

Principal Representatives

For the Paying State Agency:

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SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

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

STATE OF COLORADO
Jared S. Polis, Governor

High Performance Transportation Enterprise

Piper Darlington, Director

Date: _____

Department of Transportation
Shoshana M. Lew, Executive Director

Keith Stefanik, P.E, Chief Engineer

Date: _____

In accordance with §24-30-202, C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: _____

Effective Date: _____

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1. PARTIES

This Interagency Agreement (this “Agreement”) is entered into by and between the High Performance Transportation Enterprise (HPTE), and the Colorado Department of Transportation (CDOT) who are named on the Cover Page of this Agreement. HPTE and CDOT may each individually be referred to as a “Party” and collectively as the “Parties.” Each Party is an agency of the STATE OF COLORADO, hereinafter called the “State.”

2. TERM AND EFFECTIVE DATE

A. Effective Date

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

B. Term

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

C. Termination for Convenience

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

3. STATEMENT OF WORK AND BUDGET

A. Work

CDOT shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. HPTE shall have no liability to compensate CDOT for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

B. Goods and Services

CDOT shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the HPTE.

4. PAYMENTS TO CDOT

A. Maximum Amount

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

B. Payment Procedures

- i. CDOT shall initiate payment requests by invoice to HPTE, in a form and manner approved by HPTE. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the HPTE by July 15th of the following Fiscal Year.
- ii. HPTE shall pay each invoice within 30 days following the HPTE receipt of that invoice, so long as the amount invoiced correctly represents work completed by CDOT and previously accepted by HPTE during the term that the invoice covers.

5. RECORDS, MAINTENANCE, AND INSPECTION

A. Maintenance

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

B. Inspection

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

6. CONFIDENTIAL INFORMATION

Each Party shall treat the confidential information of the other Party with the same degree of care

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

7. DISPUTE RESOLUTION

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

8. NOTICES AND REPRESENTATIVES

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

9. GENERAL PROVISIONS

A. Assignment

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

B. Counterparts

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

C. Digital Signatures

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

D. Third Party Beneficiaries

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

Agreement are incidental to this Agreement and do not create any rights for such third parties.

EXHIBIT A, STATEMENT OF WORK AND BUDGET

1. Background

- 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. Pursuant to § 43-1-110, C.R.S., the executive director of CDOT is authorized to execute certain agreements on behalf of CDOT.
- C. HPTE was created pursuant to § 43-4-806(2), C.R.S., and operates as a government-owned business within CDOT.
- D. Pursuant to § 43-4-806(6)(g), C.R.S., HPTE is empowered to enter into contracts or agreements with any public entity to facilitate a public-private partnership, including, but not limited to, an agreement in which the Enterprise, on behalf of CDOT, provides services in connection with a surface transportation infrastructure project.
- E. HPTE is further empowered, pursuant to § 43-4-806(6)(h), C.R.S., to make and enter into all other contracts and agreements, including intergovernmental agreements under § 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties.
- F. The business purpose of HPTE, as provided for in § 43-4-806(2)(c), C.R.S. is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements entered into with the Department in accordance with § 43-4-806(6)(f), C.R.S.
- G. On September 30, 2013, and as amended and restated on January 20, 2021, CDOT and HPTE entered into a Memorandum of Understanding, which set forth each Party's operating roles and responsibilities as they relate to their respective missions and provided, in relevant part, that CDOT is to be reimbursed by HPTE for personal goods or services procured by.
- H. HPTE acknowledges that CDOT possesses operations and maintenance (“O&M”) expertise unavailable to HPTE, which enables it to ensure the effective, efficient, and safe operations of Express Lanes.
- I. CDOT and HPTE have previously entered into and will in the future enter into various Intra-Agency Agreements for Express Lane corridors in which HPTE agrees to compensate CDOT for the operations, maintenance, and rehabilitation of the Express Lanes by allocating costs based on a proportion of the total number of vehicles using the Express Lane versus those vehicles using corresponding general purpose lanes (the “**Pro-Rata O&M Cost Calculation**”).
- J. Those Intra-Agency Agreements are fully incorporated by reference herein and are as follows: (1) the Intra-Agency Agreement for the C-470 Project Express Lanes Project as amended and executed on October 20, 2016; (2) the Intra-Agency Agreement for the Mountain Express Lanes Project, executed on January 28, 2021; (3) the Intra-Agency Agreement for I-25 North Express Lanes Project executed on July 25, 2023 and the I-25 South Gap Project (collectively the “**Express Lanes IAAs**”).

