under this Paragraph shall be referred for dispute resolution as provided for in Paragraph 3 of this Section IV prior to any termination becoming effective.

2. Default for Non-payment. If HPTE fails to repay any CDOT Backup Loan in accordance with the applicable CDOT Backup Loan Agreement, and upon notice to HPTE and failure by HPTE to cure within thirty (30) days thereof, CDOT may, at its option: (i) terminate its commitment to consider making future CDOT Backup Loans hereunder; (ii) declare the entire principal amount of all CDOT Backup Loans then outstanding immediately due and payable; or (iii) take any other appropriate action available at law or in equity. Notwithstanding the exercise of any of the remedies above, HPTE shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by HPTE.

3. Dispute Resolution. Any dispute concerning the performance of this Agreement shall be resolved at the lowest staff level possible, and shall first be referred to the Region 1 Regional Transportation Director and the HPTE Operations Manager. Failing resolution by such officers, the escalation process shall be: (i) CDOT Chief Engineer and HPTE Director; (ii) CDOT Executive Director and HPTE Director; and (iii) Transportation Commission and HPTE Board of Directors.

V. GENERAL PROVISIONS

1. Effective Date; Term. This Agreement shall be effective as of the date of the date first written above and shall continue until the earlier of (i) the useful life of the project; (ii) the date HPTE no longer operates the WB PPSL Project; (iii) the Parties mutually agree to terminate the Agreement; and (iv) the term limits as specified in **Exhibit A**, as amended.

2. Modification. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing by both parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

3. Severability. The terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

4. Notices. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of CDOT and HPTE. All communication, notices, and correspondence with respect to the performance of this Agreement shall be addressed to the

individuals identified below. Either Party from time to time, designate in writing new or substitute representatives.

If to CDOT:

Paul Jesaitis
Regional Transportation Director
CDOT
2829 W. Howard Place
Denver, CO 80204
Email: paul.jesaitis@state.co.us

If to HPTE:

Nicholas Farber, Director
HPTE
2829 W. Howard Place, 5th floor
Denver, CO 80204
Email: nicholas.farber@state.co.us

5. Maintenance of Records. Each Party shall maintain all books, documents, papers, accounting records and other evidence pertaining to the WB PPSL Project including, but not limited to, any costs incurred during the construction, operation and maintenance of the WB PPSL Project, and make such materials available to the other Party upon reasonable request.

6. Successors and Assigns. Except as otherwise provided herein, this Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

7. No Third Party Beneficiaries. No third party beneficiary rights or benefits of any kind are expressly or impliedly provided herein. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other third person.

8. Governmental Immunity. Notwithstanding any other provision of this Agreement to the contrary, no term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, §§ 24-10-101, *et seq.*, C.R.S., or the Federal Tort Claims Act, 28 U.S.C. 2671, *et seq.*, as applicable, as now or hereafter amended.

9. Adherence to Laws. At all times during the performance of this Agreement, the Parties shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established, including, but not limited to state and federal laws respecting discrimination and unfair employment practices.

10. Availability of Funds. All payments pursuant to this agreement are subject to and contingent upon the continuing availability of funds appropriated for the purposes hereof. If any of said funds become unavailable, as determined by CDOT, either Party may immediately terminate or seek to amend this agreement.

11. Choice of Law. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Agreement to the extent that the Agreement is capable of execution.

[Signature Pages Follow.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

STATE OF COLORADO
JARED S. POLIS, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____
SHOSHANA LEW
Executive Director
DEPARTMENT OF TRANSPORTATION

By: _____
NICHOLAS J. FARBER
HPTE Director

APPROVED:

PHILIP J. WEISER
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL CONTRACTS REQUIRE APPROVAL BY THE STATE CONTROLLER

§ 24-30-202, C.R.S. requires the State Controller to approve all State Contracts. This Agreement is not valid until signed and dated below by the State Controller or delegate of the State of Colorado.

<p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____</p> <p>Date: _____</p>
--

[Signature Page to WB Peak-Period Shoulder Lane Project Intra-agency Agreement.]

