



I-70 East



Overview of the I-70 East Request for Proposals (RFP)

The Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HTPE) are in the process of identifying a partner (a developer) to design, build, finance, operate and maintain the I-70 East corridor. I-70 East is one of the most heavily traveled and congested corridors in the Denver area and the state. The developer selection process will soon enter its second phase with the issuance of a Draft Request for Proposals (RFP). This paper is intended to explain the purpose and importance of the RFP and the next steps in the process.

What is a Request for Proposals (RFP)?

The RFP is one of the most important elements in this highly competitive selection process. It lays out CDOT's expectations - technical scope, contractual requirements and performance standards for the project. The developer responds with highly detailed information about how they propose to design, build, finance, operate and maintain the I-70 East Project. In addition, the developer will be required to provide detailed financial information and outline how they will ensure transparency, meet the goals of the state, general public and impacted communities.

What goals are the developer being asked to meet?

CDOT has identified the following goals for the construction of I-70 East:

- Maximize the scope of the project
- Provide a quality product that minimizes maintenance costs
- Enhance community values and project benefits
- Protect safety of workforce and public
- Minimize impacts to travelers and nearby communities

What are the next steps after the draft RFP is issued?

During the recently concluded Request for Qualifications (RFQ) process, four developer teams were selected to respond to the RFP. This selection was based on a review of the teams' qualifications, approach to the project, previous experience in similar projects and financial capabilities.

A Draft RFP will be released in September 2015, and final RFP documents will be issued early summer 2016. The four finalist teams will work with CDOT and HPTE to develop highly detailed responses. When submitted, the responses typically are several volumes in length, with significant and legally binding commitments. Based upon the detailed review against complex criteria, a developer partner will be selected in fall 2016.

Can the public see the RFP and other relevant documents?

Transparency is a top priority for the developer selection process, so the RFP will be available on the HPTE website. All decisions will be announced publicly, and summaries of contracts will be provided on the HPTE website, as required by Gov. John Hickenlooper’s Executive Order on public-private partnership selection processes (see transparency policy and the Executive Order, at the end of the document). Below is a summary of past and future public outreach:

- Visioning: HPTE held a telephone town hall (June 25, 2014), a town hall (July 8, 2014) and an online survey to discuss public-private partnerships and to review the Value for Money report.
- Pre-RFQ: HPTE held a telephone town hall (Oct. 16, 2014) and a public meeting (Nov. 5, 2014) to discuss what kind of partner we want for the project.
- Pre-RFP and Selection: HPTE will hold a telephone town hall (Aug. 18, 2015) and three public meetings (Aug. 17, 19 and 20, 2015) to explain the RFP process.
- Pre-Close: HPTE will plan public meetings after the preparation of, but prior to the issuance of, a final RFP. Once an agreement has been signed, HPTE will post a summary of the essential terms of the agreement online. After the agreement has become fully effective, HPTE will post the full agreement on its website.

What are the four shortlisted teams? Will any others be considered?

In response to a March release of the I-70 East Project’s Request for Qualifications (RFQ), five Statements of Qualifications (SOQ) from combined teams of construction and engineering firms, operators and equity investors were submitted in June 2015. The teams were evaluated on their organizational structure, experience on similar projects, approach to the project and financial capacity. Four teams were selected (the “shortlist”) to respond to the RFP. No additional teams will be considered. The four shortlisted teams are: 5280 Connectors, Kiewit/Meridiam Partners, Front Range Mobility Group and the I-70 Mile High Partners.

Team	Equity Members	Lead Contractors	Lead Engineers	Lead Operators
Front Range Mobility Group	HOCHTIEF PPP COLLECTIVE ACS AECOM John laing	FLATIRON URS DRAGADOS	CH2M HILL URS	HOCHTIEF PPP AECOM ACS
Kiewit/Meridiam Partners	meridiam Kiewit	Kiewit	PARSONS BRINCKERHOFF JACOBS	JORGENSEN
5280 Connectors	Plenary Group SKANSKA	SKANSKA ZACHRY	HDR	TRANSFIELD
I-70 Mile High Partners	Cintra BECHTEL	BECHTEL ferrovial	JSE BECHTEL OTHON	Cintra BECHTEL

What is the High Performance Transportation Enterprise (HPTE) and what is their role?

The HPTE was formed to pursue innovative means of more efficiently financing important transportation projects that will improve the safety, capacity and accessibility of the transportation system. For this project, HPTE is working in support role to CDOT to facilitate the public-private partnership. Learn more at www.coloradohpte.com.