- K. Kiewit Meridiam Partners (KMP) is the Developer for the Central 70 Project on the I-70 corridor in Denver in which the O&M Work is allocated subject to its Construction Contract with Jorgensen Associates, Inc. and to which HPTE shall continue to rely on the Pro-Rata O&M Cost Calculation.
- L. Plenary Roads Denver (PRD) is the U.S. 36 Concessionaire and performs snow and ice removal as well as general purpose maintenance on the U.S. 36 Express Lane corridor and the I-25 Central Express Lane. U.S. 36 payment obligations are detailed in the Amended and Restated U.S. 36 Concession Agreement and will not be included as part of this Agreement.
- M. For the purpose of this IAA, the Parties acknowledge and agree that larger capital maintenance items are not contemplated or included in this Agreement.
- N. Given the practical difficulties in capturing the true values of the Pro-Rata O&M Cost Calculation and the ongoing maturation of HPTE's business practices, the Parties now desire to adjust how HPTE compensates CDOT for the operations, maintenance, and rehabilitation of the Express Lanes ("**Services**") by providing payment to CDOT on an upfront basis rather than the retroactive O&M Cost Calculation.
- O. HPTE has prepared a new statement of work ("**Statement of Work**") describing the Services HPTE has requested CDOT to provide HPTE during the 2024-25 fiscal year in this Exhibit A.
- P. In order to ensure the efficient running of surface transportation infrastructure projects that involve Express Lanes once they become operational, HPTE desires that CDOT utilize its expertise in operations and maintenance to provide the Services, in exchange for which HPTE agrees to compensate CDOT in the amounts set forth in the Statement of Work.
- Q. HPTE shall continue to be an enterprise for purposes of Section 20 of Article X of the Colorado Constitution ("TABOR"), so long as it receives less than ten percent (10%) of its total revenues in grants from all Colorado state and local governments combined.
- R. Pursuant to §§ 24-77-102(7)(b) and 43-4-803(13)(b), C.R.S., grants do not include revenues or income derived from any authorized rate, fee, assessment, or other charge imposed by an enterprise for the provision of goods or services by such enterprise.
- S. On March 11, 1997, in Opinion No. 97-01, the Colorado Attorney General also concluded, inter alia, that a designated enterprise may continue to qualify as an enterprise under TABOR, even though it receives a direct appropriation of monies, so long as the appropriation constitutes revenues resulting from the provision of goods or services pursuant to § 24-77-102(7)(b)(II), C.R.S.
- T. Citing *Nicholl v. E-470 Public Highway Authority*, 896 P.2d 859 (Colo. 1995), the Colorado Attorney General further noted that the very concept of an enterprise under TABOR envisions an entity that is owned by a government institution, but is financially distinct from it, and also, that the financial affairs of the enterprise must be those of a self-supporting business-like activity that provides goods and services for a fee.

- U. On February 29, 2016, in Opinion 16-01, the Colorado Attorney General also concluded, inter alia, that an enterprise must charge a fee in exchange for a government service, and a fee for service arrangement - broadly construed - is nearly synonymous with enterprise status.
- V. CDOT and HPTE each hereby affirm that, consistent with Colorado law, moneys paid by the HPTE to CDOT under this Agreement are not grants of money from HPTE to CDOT, but rather, payment for the Services to be provided by CDOT as set forth in the Statement of Work.

