

COLORADO

Department of
Transportation



U.S. 36 Public-Private Partnership and CDOT Budget



What the Contract Does & Doesn't Do

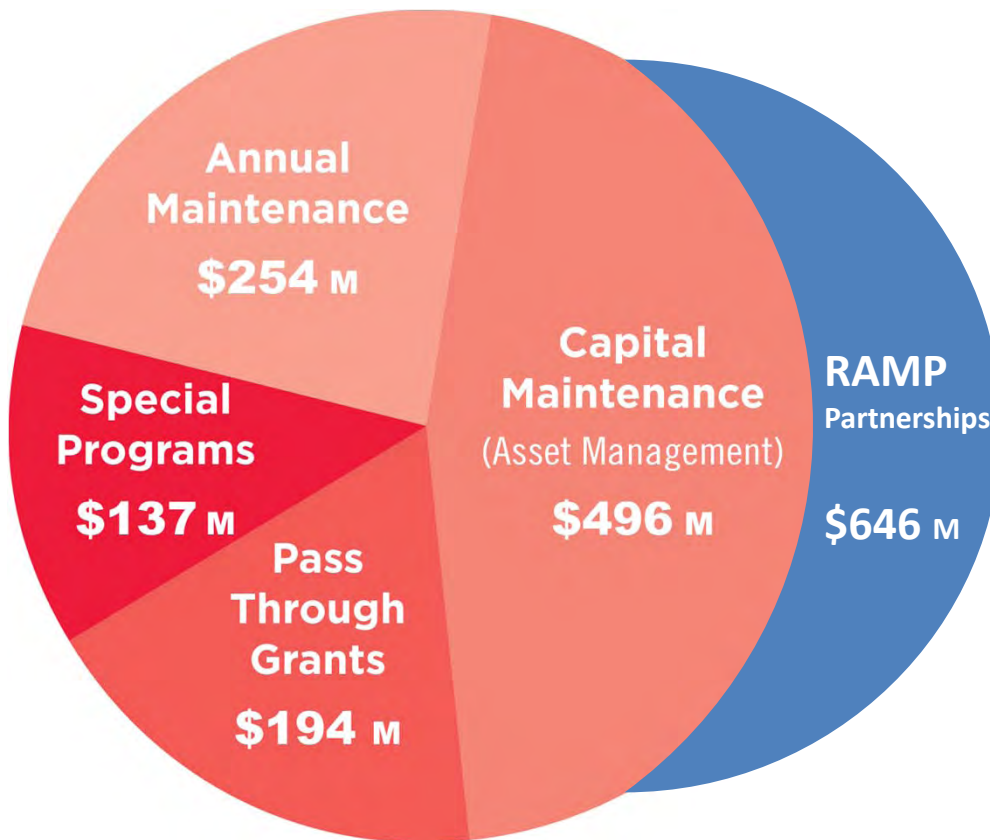
DOES	DOESN'T
Does lease US 36 roadway operations and maintenance to a concessionaire	Doesn't sell or turn ownership of road over to a private company
Does outline that only one <u>new</u> lane in each direction on US 36 will be tolled	Doesn't allow the concessionaire to toll ALL lanes on US 36 (<u>existing lanes remain free</u>)
Does require a public, governor-appointed board to approve all toll rates	Doesn't allow the concessionaire to set whatever tolls they want
Does only apply to US 36 construction and US 36 & I-25 toll revenue collection	Doesn't enact public private partnerships for other corridors
Does transfer the risk of paying back debt to build project to concessionaire	Doesn't require taxpayers to be responsible if revenue is less than projected
Does allow CDOT to make continued transportation improvements on adjacent corridors	Doesn't prohibit the State, RTD or local governments from improving transportation in the area for 50 years



