

TRANSPORT METROPOLITAN DISTRICT NO. 9
ANNUAL BUDGET
FOR THE YEAR ENDING DECEMBER 31, 2023

**TRANSPORT METROPOLITAN DISTRICT NO. 9
GENERAL FUND
2023 BUDGET
WITH ACTUAL AND ESTIMATED
For the Years Ended and Ending December 31,**

5/17/23

	ACTUAL 2021	ESTIMATED 2022	BUDGET 2023
BEGINNING FUND BALANCES	\$ -	\$ -	\$ -
REVENUES			
Developer Advance	-	-	10,000
Total revenues	<u>-</u>	<u>-</u>	<u>10,000</u>
Total funds available	<u>-</u>	<u>-</u>	<u>10,000</u>
EXPENDITURES			
General and administrative			
Contingency	-	-	10,000
Total expenditures	<u>-</u>	<u>-</u>	<u>10,000</u>
Total expenditures and transfers out requiring appropriation	<u>-</u>	<u>-</u>	<u>10,000</u>
ENDING FUND BALANCES	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
EMERGENCY RESERVE	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
TOTAL RESERVE	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

No assurance is provided. See summary of significant assumptions.

**TRANSPORT METROPOLITAN DISTRICT NO. 9
PROPERTY TAX SUMMARY INFORMATION
2023 BUDGET
WITH ACTUAL AND ESTIMATED
For the Years Ended and Ending December 31,**

5/17/23

ACTUAL 2021	ESTIMATED 2022	BUDGET 2023
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ASSESSED VALUATION

Agricultural	\$	-	\$	-	\$	40
Certified Assessed Value	\$	-	\$	-	\$	40

MILL LEVY

General	0.000	0.000	0.000
Total mill levy	0.000	0.000	0.000

PROPERTY TAXES

General	\$	-	\$	-	\$	-
Budgeted property taxes	\$	-	\$	-	\$	-

BUDGETED PROPERTY TAXES

General	\$	-	\$	-	\$	-
	\$	-	\$	-	\$	-

**TRANSPORT METRO DISTRICT NO. 9
2023 BUDGET
SUMMARY OF SIGNIFICANT ASSUMPTIONS**

Services Provided

TransPort Metropolitan District No. 9 (the District) a quasi-municipal corporation and a political subdivision of the State of Colorado, which is located in the City of Aurora was organized on November 7, 2006 and is governed pursuant to provisions of the Colorado Special District Act (Title 32, Article 1, Colorado Revised Statutes).

It is anticipated that Transport Metro Districts Nos. 1-15 will collectively undertake the financing and construction of certain public improvements within and without the boundaries of the Districts. The service plans authorize the Districts to enter into certain intergovernmental cost sharing and recovery agreements which govern the relationships between and among the Districts with respect to financing, construction and operation of the public improvements. These services will be determined through the Coordinating Services Agreement.

The District has no employees and all administrative functions are contracted.

The District prepares its budget on the modified accrual basis of accounting in accordance with the requirements of Colorado Revised Statutes C.R.S 29-1-105 using its best estimates as of the date of the budget hearing. These estimates are based on expected conditions and its expected course of actions. The assumptions disclosed herein are those the District believes are significant to the budget. There will usually be differences between the budget and actual results.

Revenues

Developer Advance

The District is in the development stage. As such, all of the District's general and administrative expenditures will be funded by the Developer. Developer advances are recorded as revenue for budget purposes with an obligation for future repayment when the District is financial able to reimburse the Developer from bond proceeds (if applicable) and other legally available revenues.

Expenditures

Transfer to Transport Metro District No. 1

Pursuant to the District Coordinating Services Agreement dated November 20, 2019, Transport Metro District No.1 will provide certain operation, maintenance, and administrative services benefiting the District and Transport Metro District Nos 2-15 (collectively "Districts"). The Districts will pay all of costs of such services through the imposition of ad valorem property taxes and transferring the net tax revenues to Transport Metro District No. 1.

Debt and Leases

The District has no debt, capital, or operating leases.

**TRANSPORT METRO DISTRICT NO. 9
2023 BUDGET
SUMMARY OF SIGNIFICANT ASSUMPTIONS**

Reserves

Emergency Reserve

TABOR requires local governments to establish Emergency Reserves. These reserves must be at least 3% of fiscal year spending. Since substantially all funds received by the District are transferred to Transport Metro District No. 1, which pays for all of the Districts' operations, maintenance and administrative costs, an Emergency Reserve is not reflected in the District's budget.

This information is an integral part of the accompanying budget.