2. Responsibilities

- A. CDOT shall provide the Services set forth in this Statement of Work over a one-year period, commencing on July 1, 2024, and ending on June 30, 2025, which comprises the 2024-25 fiscal year.
- B. No later than January 15th and July 15th of the fiscal year, CDOT shall submit to HPTE a progress report. The progress report will include a narrative summary of CDOT's activities by Express Lane corridor, during the previous six month period (July 1-December 31, 2024, and January 1-June 30, 2025), as well as a detailed report on the progress being made in the performance of the Services. The submissions of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.
- C. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by CDOT during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

3. Payment Process

- A. CDOT intends to record the full Agreement Funds as unearned revenue and recognize revenue on a pro-rata basis as Services are performed during the course of the fiscal year. CDOT will conduct a "true-up" of balances by Express Lane at both mid-year (January) and at the end of the fiscal year (July), to coincide with the Services actually provided, in conjunction with the preparation and submission of the progress reports described in Section 2.
- B. The Services to be provided, and the Agreement Funds, therefore, are for the full fiscal year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on CDOT. Services provided by CDOT within the fiscal year shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the current fiscal year.
- C. Any Services not completed within the term of this Agreement shall be reflected in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. In the event the value of the Services actually completed during the fiscal year is less than

was estimated in the Statement of Work, CDOT may be required to reimburse HPTE for the value of Services not completed. The value of the uncompleted portion of the Services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set forth in writing by the Parties in an amendment to this Agreement.

4. Renewal

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by CDOT to HPTE in future fiscal years. Such extensions shall be documented by formal written notice pursuant to Section 8 of the Agreement and shall include an updated statement of the services to be provided in the subsequent fiscal years.
- B. CDOT agrees to work with HPTE to draft and finalize a Statement of Work and costs for services for the upcoming fiscal year on a mutually agreed upon timeline.
- C. If the scope of services and payment amount for the following fiscal year are deemed acceptable by HPTE, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If during its budget approval process for the following fiscal year, the HPTE Board of Directors allocates funds for CDOT in the full amount included in the proposed scope of services submitted by CDOT, such proposed scope of services shall be deemed approved by HPTE, notwithstanding any failure of the Parties to execute a written amendment prior to the July 1 start of the subsequent fiscal year. The Parties shall thereafter execute a written amendment for such subsequent fiscal year, the terms and conditions of which shall not be inconsistent with the budget action taken by the HPTE Board of Directors.
- E. If the scope of services and payment amount to be provided by CDOT are approved by HPTE as provided for in this Section, HPTE agrees that it shall pay CDOT the agreed upon payment amount for the following based on two invoices, the first on July 1 of the fiscal year and the second on January 1 of the fiscal year.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following fiscal year prior to June 30 of any year, this Agreement shall terminate and be of no further force and effect for the subsequent fiscal year.

5. Consideration; Exchange Transaction

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

6. Description of Duties

6.1 Organizational Overviews

High Performance Transportation Enterprise (HPTE)

In order to accelerate the development and delivery of critical transportation infrastructure projects through the use of innovative financing, the Colorado Department of Transportation (CDOT) utilizes the expertise and legal power of the High Performance Transportation Enterprise (HPTE).

In 2009, the HPTE was created under 43-4-806 C.R.S., known as FASTER, in order to accelerate critical surface transportation infrastructure projects throughout the state. To achieve this objective, the HPTE was given the power to enter into public-private partnerships, impose user fees on surface transportation projects, issue revenue bonds, and enter into private commercial loan agreements. HPTE is also the Colorado tolling entity (the successor to the Colorado Tolling Enterprise), managing Colorado’s network of tolled Express Lanes. By law, HPTE is required to “aggressively” pursue innovative finance solutions to improve Colorado’s surface transportation infrastructure. Due to the Taxpayer Bill of Rights (TABOR) restrictions, CDOT cannot exercise these powers. Although a division of CDOT, HPTE is an independent, government-owned business and TABOR enterprise, which exempts it from certain TABOR restrictions. The powers given to the HPTE through statute provide a direct benefit to CDOT and the traveling public by accelerating surface transportation infrastructure projects that ordinarily would not be undertaken due to a constrained fiscal environment.

CDOT Division of Maintenance and Operations (DMO)

DMO staff are responsible for the daily maintenance and operation of the state transportation system. This includes Maintenance Program Areas focused on activities such as snow and ice removal and pavement repair, and programs focused on ensuring the system operates efficiently, such as Courtesy Patrol and Heavy Tow services to remove inoperable vehicles from traffic, and real-time travel information provided to travelers via Variable Message Signs, or the COTRIP website. Intelligent Transportation Systems (ITS) and Network Services is a Division of Maintenance and Operations and supports CDOT teams, regions, and HPTE with their ITS and network needs to implement technologies to communicate better, decrease travel times, and create a safer driving environment for the traveling public. ITS has three main areas of focus, field operations, network services, and engineering.