What the Contract Does & Doesn't Do

DOES	DOESN'T
Does identify who can use the lane: BRT, HOV & SOV drivers willing to pay a toll	Doesn't allow the concessionaire to set the policy on what qualifies as HOV
Does tie toll rates to congestion measures	Doesn't allow the concessionaire to set the toll rates without limits. Tolls are likely to be closer to \$5 to \$6
Does outline the service standards for maintenance and operations with penalties if they don't meet them	Doesn't let the concessionaire slip under the radar for performance
Does require that concessionaire maintenance employees be paid the same as state employees	Doesn't result in ANY state employees losing their jobs (they will be shifted to other areas) or pay reduction
Does include a process to amend or get out of the contract	Doesn't prevent the state from adjusting the contract if necessary

2014 COLORADO DEPARTMENT OF TRANSPORTATION EXPENDITURES



TOTAL \$
1.08 billion

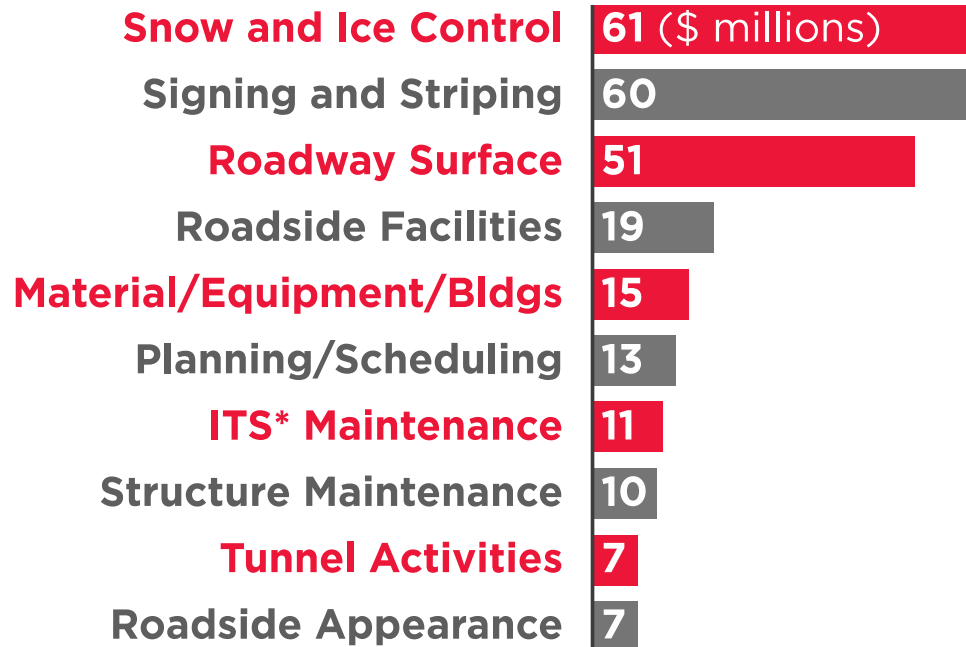
Does not include debt, salaries, and program delivery.

Capital Maintenance does include RAMP allocations.