EXHIBIT A

**Memorandum of Understanding by and between the
Federal Highway Administration
and
Colorado Department of Transportation
and
Colorado High Performance Transportation Enterprise**

**AMENDED AND RESTATED
MEMORANDUM OF UNDERSTANDING (MOU)
By and between the
FEDERAL HIGHWAY ADMINISTRATION,
UNITED STATES DEPARTMENT OF TRANSPORTATION (Division)
AND
COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)
AND
COLORADO HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE (HPTE)**

WHEREAS, CDOT has constructed both the *I-70 Eastbound and Westbound Peak Period Shoulder Lane Projects* (hereinafter referred to as the “Project”); and

WHEREAS, the Division, CDOT and HPTE previously entered into an MOU for the Project on April 22, 2014, and subsequently entered into an Amended MOU on September 22, 2017 (the “Existing MOU”) that allowed for added operation flexibility following the commencement of operations; and

WHEREAS, this Amended and Restated MOU is intended to supersede and replace the Existing MOU; and

WHEREAS, CDOT and HPTE desire to continue tolling during periods of high traffic volumes on the eastbound inside shoulder from MP 230 to MP 241 and on the westbound inside shoulder from MP 242 to 230.5 (hereinafter collectively referred to as the “Toll Facility”); and

WHEREAS, the Division, CDOT and HPTE recognize the seasonality of the traffic demand experienced by the Toll Facility and therefore agree that for purposes of data collection, operational assessments, performance measures and reviews, the Toll Facility reporting period shall be the twelve month operating year from November 1st to October 31st, inclusive; and

WHEREAS, the following are conditions of the design variance required for the Project:

- a. CDOT and HPTE agree to collect sufficient Toll Facility data and adjacent GP Lanes data to provide a complete view of the total corridor performance.
- b. The following data on the Toll Facility and adjacent GP Lanes are to be collected during each operating year to assemble the following performance measures that are based upon the Project’s Concept of Operations. The Project’s Concept of Operations, recommended performance measures are as follows:
 1. Interstate 70 Travel Time Reliability;
 2. Interstate 70 Traffic Volume and Traffic Type;
 3. Interstate 70 Safety and Crash Data, during operational and non-operational periods including the location of the incident;
 - a. Included as a performance measure will be an evaluation of incidents that occur in the Toll Facility when the Toll Facility is in the closed state; and
 - b. Evaluation of signing and striping related to safety and operations of the facility.
 - c. Outreach to emergency responders for feedback on the safety and operations of the facility.
 4. Incident clearance times (as measured from the time of dispatch of Courtesy Patrol to when all emergency responders have left the scene).

The information provided by the performance measures shall be assembled into a report that provides an assessment of the operating year's performance with recommendations as needed for the upcoming operating year. If needed, as a part of the operating year assessment, CDOT or HPTE will conduct a review of the functionality of the Toll Facility or components of the Toll Facility. The accuracy and findings of the report shall be certified by CDOT and HPTE and submitted to the Division, within two months of the end of the operating year. One certified report shall be sufficient to satisfy the requirements of this paragraph so long as both parties are bound by such certification. CDOT and HPTE agree to provide Clear Creek County (CCC) results of the Project's ongoing assessment as a part of CDOT/CCC Quarterly Coordination Meetings.