6.2 Fiscal Year Services to be Provided for HPTE Express Lanes

HPTE currently has operations and maintenance responsibility for all Express Lanes. By contracting with the CDOT Division of Maintenance and Operations (DMO) to perform certain services for Express Lanes that are in operation, HPTE is able to ensure that all Express Lanes facilities are working correctly and safely for the users that choose to pay a fee for a reliable trip time. For the 2024-25 fiscal year, HPTE has tasked CDOT DMO to oversee work in three core areas:

A. Roadway Maintenance

Regular roadway maintenance is essential to help preserve Express Lanes in their originally constructed condition, ensure user safety, and provide efficient, convenient travel. The safe and efficient operations of Express Lanes are dependent on ensuring that the roadway is clear of debris, free from potholes, and cleared of snow and ice during winter weather events. Guardrails, attenuators, and other roadside safety items must be kept in working condition. To ensure roadway maintenance is carried out to a high standard, HPTE has tasked CDOT with performing the following activities in the Express Lanes:

- a. Repair and replacement of guardrails, bridge rail, concrete barrier, and attenuators to ensure they are in working condition;
- b. Snow and ice removal fair and equitably to the general purpose lanes. All Express Lanes lane striping shall be visible. It is HPTE’s goal to provide excellent service and meet the expectations of Express Lanes users.
- c. Lane striping, lane sweeping/cleaning;

- d. Trash and debris removal;
- e. Pothole filling, crack sealing, joint repairs, concrete slab replacements, and any additional pavement maintenance;
- f. Regular cleaning of static Express Lane signs if not they are not easily readable;
- g. Repair of damaged static Express Lane signs; and
- h. Lane closures and temporary traffic control to perform any of the roadway maintenance activities listed above.

B. Intelligent Transportation Systems (ITS) Maintenance and Monitoring

Timely electronic tolling equipment maintenance is an essential part of a successful Express Lane system. Extended periods of equipment downtime results in loss of revenue and reduces HPTE's ability to pay back the debt it incurred to help build the project, and to provide funding for additional construction projects in the corridor.

HPTE must monitor and facilitate troubleshooting when issues arise with the servers that support tolling (transactions and images). HPTE requires access to the facilities that house HPTE equipment to support troubleshooting and/or provide escort to the teams that will repair or reset tolling equipment. This access must comply with ITS's process: Requesting node access and approval process.

In addition, the following HPTE positions HPTE PM III – TOMS Program Manager, HPTE PM II - Tolling Maintenance Supervisor, PM II - Major Projects Manager, and CTIO Vendor Maintenance Staff can request badge access for the following Node sites that house HPTE equipment: Node 1, Node 2, CTMC, KOA, County Line Node and Airport Node.

Additionally, during Emergency Outages impacting HPTE installed hardware (Firewalls, Network Switches, NVRs, SD WAN Appliances, etc.) the team can utilize the Requesting node access and approval process to restore internal network failures. HPTE personnel will abide by ITS Branch Expectation Memo - Moratoriums and Maintenance Windows -12-12-2022.

Failure to follow the established ITS procedures will result in badge access being removed at any time.

CDOT ITS plays a critical role in maintaining the electronic toll collection system, the fiber-optic network that the system runs on, and the various signs and communication devices that convey information to the traveling public. To ensure these important functions are carried out to a high standard, HPTE has tasked CDOT with performing the following ITS activities in and on behalf of the Express Lanes:

1. Regular maintenance and monitoring of the fiber optic network to ensure it is in working condition and that network downtime is minimized as much as possible.
2. The Network Operation Center (NOC) staff assists with triaging tickets and dispatch related to device failures associated with equipment that the CDOT ITS team can repair. Additionally, NOC staff provide advanced notification of fiber maintenance, continued notifications in the event of fiber outages, and provide proactive responsiveness and resolution to problems and incidents discovered.
3. Device maintenance, lane closures, temporary traffic control, and associated activities will be billed as needed at to HPTE at the rates outlined in Appendix B.