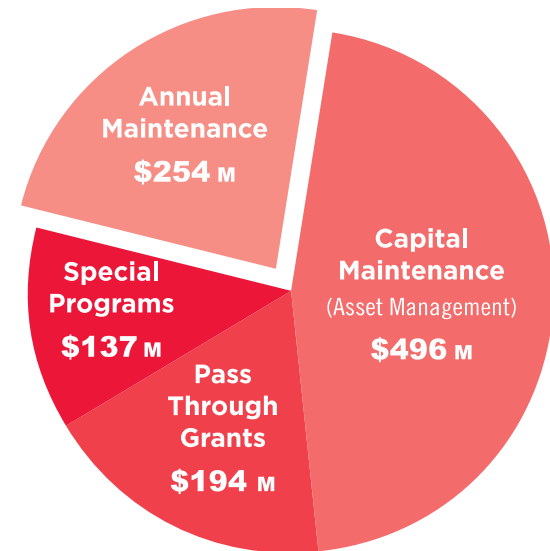


ANNUAL MAINTENANCE

TOTAL \$
254 million



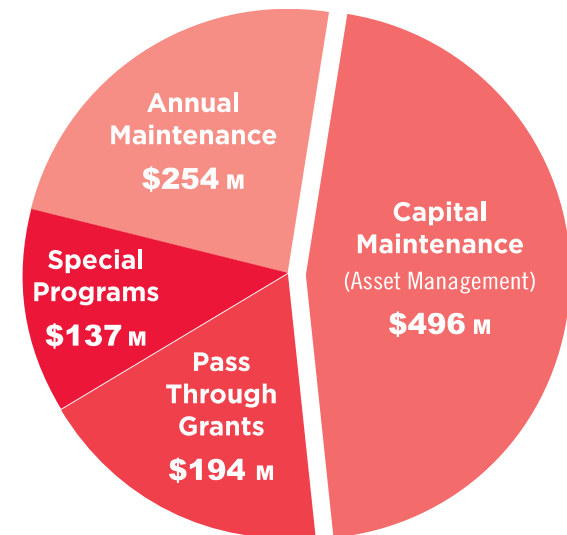
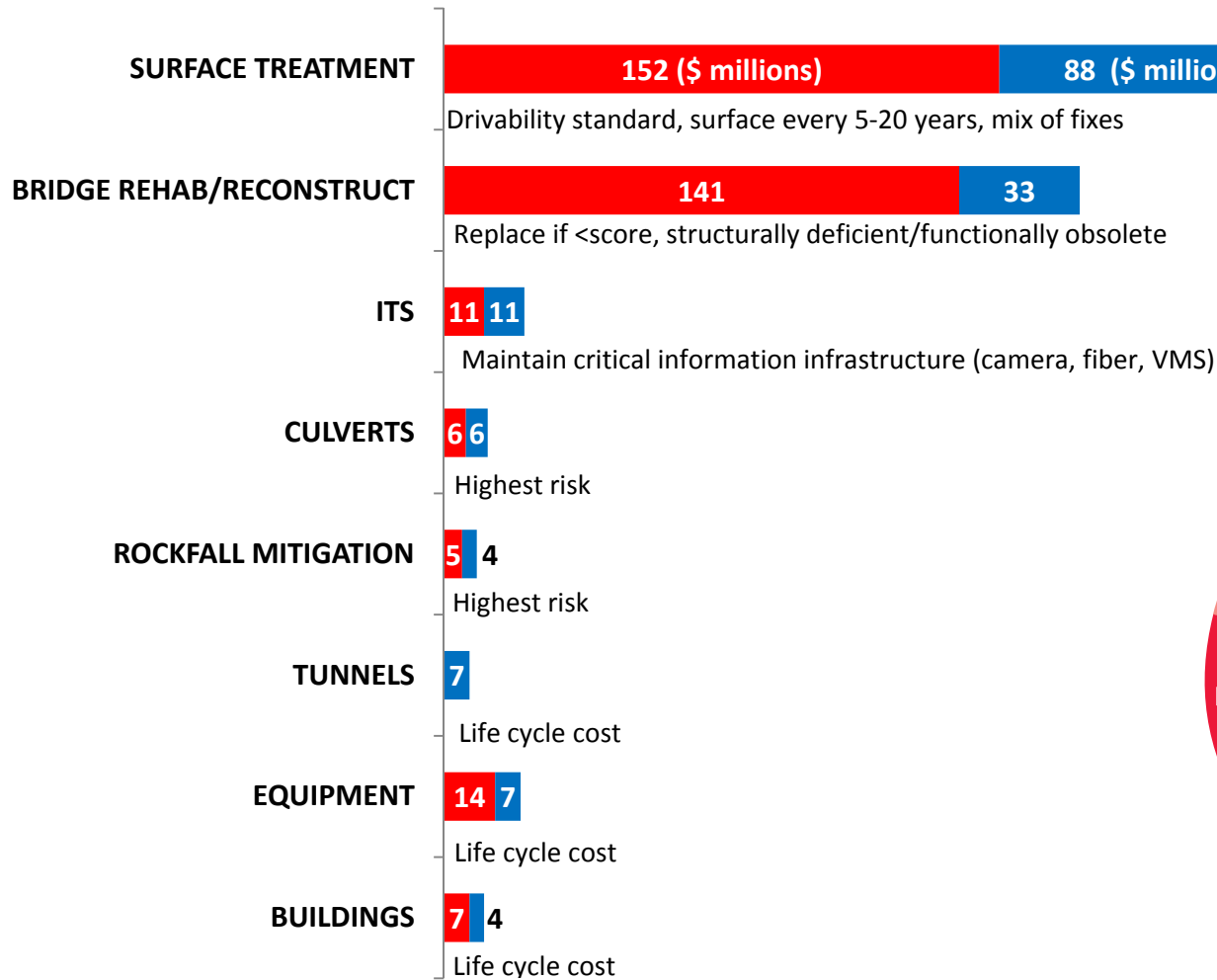
*Intelligent Transportation Systems



