

Central 70

Challenges of Future Funding, Tolling & Partnerships

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Feb. 26, 2016

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CDOT RESPONSIBILITIES

- 3,454 BRIDGES
- 6.1 MILLION MILES PLOWED PER YEAR
- CDOT MAINTAINS & OPERATES 23,000 TOTAL LANE MILES OF HIGHWAY
- 35 MOUNTAIN PASSES OPEN YEAR-ROUND
- DIVISION OF TRANSIT AND RAIL: ADMINISTERS FEGSTATE GRANTS AND OPERATES BUSTANG
- AIRPORT OPERATIONS: INTERFACE WITH FFA

\$1.43 BILLION BUDGET

Source: Colorado Department of Transportation, 2014

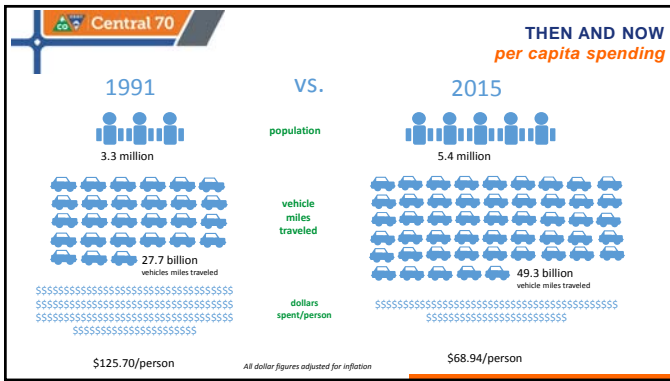
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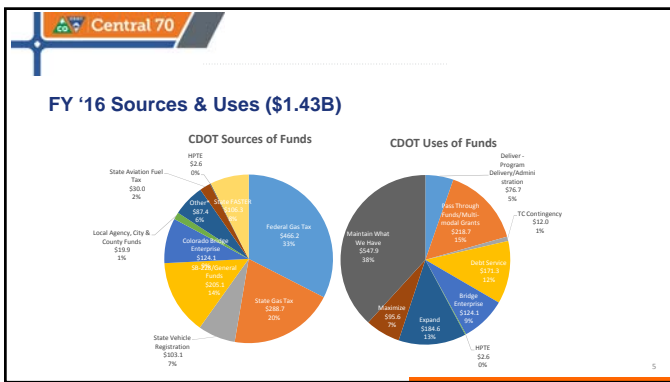
OUR CHALLENGE

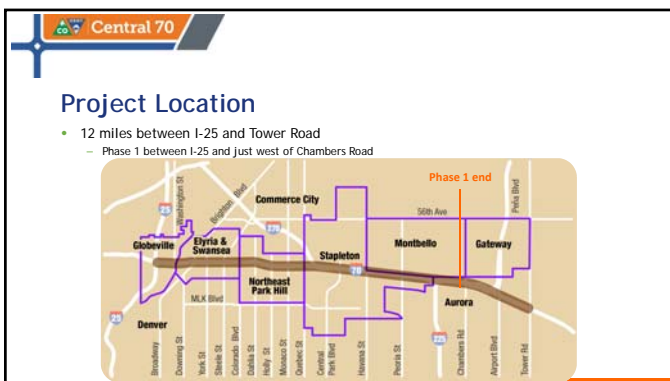
continued growth

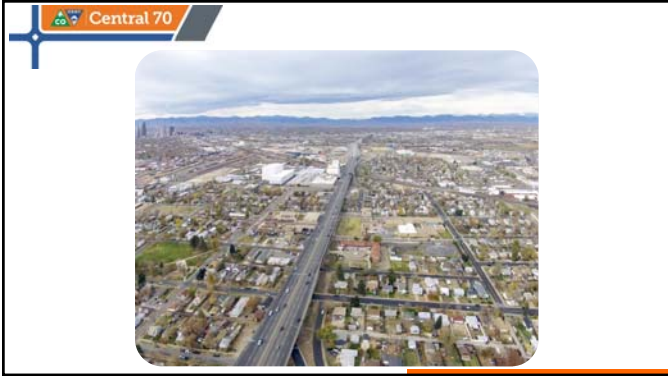
From 2013 to 2040

- Population: +47% → 7.8 MILLION COLORADANS
- Vehicle Travel: +47% → 41.8 BILLION MILES TRAVELED
- Avg. Traffic Delay on congested corridors: 2 to 3 TIMES DURING PEAK HOURS (if we do nothing)