- c. CDOT will maintain the striping to ensure the striping remains of high quality for the facility.
- d. CDOT and HPTE agree to limit the use of the Toll Facility according to the following operational limitations:
 - 1. The Toll Facility operations shall be limited to peak periods of congestion, which based on modeling and historic data, are projected to be on Saturdays and Sundays in the eastbound direction, and Fridays, Saturdays, and Sundays in the westbound direction from December through March, and July through September.
 - 2. The Toll Facility shall operate during holiday associated traffic and planned special events throughout the year, both which are anticipated to generate a large, concentrated number of return trips from the I-70 Mountain Corridor to the Denver Metropolitan Area.
 - 3. In order to balance the semi-predictable nature of the I-70 Mountain Corridor traffic peaks with the uncertainties that come from adverse weather and tight geometry, HPTE and the CDOT Transportation Management Center (CTMC) operations center will have the flexibility to determine when congestion levels have risen to a level that warrants opening the Toll Facility. It is anticipated that the Toll Facility will normally be operated between the hours of 6:00am and 8:00pm.
 - 4. When necessary, the Toll Facility shall be allowed to operate during emergency closures of the general purpose lanes. A toll may not be charged for use of the Toll Facility during emergency closures. If a toll is not charged, these hours of emergency use will not be counted when calculating whether the Toll Facility's annual operational limits set forth in Paragraph 6 below apply.
 - 5. The Toll Facility operations are weather dependent.
 - 6. The Toll Facility shall not operate on more than 100 days per year (including holidays), or operate in excess of 1,168 hours per year in the eastbound direction
 - 7. The Toll Facility shall not operate on more than 125 days of operation (including holidays), or operate in excess of 965 hours per year in the westbound direction.
 - 8. The Toll Facility shall cease operation by the year 2035 unless modified by a different project, which may or may not be a part of the Corridor's long term solution.
 - 9. Any proposed changes to the operating limitations of the Toll Facility or to this agreement will be in accordance with the 2011 I-70 Mountain Corridor Record of Decision.

The CDOT and the HPTE agree that if the above operational limitations are not met, the Division has the right to revoke the design variances allowed for the Project and require all Federal funds be repaid in full. If the above mentioned limitations are not met, the Division has the right to require CDOT to restore the cross section and right side break down shoulder to a pre-Project condition.

IN WITNESS THEREOF, the parties hereto have caused this Amended and Restated MOU to be duly executed, on the date of the last signature below.

COLORADO DEPARTMENT OF TRANSPORTATION

BY: _____, DATE: _____
Michael P. Lewis, Executive Director

COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

BY: _____, DATE: _____
David I. Spector, Director

**FEDERAL HIGHWAY ADMINISTRATION
COLORADO DIVISION**

BY: _____, DATE: _____
John M. Cater, Division Administrator

EXHIBIT B

Form of CDOT Backup Loan Agreement for Payment of HPTE O&M Obligations

THIS LOAN AGREEMENT, made this ___ day of _____, 20___ by and between the State of Colorado for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION (referred to herein as “CDOT” or the “Lender”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (referred to herein as “HPTE” or the “Borrower”) entered into pursuant to the I-70 Westbound Peak-Period Shoulder Lane Intra-Agency Agreement, dated as of _____, 2019, between Lender and Borrower (the “WB PPSL Intra-Agency Agreement”).

RECITALS

A. The Lender, is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.

B. The Borrower was authorized and created pursuant to § 43-4-806(1) and (2), C.R.S. as a government-owned business, a TABOR-exempt enterprise, and a division of CDOT, and is charged with aggressively pursuing innovative means of financing surface transportation projects.

C. The Transportation Commission of Colorado is the budgetary and policy-making body of the Lender and may, pursuant to § 43-4-806(4), C.R.S. authorize the transfer of money from the state highway fund to the Borrower to defray expenses of the Borrower and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer by the Lender to the Borrower shall, in accordance with § 43-4-806(4), C.R.S. constitute a loan and shall not be considered a grant for purposes of § 20(2)(d) of Article X of the State Constitution.

D. The Borrower has requested a loan from the Lender in the amount of \$[Requested Amount] to satisfy the HPTE O&M Obligations (as defined in the Intra-Agency Agreement) because [description].

E. The Transportation Commission has approved this loan request and authorized the Lender to make a loan to the Borrower in the amount of \$[Principal Amount], and has allocated funds, in its sole discretion, for such purpose.

F. Authority exists in the law and a sufficient unencumbered balance thereof remains available in [Fund 400] to lend to the Borrower.