C. Operational Support

The CDOT Traffic Operations Center (TOC) monitors roadway traffic throughout the state of Colorado. The TOC is in Golden, CO, and the high-level duties of the TOC are to provide incident management on all corridors throughout the state of Colorado that includes both the General-Purpose Lanes and the Express Lanes, system monitoring (traffic operations, infrastructure, and CDOT equipment health), event management, and crisis management. The TOC operators and dispatchers coordinate with local agencies along those corridors, various jurisdictions, and key partners such as CDOT Incident Commanders, First Responders, Safety/Courtesy Patrol, and HPTE which align with the common goal of optimizing the performance of the entire surface transportation system.

It is HPTE's goal to provide excellent service and meet the expectations of Express Lanes users. The high-level duties of HPTE are proactive monitoring of tolling system health and immediate response to failures and traffic events that allow us to generate the maximum traffic flow as well as maximizing the toll revenue collection that will allow us to meet the obligations and commitments incurred when the lanes and associated construction were established. To ensure these important goals are carried out to a high standard, HPTE has tasked CDOT with performing the following operational support activities on behalf of the Express Lanes:

1. Providing Safety Patrol Services on specific Express Lanes corridors as directed by HPTE. Task include carrying out traffic management, incident recovery, and verification of the status of the corridor during peak hours within the project limits.
2. Notif the Tolling team, if an event is triggered in the General-Purpose lanes that diverts traffic into the Express Lane.
3. Use of Variable Message Signs (VMS) for Express Lanes messaging. Examples would include Express Lanes closures, safety campaigns (e.g.: don't cross double white lines), toll fee changes, messaging about new lanes that are opening.
4. Due to impacts to revenue generation the NOC shall follow all Tolling Industry Standard of Care as outlined in Appendix D for all HPTE tickets/issues.

While the HPTE Tolling Analysts and Tolling Maintenance teams and the CDOT TOC staff work together as one overall operations group, there are very specific focuses of the respective teams. The HPTE teams have increased staffing to monitor Tolling Equipment and the overall Express Lanes Network. The Tolling Analysts will prioritize the tolling system health and react to alerts and notifications for equipment and/or system failures, including the creation of incidents and specific public messaging tasks as needed. The Tolling Maintenance team provides ongoing monitoring of the roadside tolling equipment and are an extra set of eyes for road conditions and can provide valuable information regarding the state of a corridor (debris, damage, etc.). The CDOT Traffic Operators will give priority to incident recovery and incident response (i.e. field dispatching services, primary public messaging, and sole coordination with other agencies) as well as monitoring of the General-Purpose Lanes. Both HPTE Tolling Teams can support the Traffic Operators in the TOC with situational awareness, incident recovery and other elements of support as coordinated with the Express Lanes Operations Manager (ELOM).

7. Terms and Conditions

7.1 Statement of Work Duration

This Statement of Work documents the duties and tasks that HPTE directs CDOT to manage, oversee, and implement for the Fiscal Year 2024-25. This Statement of Work outlines services that will be provided by CDOT over a one-year period that will commence on July 1, 2024, and end on June 30, 2025.

7.2 Payment for Services

Associated costs for specific areas of work are outlined below. In exchange for completing the tasks outlined under this Statement of Work, HPTE will compensate CDOT with an upfront payment for its services based upon invoices issued by CDOT in accordance with Section 4.E above. HPTE has also included a 15% contingency by corridor to account for any work that may come up on an as needed basis. HPTE will reserve the contingency to be used as needed and it will not be included as part of the pre-payment to CDOT. Work will be agreed on by HPTE and CDOT and billed to HPTE for payment out of the contingency funds.

Any operations and maintenance that needs to be completed and is outside the scope of work for this agreement, CDOT will notify HPTE of the needed work in a written statement, outlining the nature and price of the tasks, requesting HPTE's approval 30 days before the work is to be completed. Upon HPTE's approval, CDOT will then invoice HPTE. HPTE then has 30 days to pay the invoice.