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Funding

First phase – \$1.2B

- Remove 50-year old viaduct between Brighton and Colorado Blvd
- Reconstruct as a lowered highway with a cover
- Extend Express Lanes (I-25 to Chambers Road)

Funding – Will require multiple sources, including:

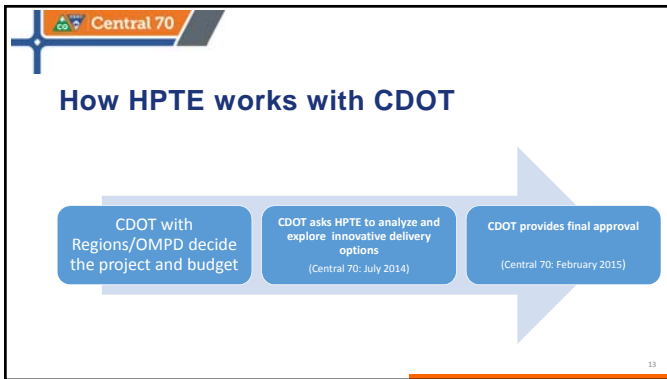
- Bridge Enterprise
- Senate Bill 228
- DRCOG
- Local Investment

 An aerial photograph showing the project area. A multi-lane highway runs through a developed urban area. To the right of the highway, there is a large industrial facility with several tall silos and buildings. The surrounding area includes residential and commercial buildings.

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About HPTE

- Pursues innovative means of more efficiently financing transportation projects
- Innovative means of financing projects include, but are not limited to:
 - Public-private partnerships
 - Operating concession agreements
 - User fee-based project financing
 - Annual performance payment agreements
- HPTE pursues P3 for the following benefits:
 - Accelerated construction schedules, increased scope
 - Reduced risk for taxpayers
 - Private sector investment over "whole life cycle" of infrastructure
 - Long-term performance requirements



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- ### Public-Private Partnership for Central 70
- A Public-Private Partnership (P3) is a partnership between CDOT and a private sector company - in the case of Central 70 (formerly I-70 East), the Developer - to build a large project
 - Pursuing a Design Build Finance Operate and Maintain (DBFOM) delivery model
 - In a DBFOM, the Developer:
 - Finances some or all of the capital cost of the project
 - Is responsible for designing, building, financing, operating, maintaining and rehabilitating the roadway over a long period of time
 - CDOT maintains ownership
 - In exchange for the developer keeping the project in compliance with performance standards, CDOT makes payments to Developer, following project completion

The Developer Shortlist

Team	Equity Members	Lead Contractors	Lead Engineers	Lead Operators
Front Range Mobility Group	Hochtief, ACS, AECOM, John Laing	Fluor, URS, DRAGADOS	URS	Hochtief, AECOM, ACS
Kiewit/Meridiam Partners	Meridiam, Kiewit	Kiewit	Parsons Brinckerhoff, Jacobs	Fergussen
5280 Connectors	Plenary, Skanska	Skanska, ZACHRY	HDR	Hochtief
I-70 Mile High Partners	Cintra, Hochtief	Hochtief, Ferrovial	JSE, OTHON	Cintra, Hochtief

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Major Challenges of P3s - Public Acceptance

Deal behind closed doors

Foreign investment

Tolls

Length of contract

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HPTE: Transparency Policy

Executive Order D14-010

- HPTE Transparency Policy
 - HPTE Board adopts transparency policy, July 16, 2014, in accordance with Governor's Executive Order
- Threshold for Transparency and Public Involvement
 - Minimum of three Town Hall Meetings for the public
 - Coordinate with local governments
 - Held to maximize the public's convenience
 - Legislative and public reporting requirements
 - Explicit recognition of transit consideration

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P3s are viewed positively

Perceptions of Public Private Partnerships

Perception	Percentage
Strongly support	21%
Somewhat support	50%
Somewhat oppose	13%
Strongly oppose	15%

Q18. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose this type of partnership?

Central 70 Project Survey

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Contact Us

Websites:
central70.codot.gov
codot.gov/programs/high-performance-transportation-enterprise-hpte

Email: dot_i70project@state.co.us


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Appendix

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Phase 1 Project Overview

- Adding one additional Express Lane in each direction
 - Restriping from I-25 to Brighton Boulevard
 - Complete reconstruction between Brighton Boulevard to I-270
 - Widening from I-270 to Chambers Road
- Removing the 50-year-old viaduct and lowering the interstate
- Constructing new 4-acre cover over the interstate



The map shows the project area along I-70 from Brighton to Midway. Key locations marked include Brighton, Full reconstruction, Midway, and Chambers Road. Major roads shown include I-25, I-70, I-270, and I-76.

