



TRAFFIC? I'LL PASS. *Express Lanes offer choice and reduced congestion.*

Public Private Partnership (P3) Fact Sheet

A public-private partnership (P3) is a contractual agreement formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of projects -- in CDOT's case, large transportation projects. In most cases, a P3 allows construction projects to be completed sooner than other funding sources, as is the case with US 36 which began construction years sooner than had it waited for other state or federal funding.

What is the P3 arrangement on US 36?

The concessionaire, Plenary Roads Denver, was chosen to expand the highway and operate and maintain it for 50 years, in exchange for the right to collect toll revenues from the project over the life of the agreement. Plenary will also collect tolls from the 7.7-mile Express Lanes on I-25 between downtown Denver and the Pecos Street interchange on US 36.

Will the entire US 36 highway be tolled?

No. Only the Express Lane (one in each direction of US 36) will have a toll option. Two general purpose lanes will remain free to drivers as they are today. The Express Lanes will also accommodate Bus Rapid Transit (BRT) and carpool vehicles.

The US 36 P3 project will:	The US 36 P3 project will not:
Allow Plenary to conduct US 36 roadway operations and maintenance.	Sell or turn ownership of the road over to a private company.
Allow CDOT to maintain ownership of the highway.	Allow the concessionaire to toll all lanes on US 36. The existing general purpose lanes remain free.
Allow Plenary to toll only one new lane in each direction on US 36.	Allow the concessionaire to set their own tolls.
Transfer the risk of paying back the debt of building the project to Plenary.	Allow taxpayers to be responsible if revenue is less than projected.
Identify who can use the lane: BRT, HOV (HOV 3 no later than 2017), and SOV drivers who are willing to pay a toll.	Result in any state employees losing their jobs (they will be shifted to other areas) or in a pay reduction.
Tie toll rates to congestion measures depending on the time of day.	Enact public private partnerships for other corridors.
Allow CDOT to take over the operations and maintenance of US 36 if something happens to Plenary before the end of the contract.	

Visit expresslanes.codot.gov for more information.