CAPITAL MAINTENANCE

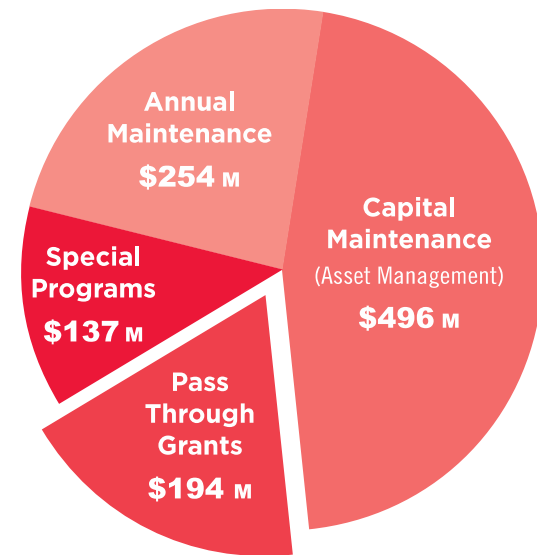
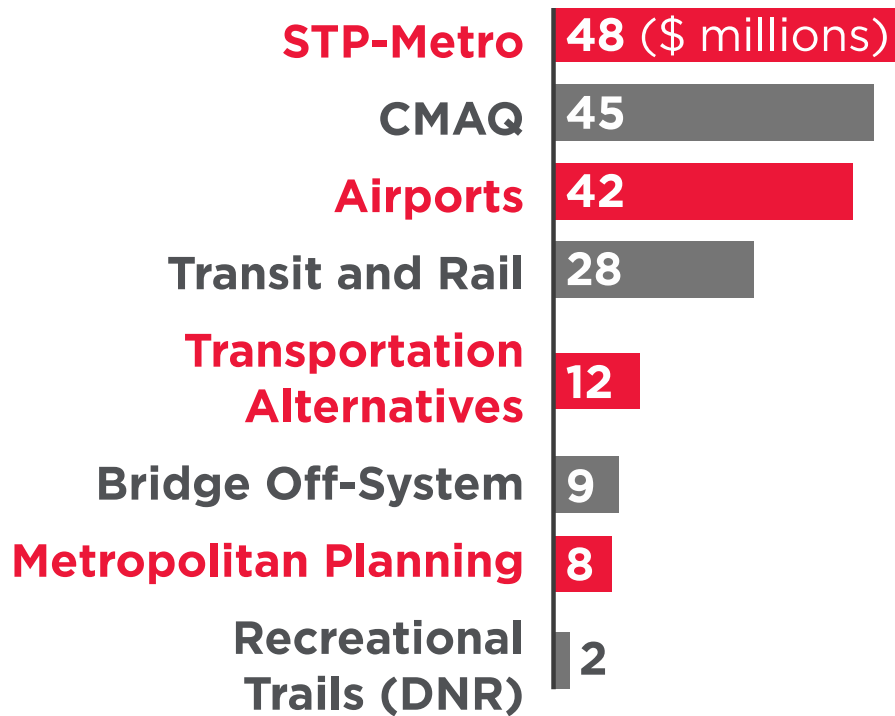
a.k.a Asset Management

TOTAL \$
496 million



PASS THROUGH GRANTS

TOTAL \$
194 million



SPECIAL PROGRAMS

TOTAL \$
137 million