G. This Agreement is executed under the authority of § 43-4-806(4), C.R.S. and by resolution of the HPTE Board of Directors.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, THE PARTIES HEREBY AGREE AS FOLLOWS:

**ARTICLE I
LOAN AND CLOSING**

Section 1.01. Loan and Promissory Note. Pursuant to the terms of the I-70 Westbound Peak-Period Shoulder Lane Intra-Agency Agreement and this Agreement, the Lender hereby agrees to loan \$[Principal Amount] (the “Principal Amount”) to the Borrower and the Borrower agrees to pay the Lender the Principal Amount of the loan, plus interest on the terms described herein (collectively, the “Loan”). The Borrower’s obligation to pay the Lender the principal of and interest on the Loan is evidenced by a promissory note (the “Note”) in the form attached hereto as Attachment 1.

Section 1.02. Closing. The Lender shall deliver the principal amount of the Loan to the Borrower, by means of a transfer immediately available funds to Borrower on a date mutually agreed to by the Borrower and the Lender (such date is referred to as the “Closing Date”).

**ARTICLE II
LOAN OBLIGATIONS**

Section 2.01. Principal and Interest Payments. The Borrower shall pay to the Lender the principal amount of the Loan plus accrued interest in accordance with Section 2.07 hereof, or the Borrower may make prepayments in accordance with Section 2.05 hereof (a “Prepayment Date”).

Section 2.02. Lender Invoice and Reports. The Lender shall forward an invoice that includes the amount of principal and interest that shall be due to the Borrower at least thirty days before the next scheduled payment is due.

Section 2.03. Interest. Interest shall accrue on the principal amount of the Loan from the Closing Date through the day preceding the Maturity Date or Prepayment Date at the Interest Rate (defined in Section 2.04 hereof), computed on the basis of a 360-day year of twelve 30-day months.

Section 2.04. Interest Rate. “Interest Rate” means a rate of interest equal to the rate of interest established and adopted by resolution by the Colorado Transportation Commission for loans made by the Colorado state infrastructure bank pursuant to 2 CCR 605-1, Rule V (2), and in effect as of the date hereof.

Section 2.05. Optional Prepayment. The Borrower, at its option, may prepay the Loan in whole by paying the Lender the outstanding principal amount or a portion of the Loan, plus accrued interest to the Prepayment Date as selected by the Borrower.

Section 2.06. Resource Pledge for Repayment. The Borrower’s obligation to pay the principal and interest on the Loan and any other amounts payable by the Borrower hereunder (the “Loan Obligations”) are extraordinary limited obligations of the Borrower payable solely from revenues generated by the Project.

Section 2.07. Repayment Schedule. The Borrower shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date] and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods].

Section 2.08. Remittance. All loan payments shall be made payable to the Colorado Department of Transportation, and sent to the Lender’s accounting branch at 2829 W. Howard Place, Denver, CO 80204, or to such other place or person as may be designated by the Lender in writing.

ARTICLE III DEFAULT AND TERMINATION

Section 3.01. Event of Default. Borrower default (“Event of Default”) is governed by Section IV of the I-70 Westbound Peak-Period Shoulder Lane Intra-Agency Agreement.

Section 3.02. Remedies. Lender’s remedies against a Borrower Event of Default are governed by Section IV of the I-70 Westbound Peak-Period Shoulder Lane Intra-Agency Agreement.

Section 3.03. Remedies Neither Exclusive Nor Waived. No remedy under Section 3.02 hereof is intended to be exclusive, and each such remedy shall be cumulative and in addition to the other remedies. No delay or failure to exercise any remedy shall be construed to be a waiver of an Event of Default.

Section 3.04. Waivers. The Lender may waive any Event of Default and its consequences. No waiver of any Event of Default shall extend to or affect any subsequent or any other then existing Event of Default.

ARTICLE IV TERMINATION

Section 4.01. Subject to the terms of the I-70 Westbound Peak-Period Shoulder Lane Intra-Agency Agreement, this Agreement may be terminated as follows:

(a) **Termination for Cause.** If, through any cause, the Borrower shall fail to fulfill, in a timely and proper manner, its obligations under this Agreement, or if the Borrower shall violate any of the covenants, agreements, or stipulations of this Agreement, the Lender shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Borrower of its intent to terminate and at least thirty (30) days’ opportunity to cure the default or show cause why termination is otherwise not appropriate. Notwithstanding above, the Borrower shall not be

relieved of liability to the Lender for any damages sustained by the Lender by virtue of any breach of this Agreement by the Borrower.