7.3 Progress Reporting

On the 15th of January and July of each fiscal year, CDOT will submit a progress report that includes a summary of activities performed on the corridor for the previous six months as well as a status report on the progress being made to accomplish the tasks outlined in this Statement of Work. The submission of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively.

8. Summary of Total Fees by Roadway for FY 2024-25 for Statement of Work Activities:

Type of Maintenance	I-25 North (US36 to Fort Collins)	I-70 Mountain Express Lanes	I-25 South GAP	C-470	Total
Roadway Maintenance	\$276,000.00	\$58,488.00	\$144,000.00	\$120,000.00	\$598,488.00
ITS Maintenance and Monitoring	\$52,880.78	\$18,393.31	\$27,589.97	\$22,991.64	\$121,855.70
Operational Support	\$92,073.97	\$149,964.51	\$215,723.00	\$113,491.39	\$571,252.87
Contingency	\$63,143.21	\$34,026.87	\$58,096.95	\$38,472.45	\$193,739.49
Prior Credit*	-\$188,000.00	\$0.00	\$0.00	\$0.00	-\$188,000.00
Express Lane Re-Striping **	\$0.00	\$0.00	\$273,914.00	\$181,492.00	\$455,406.00
Total	\$296,097.96	\$260,872.70	\$719,323.92	\$476,447.49	\$1,752,742.06

*Under the FY2023-24 TOM's IAA, HPTe pre-paid \$188,000 for I-25 North Segments 6, 7 and 8. Due to a delay, the Express Lanes did not begin tolling in FY2023-24. HPTe will reflect this payment for services it did not receive as a credit on the current year agreement

**Region 1 Traffic is scheduled to perform a corridor wide restriping project in FY25, which will remove and replace the lane striping in the general-purpose lanes and express lanes. The cost shown is the estimated cost to restripe just the express lanes. This cost is in addition to the Roadway Maintenance activity. The striping included in the roadway maintenance activity is only allocated for isolated spot touch ups.

Appendix A (Roadway Maintenance), Appendix B (ITS Maintenance and Monitoring) Appendix C (Operational Support), and Appendix D provide a detailed breakdown of the SOW calculations.

Appendix A: Roadway Maintenance

The roadway maintenance calculation uses historical O&M cost data from CDOT DMO to determine a cost per lane mile on Express Lanes corridors. The cost per lane mile is then multiplied by the number of Express Lanes miles in a specific corridor to calculate the total. The table below outlines the cost per Express Lane for Roadway O&M:

Corridor	Per Lane Mile Cost	Number of Lane Miles	Total
I-25 North (US 36 to Fort Collins)	\$4,000	69	\$276,000.00
I-25 South GAP (Castle Rock to Monument)	\$4,000	36	\$144,000.00
I-70 Mountain Express Lanes	\$2,437	24	\$58,488.00
C-470 (I-25 to Wadsworth Blvd)	\$4,000	30	\$120,000.00
Total		159	\$598,488.00

Appendix B: ITS Maintenance and Monitoring

1. Operational ITS costs

Currently, the ITS Network Operations Center (NOC) has six full-time staff and can support ticket monitoring and dispatching in HPTE corridors during business hours (6:00 am to 4:30 pm), Monday through Friday.

The cost for ITS Network FTEs, contractors, software and tools, and lane closures to complete tickets within HPTE corridors averages approximately 2% of the total ITS ticketing volume . costs. To determine an annual reimbursement for the cost associated with maintaining devices in HPTE corridors via tickets submitted, 2% was applied to the average total ITS tickets annual cost Base Support (Estimated Annual Average: \$8,018.29: This is ticketing tracking and dispatch only. The staff employed in the NOC are Professional Network and Systems Engineers and are employed through a contract with Convendis, two FTEs, and a Supervisor FTE. In addition, there is an overhead expense associated with the software and tools needed to log, track and manage tickets.

Calculation

$[[\text{Total Costs of FTEs/Contractors/Software in the NOC}] \times [\text{Percentage of HPTE Tickets received within the NOC based on previous year}]] + [3\% \text{ Overhead}] = [\text{Network Monitoring Annual Reimbursement}] = (\$778,478 \times 1\% = \$7,784.75) + \$233.54 = \mathbf{\$8,018.29}$

2. Communication Infrastructure Maintenance Costs:

Currently, ITS dark fiber is used to support communication for HPTE corridors. The current assumption is that each corridor shown uses four strands of ITS dark fiber to support the HPTE vendor tolling equipment. Any routes that ETC will be managing will need to be converted from dark fiber rates to circuit rates, which currently is not reflected.

