



Welcome to the High Performance Transportation Enterprise

Town Hall Meeting: Financing Options for I-70 East Improvements

5:30pm - 7:30pm



How do we address current and future needs?

- Colorado and metro region are growing.
- Colorado is behind in meeting our current and future transportation needs.
- Private investment is a solution on a limited, case-by-case basis.
- Private investment is a way to accelerate projects and maximize taxpayer value.
- The public retains authority, control and ownership of the project.



How do we address current and future needs?

“Colorado and metro region are growing. As the Denver metro region continues to grow and evolve, we face new and ongoing challenges to our quality of life and economic prosperity. Between 2010 and 2035, the region's population is forecast to increase almost 50 percent, from almost 3 million to more than 4 million people.”

*-Denver Regional Council of Governments
"Metro Vision 2035 Plan"*



How do we address current and future needs?

- The Denver metro area and Colorado are growing quickly.
 - Colorado’s population projected to grow from 5.5 Million to 8 Million by 2040
 - Highway travel has increased 57% since 1990
- CDOT’s budget has been reduced by more than 30% in the past 5 years.
- Overly congested highways lead to increased travel times and deteriorating road quality, impacting road safety and harming our economy and environment.
- Colorado must find innovative ways to accelerate key transportation projects—start them sooner and get them done faster.



Potential Benefits of a Private Investment Approach

- Accelerate projects: start sooner, and shorten the construction timeline
- Expand the scope of the project for less money
- High-quality design and construction
- Guarantee long-term maintenance and operations
- Provide local hiring and contracting opportunities

3 Finance Options Considered for I-70 East

Design-Build (DB)

Public agency finances the project, then operates and maintains when completed. Public agency owns the project.

Private partner provides both design and construction of the project.

Example: I-25 T-REX, 6th Avenue Bridges, RTD Southwest Rail Line

Design-Build-Operate-Maintain (DBOM)

Public agency provides financing, and contracts with the private partner for maintenance and operations with significant oversight. Public agency owns the project.

Private partner is responsible for design and construction, then enters into long-term contract to operate and maintain it.

Examples: Hudson-Bergen Light Rail (New Jersey), AirTrain JFK Airport (New York)

Design-Build-Finance-Operate-Maintain (DBFOM)

The public agency provides public financing, and contracts with the private partner for maintenance and operations with significant oversight. Public agency owns the project.

Private partner designs, builds, operates and maintains the project. In certain cases, private partners also make an equity investment.

Examples: RTD "Eagle P3" (Gold Line, East Line to DIA, NW Line to Westminster, Commuter Rail Facility), US 36 Express Lanes Project (Phase 2)



Request for Qualifications

- Invites teams to submit their qualifications to perform the design, construction, finance, operations and maintenance of a project.
- Top respondents to the Request-for-Qualifications participate in the next step: “Request for Proposal”
- The Request-for-Qualifications document will be made available to the public at the same time as made available to industry.



CDOT Project Oversight

- CDOT ensures that partner is held to the standards and requirements CDOT establishes for operations and maintenance
 - *Snow plowing, major and minor road repairs, periodic rehabilitation, electrical and drainage improvements, landscaping, signage*
- CDOT and taxpayers are not on the hook for costs that arise unexpectedly during the design, construction or operations period
- CDOT sets price on tolled Express Lanes—and collects the tolls
 - *Existing general purpose lanes remain free, with no tolls*