



PACT Meeting #8

February 10, 2011



Presentation Topics

- Estimated Project Costs
- Potential Funding

Estimated Project Costs

Alternative	Construction Cost (million, 2009 dollars)*
No-Action North	\$486 - \$501
No-Action South	\$582 - \$697
Alternative 1 North	\$1,478 - \$1,495
Alternative 1 South	\$1,548 - \$1,663
Alternative 3 North	\$1,658 - \$1,675
Alternative 3 South	\$1,719 - \$1,834
Alternative 4 West	\$1,885 - \$1,989
Alternative 4 East	\$1,794
Alternative 6 West	\$2,187 - \$2,291
Alternative 6 East	\$2,099

Next Estimating Steps

- After PACT determines alignment
- Look to phased implementation
- Further engineering and ROW
- FHWA cost estimate review

Funding the Project

- ▶ Traditionally- Identify funds in LRP and be patient
- ▶ Innovative strategies on appropriate corridors
- ▶ Other ideas could be considered but can't finalize or pursue until alternative selected

2035 Long Range Plan

- ▶ **2035 Long Range Plan includes**
 - \$256M: I-70: Brighton to York Reconstruction
I-70 @ York Interchange Reconstruction
 - \$166M I-70: I-270 to Havana add through lanes
(through lanes before = 8, after = 10)
 - \$49.3M I-270: Vasquez to Quebec add through
lanes (through lanes before = 4, after = 6)

*Funds expected to be available in the 2025-2035 portion of Long Range Plan



Colorado Bridge Enterprise

- ▶ 43-4-805 (FASTER) provides funding for “poor” rated bridges
 - ▶ Viaduct one of 128 original poor bridges at time of passage
 - ▶ ~ \$100 million revenue per year
 - ▶ Success to date
 - ▶ Bond program
 - ▶ Bridge Enterprise Board of Directors action
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Road Safety Surcharge Fee

- ▶ Authorized under 43-4-804 (FASTER)
 - ▶ May be used to fund safety-related improvements on state highways, county roads, and city streets
 - ▶ State portion is ~ \$100 million per year
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Other Financing Options

- ▶ **CDOT TRANS-bond debt retired in 2017**
 - Current bond payments = \$167m/year
 - ▶ **Optimize usage of federal bridge dollars**
 - ▶ **Potential cost savings from innovative contract delivery methods**
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Other Financing Options

- ▶ **New dollars possible via future federal legislation**
 - ▶ **Utilize revenue dollars from managed lanes**
 - ▶ **Other potential P3 options**
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- ▶ We don't have all the funding answers
 - ▶ We do have the will: Transportation Commission and others recognize this as a top priority
 - ▶ With the selection of a preferred alternative, we can move forward together to secure funding
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- ▶ Thank you
 - ▶ Questions?
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