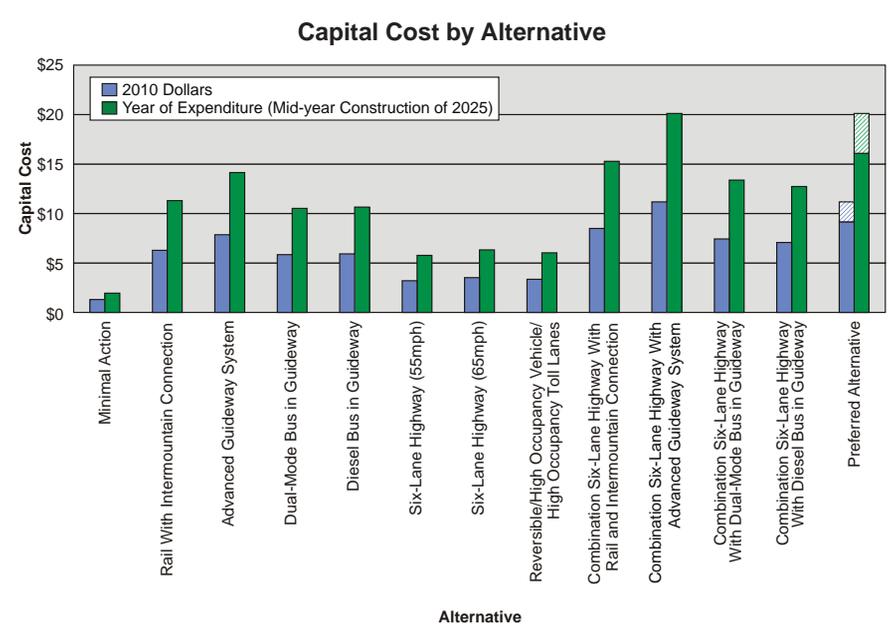


# How Will Future Projects Be Funded?

What is the cost of the Preferred Alternative, and how does it compare to other alternatives?

Cost of the Preferred Alternative ranges from about \$16 billion to \$20 billion (in year of expenditure with a 2025 mid-year of construction).

How much do alternatives cost?



## What funding is available for Corridor improvements?

- A significant shortfall exists between identified improvements and available funding.
- CDOT's funding comes from state and federal sources, the primary being the gas tax.
- CDOT's 2009-2010 budget is approximately \$1 billion.
  - Majority of CDOT's budget is required to maintain the state's existing infrastructure
  - Limited funding for new capacity projects such as I-70 improvements
- Funding Corridor improvements has been a challenge. Current economic conditions further complicate the funding outlook.
  - The State Transportation Plan allocates about \$1.2 billion to the I-70 Mountain Corridor over the next 25 years.
  - Long-range funding is dependent on the availability of federal and state funds, which is not guaranteed.
  - CDOT is committed to working with stakeholders to implement elements of the Preferred Alternative as funding becomes available.

## What other funding sources might be available?

- Additional revenues will be necessary to fully implement the Preferred Alternative. Alternative sources of funding may include:
- Public private partnerships are joint partnerships formed between a private entity and CDOT to implement transportation projects funded mostly by private dollars.
    - Private entity is responsible for financing, design and construction
    - CDOT must still complete appropriate environmental studies
  - Tolling requires users to pay a fee for use. It could be used for new travel lanes or transit facilities. It could also be applied to the existing facility as a means to generate revenue or encourage changes in travel patterns.
  - Bonding or loans could be used to attract or leverage private or non-federal investments.
  - Corridor-specific sources are funding sources that apply to limited geographic areas. Funds are generated with local tax revenues or user fees and used for localized improvements within the jurisdiction where revenues are generated.