(b) Termination Due to Loss of Funding. The parties hereto expressly recognize that the Loan is made to the Borrower with State funds which are available to the Lender for the purposes of making a loan for the purposes described herein, and therefore, the Borrower expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are contingent upon availability of such funds to the Lender. In the event that such funds or any part thereof are not available to the Lender, the Lender may immediately terminate or amend this Agreement.

[Signature Page Follows.]

STATE OF COLORADO
JARED S. POLIS, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____
SHOSHANA LEW
Executive Director
DEPARTMENT OF TRANSPORTATION

By: _____
NICHOLAS J. FARBER
HPTE Director

APPROVED:

PHILIP J. WEISER
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL AGREEMENTS REQUIRE APPROVAL BY THE STATE CONTROLLER

§ 24-30-202, C.R.S. requires that the State Controller to approve all agreements. This Agreement is not valid until the State Controller, or such assistant as he may delegate, has signed it.

<p style="text-align: center;">STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p style="text-align: center;">By: _____</p> <p style="text-align: center;">Date: _____</p>
--

[Signature page to CDOT Backup Loan Agreement for Payment of HPTE O&M Obligations.]

**Attachment 1
NOTE**

\$ _____

For VALUE RECEIVED, THE COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (the “Maker”) subject to and in accordance with a Loan Agreement dated the [Date], promises to pay to the Colorado Department of Transportation (the “Holder”) the principal sum of \$[Principal Amount], with interest from date at the rate [Interest Rate]% per annum on the balance from time to time remaining unpaid. The said principal and interest shall be payable in lawful money of the United States of America at 2829 W. Howard Place, Denver, CO 80204 or at such place as may hereafter be designated by written notice from the Holder to the Maker hereof, on the date and in the manner following:

The Maker shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date] and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods]. [*Or replace by reference to the agreed repayment schedule*].

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____

Its: _____

Attest: _____

**AMENDED AND RESTATED
MEMORANDUM OF UNDERSTANDING (MOU)
By and between the
FEDERAL HIGHWAY ADMINISTRATION,
UNITED STATES DEPARTMENT OF TRANSPORTATION (Division)
AND
COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)
AND
COLORADO HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE (HPTE)**

WHEREAS, CDOT has constructed both the *I-70 Eastbound and Westbound Peak Period Shoulder Lane Projects* (hereinafter referred to as the “Project”); and

WHEREAS, the Division, CDOT and HPTE previously entered into an MOU for the Project on April 22, 2014, and subsequently entered into an Amended MOU on September 22, 2017 (the “Existing MOU”) that allowed for added operation flexibility following the commencement of operations; and

WHEREAS, this Amended and Restated MOU is intended to supersede and replace the Existing MOU; and

WHEREAS, CDOT and HPTE desire to continue tolling during periods of high traffic volumes on the eastbound inside shoulder from MP 230 to MP 241 and on the westbound inside shoulder from MP 242 to 230.5 (hereinafter collectively referred to as the “Toll Facility”); and

WHEREAS, the Division, CDOT and HPTE recognize the seasonality of the traffic demand experienced by the Toll Facility and therefore agree that for purposes of data collection, operational assessments, performance measures and reviews, the Toll Facility reporting period shall be the twelve month operating year from November 1st to October 31st, inclusive; and

WHEREAS, the following are conditions of the design variance required for the Project:

- a. CDOT and HPTE agree to collect sufficient Toll Facility data and adjacent GP Lanes data to provide a complete view of the total corridor performance.
- b. The following data on the Toll Facility and adjacent GP Lanes are to be collected during each operating year to assemble the following performance measures that are based upon the Project’s Concept of Operations. The Project’s Concept of Operations, recommended performance measures are as follows:
 1. Interstate 70 Travel Time Reliability;
 2. Interstate 70 Traffic Volume and Traffic Type;
 3. Interstate 70 Safety and Crash Data, during operational and non-operational periods including the location of the incident;
 - a. Included as a performance measure will be an evaluation of incidents that occur in the Toll Facility when the Toll Facility is in the closed state; and
 - b. Evaluation of signing and striping related to safety and operations of the facility.
 - c. Outreach to emergency responders for feedback on the safety and operations of the facility.
 4. Incident clearance times (as measured from the time of dispatch of Courtesy Patrol to when all emergency responders have left the scene).