Maintenance of fiber routes includes preventative maintenance, inventorying, and emergency and extraordinary repairs. Preventative maintenance on these fiber routes includes periodic inspection of the facility, reinstallation of knocked down fiber location markers and replacement of damaged or missing fiber location markers, clearing and cleaning debris from pull boxes so that they are visible, performing locates within three (3) business days from receipt of UNCC notice. An accurate geospatial inventory of the route has to be maintained with UNCC to support appropriate locates. Emergency and extraordinary repairs occur when fiber cables have been damaged, cut or severed.

Calculation

$[\text{Total Corridors miles}] \times [\text{M\&O Annual Fee per mile per strand}] \times [\text{Number of Fibers}] = \text{HPTE Annual M\&O}$
 $[\text{Annual M\&O}] + [\text{Total Corridors miles}] \times [\text{Locate/811 Annual Cost per mile per strand, plus 20\% overhead}] \times [\text{Number of Fibers}] = \text{HPTE Annual M\&O} = [\text{Fiber Maintenance Annual Reimbursement}]$
Total Corridor Miles: $234.3 \times \$42.47 \times 4 \text{ strands per mile} = \$39,802.88$ M&O cost share to HPTE.
Total locates and UNCC tickets: $234.3 \times \$20.31 \times 4 \text{ strands per mile} = \$19,034.53$. **Total Communication Infrastructure Annual Reimbursement = \$58,837.41**

FLIR software is used for the VMS (Variable Message Signs) and VTMS (Variable Toll Message Signs) and is tied to the control of the reversible lanes. This software is also required to update toll rates.

3. Conclusion:

An estimated total annual reimbursement is shown in the table below. The methodology to determine the Operational and Maintenance costs as documented above. To ensure the equitable distribution of ITS costs across the Express Lanes Network, the total reimbursement cost was calculated on a lane mile basis and multiplied by the number of lane miles for each Express Lane facility (e.g. I-70 Mountain Express Lane - 12 lane miles x \$1039.54 = \$12,474.48). The values and methodologies used to determine the reimbursement will be assessed/updated annually.

Operational ITS Costs	\$8,018.29
Communication Infrastructure Maintenance Costs	\$58,837.41
Annual Flir Software Renewal	\$55,000.00
Total	\$121,855.70

ITS costs will be split out by Express Lane corridors as show in the table below:

Corridor	Number of Express Lane Miles	Percentage Share of the Express Lane Network	Share of ITS Costs
I-25 North (US36 to Fort Collins)	69	43.40%	\$52,880.78
I-25 South GAP (Castle Rock to Monument)	36	22.64%	\$27,589.97
I-70 Mountain Express Lanes	24	15.09%	\$18,393.31
C-470 (I-25 to Wadsworth Blvd)	30	18.87%	\$22,991.64
Total	159	100.00%	\$121,855.70

ITS Rates (paid for out of contingency):

ITS will submit work orders or invoices that reflect actual costs for any device maintenance, fiber splicing and associated activities (lane closures, device troubleshooting on-site, etc). If any circuits are requested to support managed lanes, they will need to be negotiated.

Appendix C: Operational Support: Summary Table

Corridor	TOC Fixed Cost Share	Operations Support Cost	Courtesy Patrol Costs	Total
I-70 Mountain Express Lanes	\$4,124.10	\$1,840.41	\$144,000.00	\$149,964.51
I-25 North (US36 to Fort Collins)	\$11,861.22	\$1,212.75	\$79,000.00	\$92,073.97
C-470 (I-25 to Wadsworth Blvd)	\$5,157.17	\$4,334.22	\$104,000.00	\$113,491.39
I-25 South GAP (Castle Rock to Monument)	\$6,187.51	\$1,535.49	\$208,000.00	\$215,723.00
Total	\$27,330.00	\$8,922.87	\$535,000.00	\$571,252.87

