

Project Funding

Background

The total cost of the full construction for the Central 70 Project is approximately \$1.7 billion. Currently, the Colorado Department of Transportation (CDOT) and the [High Performance Transportation Enterprise](#) (HPTE) have identified enough funds to build Phase 1 of the Project for \$1.2 billion. Phase 1 includes:

- Complete reconstruction of I-70 from Brighton Boulevard to I-270, including the addition of one Express Lane in each direction;
- Removing the viaduct and lowering the interstate between Brighton and Colorado boulevards;
- Construction of a new 4-acre park over the interstate between Clayton and Columbine streets;
- Widening the remaining stretch of I-70 from I-270 to Chambers Road to accommodate one Express Lane in each direction;
- Restriping I-70 from I-25 to Brighton Boulevard to accommodate one additional Express Lane in each direction.

As funding becomes available, Phase 2, which adds an additional Express Lane in each direction and improvements to Tower Road, will be built.

Funding Partners

Funding for the Central 70 Project is coming from a variety of sources, including the following:

Source	\$ Amount
Colorado Bridge Enterprise Safety Surcharge	\$850 million
Denver Regional Council of Governments	\$50 million
Senate Bill 09-228 Transfers	\$180 million
City and County of Denver	\$37 million

Project Delivery

In February 2015, the HPTE Board and CDOT Transportation Commission decided to pursue a Design-Build-Finance-Operate-Maintain delivery model for the Central 70 Project. This delivery model transfers risk to a private partner and minimizes cost overruns for CDOT through availability payments - an annual payment to the private partner based on progress. Kiewit Meridiam Partners (KMP) was selected as the private partner in 2017. KMP will operate and maintain the highway for 30 years once the Project is completed. However, the HPTE will set the toll rates based on keeping the right number of vehicles in the Express Lanes so travel times are reliable and CDOT will retain the tolls.