The information provided by the performance measures shall be assembled into a report that provides an assessment of the operating year's performance with recommendations as needed for the upcoming operating year. If needed, as a part of the operating year assessment, CDOT or HPTE will conduct a review of the functionality of the Toll Facility or components of the Toll Facility. The accuracy and findings of the report shall be certified by CDOT and HPTE and submitted to the Division, within two months of the end of the operating year. One certified report shall be sufficient to satisfy the requirements of this paragraph so long as both parties are bound by such certification. CDOT and HPTE agree to provide Clear Creek County (CCC) results of the Project's ongoing assessment as a part of CDOT/CCC Quarterly Coordination Meetings.

- c. CDOT will maintain the striping to ensure the striping remains of high quality for the facility.
- d. CDOT and HPTE agree to limit the use of the Toll Facility according to the following operational limitations:
 - 1. The Toll Facility operations shall be limited to peak periods of congestion, which based on modeling and historic data, are projected to be on Saturdays and Sundays in the eastbound direction, and Fridays, Saturdays, and Sundays in the westbound direction from December through March, and July through September.
 - 2. The Toll Facility shall operate during holiday associated traffic and planned special events throughout the year, both which are anticipated to generate a large, concentrated number of return trips from the I-70 Mountain Corridor to the Denver Metropolitan Area.
 - 3. In order to balance the semi-predictable nature of the I-70 Mountain Corridor traffic peaks with the uncertainties that come from adverse weather and tight geometry, HPTE and the CDOT Transportation Management Center (CTMC) operations center will have the flexibility to determine when congestion levels have risen to a level that warrants opening the Toll Facility. It is anticipated that the Toll Facility will normally be operated between the hours of 6:00am and 8:00pm.
 - 4. When necessary, the Toll Facility shall be allowed to operate during emergency closures of the general purpose lanes. A toll may not be charged for use of the Toll Facility during emergency closures. If a toll is not charged, these hours of emergency use will not be counted when calculating whether the Toll Facility's annual operational limits set forth in Paragraph 6 below apply.
 - 5. The Toll Facility operations are weather dependent.
 - 6. The Toll Facility shall not operate on more than 100 days per year (including holidays), or operate in excess of 1,168 hours per year in the eastbound direction
 - 7. The Toll Facility shall not operate on more than 125 days of operation (including holidays), or operate in excess of 965 hours per year in the westbound direction.
 - 8. The Toll Facility shall cease operation by the year 2035 unless modified by a different project, which may or may not be a part of the Corridor's long term solution.
 - 9. Any proposed changes to the operating limitations of the Toll Facility or to this agreement will be in accordance with the 2011 I-70 Mountain Corridor Record of Decision.

The CDOT and the HPTE agree that if the above operational limitations are not met, the Division has the right to revoke the design variances allowed for the Project and require all Federal funds be repaid in full. If the above mentioned limitations are not met, the Division has the right to require CDOT to restore the cross section and right side break down shoulder to a pre-Project condition.

IN WITNESS THEREOF, the parties hereto have caused this Amended and Restated MOU to be duly executed, on the date of the last signature below.

COLORADO DEPARTMENT OF TRANSPORTATION

BY: _____, DATE: _____
Michael P. Lewis, Executive Director

COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

BY: _____, DATE: _____
David I. Spector, Director

**FEDERAL HIGHWAY ADMINISTRATION
COLORADO DIVISION**

BY: _____, DATE: _____
John M. Cater, Division Administrator