

**Table 10.1  
Toll Revenue Leveraging Techniques**

Scenario		Present Value	Capital Costs (\$)	Feasibility Factor
		Net Revenue (\$)		
1.75 Senior Lien/2.99 Subordinate Lien and 6.0% Bonding Rate	Base Case	226,712,101	335,267,740	0.68
	O&M Guarantee	268,318,817	335,267,740	0.80
	O&M with Right-of-Way Purchase	268,318,817	321,067,740	0.84
1.75 Senior Lien/2.19 Subordinate Lien and 6.0% Bonding Rate	Base Case	243,319,829	335,267,740	0.70
	O&M Guarantee	287,099,398	335,267,740	0.86
	O&M with Right-of-Way Purchase	287,099,398	321,067,740	0.89
1.75 Senior Lien/2.99 Subordinate Lien and 5.5% Bonding Rate	Base Case	251,299,736	335,267,740	0.75
	O&M Guarantee	296,492,930	335,267,740	0.88
	O&M with Right-of-Way Purchase	296,492,930	321,067,740	0.92
1.75 Senior Lien/2.19 Subordinate Lien and 5.5% Bonding Rate	Base Case	269,708,624	335,267,740	0.80
	O&M Guarantee	317,403,840	335,267,740	0.95
	O&M with Right-of-Way Purchase	317,403,840	321,067,740	0.99

By employing these strategies, the project could be as much as 99 percent funded with toll revenues, thereby reducing the supplemental funds needed from other sources.

**10.2 SUPPLEMENTAL FUNDING**

Potential supplemental funding sources include federal funds through earmarks or grants, and state/local funding. Both the federal and state/local sources must fulfill the requirements set forth in the Metropolitan Planning Organization process discussed below. Federal loans are another potential strategy. Additionally, state/local funding is limited to 10 percent of the project cost, in accordance with enterprise guidelines under TABOR. The final funding package must be developed by the CTE. This funding package must identify the source of funds so as to comply with both the regional planning process and TABOR/enterprise guidelines. Such a funding plan is required