Calculation Support

CDOT Annual Fixed Costs				CTIO Fixed Cost Payment	
	Building	TOC Allocation	TOC Annual Fixed Costs	CTIO Percentage	CTIO Annual Fixed Costs
OpenTMS	\$900,000.00	100.00%	\$900,000.00	3.00%	\$27,000.00
DTRs	\$11,000.00	100.00%	\$11,000.00	3.00%	\$330.00
TOTAL	\$911,000.00		\$911,000.00		\$27,330.00

CTIO Percentages:

- 3%: Statewide Operations - Golden has 23 workstations, Pueblo has 4 workstations, and HLT has 4 workstations. CTIO occupies 1 workstation, or 1 out of 26 total workstations, or 3%. This percentage would apply to Open Transportation Management System (TMS), and Digital Trunk Radios (DTRs)

CDOT 2023 Annual Operational Expenses				CTIO Operations Payment	
(Incident Response - Dispatching and Agency Coordination)					
Express Facility	2022 Total Annual Incident Hours	Operator Cost/Hour	Billable Cost	CTIO Percentage	CTIO Annual Ops Costs
I-70 MEXL	169	\$33.00	\$5,577.00	33%	\$1,840.41
I-25 (Segments 2&3)	147	\$33.00	\$4,851.00	25%	\$1,212.75
I-25 GAP	398	\$33.00	\$13,134.00	33%	\$4,334.22
C-470	141	\$33.00	\$4,653.00	33%	\$1,535.49
	855				
		Total	\$28,215.00		\$8,922.87

Courtesy Patrol Cost Breakdown

Roadway	I-70 EB MEXL	WB MEXL	I-25 Seg 2 &3	C-470	I-25 South Gap	Total
CDOT Incident Management Average Annual Total Incident Duration	Cost per Year: 75hrs/yr * \$32/hr = \$2,400	Cost per Year: 76hrs/yr * \$32/hr = \$2,432	Cost per Year: 515hrs/yr * \$32/hr = \$16,480	Cost per Year: 136 hrs/yr * \$32/hr = \$4,352	Cost per Year: 86 hrs/yr * \$32/hr = \$2,752	
	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 25%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	
Roadway	I-70 EB MEXL 100 days	WB MEXL 125 days	I-25 Seg 2 &3	C-470	I-25 South Gap	
CDOT Safety Patrol Provider	Safety Patrol (1 Light Duty/and 0.5 Rollback):	Safety Patrol (1 Light Duty/and 0.5 Rollback):	Safety Patrol (1 units):	Safety Patrol (1 unit):	Safety Patrol (2 units):	
	Light Duty = \$94/hour *1200 = \$112,800	Light Duty = \$94/hour *1500 = \$141,000	Light Duty = \$69/hour	Light Duty = \$69/hour	Light Duty = \$69/hour	
	Roll Back = \$135/hour * (1200*0.5) = \$81,000	Roll Back = \$135/hour * (1500*0.5) = \$101,250	Hours/year = [[14*5)+(9*2)]*52 = 4,576	Hours/year = [[14*5)+(9*2)]*52 = 4,576	Hours/year = [[14*5)+(9*2)]*52 = 4,576	
	Subtotal = \$193,800/year	Subtotal = \$242,250	Subtotal = \$69/hour * 4,576 hours = \$315,744	Subtotal = \$69/hour * 4,576 hours = \$315,744	Subtotal = \$138/hour * 4,576 hours = \$631,488	
	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 25%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	
	\$64,000	\$80,000	\$79,000	\$104,000	\$208,000	\$535,000

Appendix D: HPTE Events Repair Schedule

Response Type	Priority	Repair Time
Remote	1	1 hr.
Remote	2	2 hr.
In Lane Activities (i.e. Snow Removal, debris removal, Equipment failure)	1	2 hr.
In Lane Activities (i.e. Snow Removal, debris removal, Equipment failure)	2	4 hr.
Priority	Description	
1	A Priority 1 Maintenance Event is defined as any malfunction or fault that will result in the immediate loss of revenue and/or hazard to personnel.	
2	A Priority 2 Maintenance Event is defined as any malfunction or fault that will not result in immediate loss of revenue but will/may impact operational performance.	