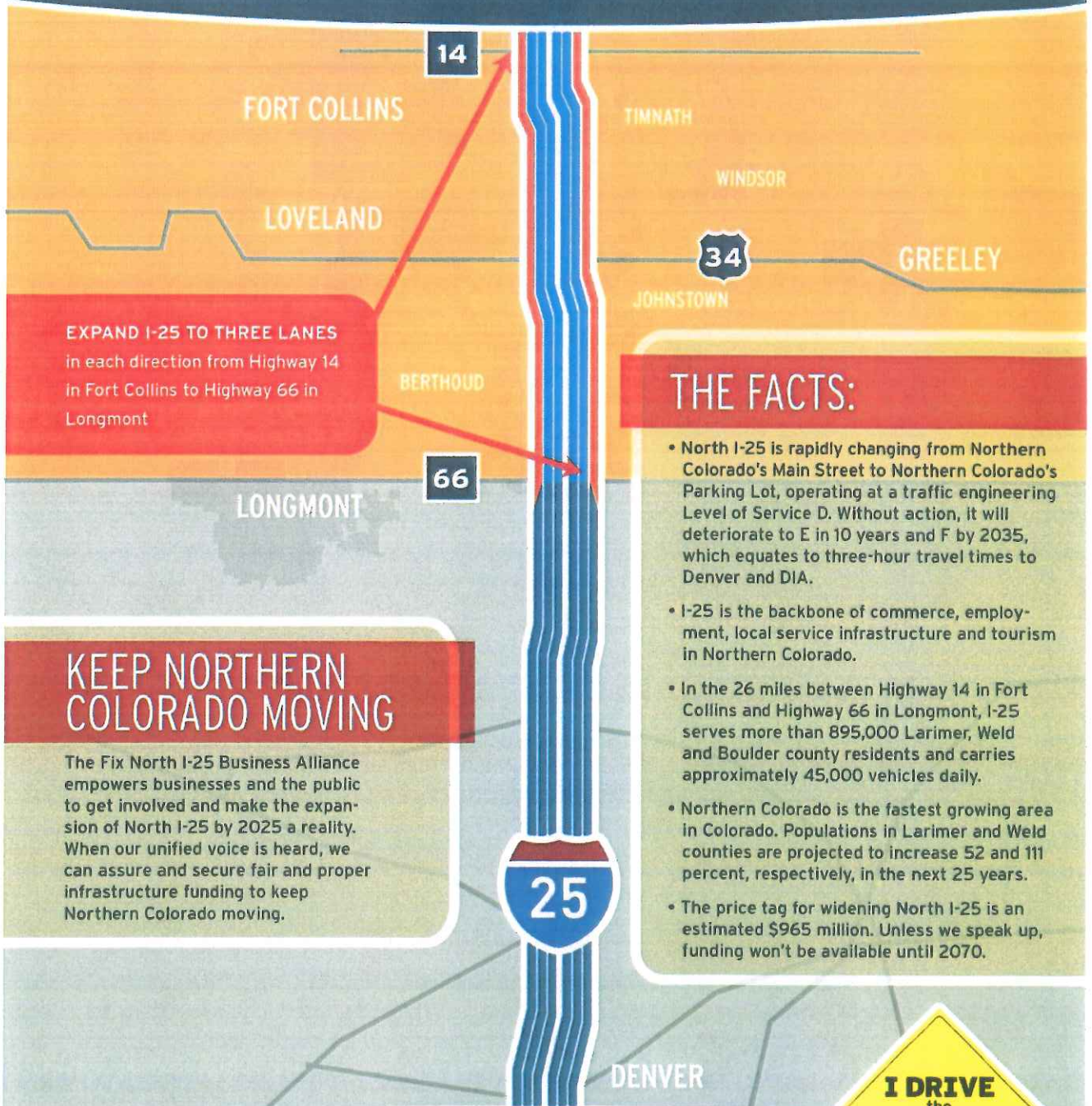




# NORTH I-25 IMPROVEMENT MAP



**EXPAND I-25 TO THREE LANES**  
in each direction from Highway 14  
in Fort Collins to Highway 66 in  
Longmont

## KEEP NORTHERN COLORADO MOVING

The Fix North I-25 Business Alliance empowers businesses and the public to get involved and make the expansion of North I-25 by 2025 a reality. When our unified voice is heard, we can assure and secure fair and proper infrastructure funding to keep Northern Colorado moving.

## THE FACTS:

- North I-25 is rapidly changing from Northern Colorado's Main Street to Northern Colorado's Parking Lot, operating at a traffic engineering Level of Service D. Without action, it will deteriorate to E in 10 years and F by 2035, which equates to three-hour travel times to Denver and DIA.
- I-25 is the backbone of commerce, employment, local service infrastructure and tourism in Northern Colorado.
- In the 26 miles between Highway 14 in Fort Collins and Highway 66 in Longmont, I-25 serves more than 895,000 Larimer, Weld and Boulder county residents and carries approximately 45,000 vehicles daily.
- Northern Colorado is the fastest growing area in Colorado. Populations in Larimer and Weld counties are projected to increase 52 and 111 percent, respectively, in the next 25 years.
- The price tag for widening North I-25 is an estimated \$965 million. Unless we speak up, funding won't be available until 2070.

LET'S DRIVE THE FUTURE

[FixNorthI25.com](http://FixNorthI25.com)

TAKE THE PLEDGE TO KEEP NORTHERN COLORADO MOVING

**I DRIVE  
the  
FUTURE**  
FIX NORTH I-25



TESTIMONY BEFORE THE  
SENATE TRANSPORTATION COMMITTEE,  
COLORADO LEGISLATURE,  
THE HONORABLE SENATOR RANDY BAUMGARDNER PRESIDING

David May, Chairman  
Fix North I-25 Business Alliance  
(970) 482-3751 x 102  
[www.FixNorthI25.com](http://www.FixNorthI25.com)

April 23, 2015  
Capitol Building  
Denver, Colorado

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Chairman Baumgardner, Senators, good morning

My name is David May and I am here this morning in my capacity as Chairman of the Fix North I-25 Business Alliance, an initiative of the Northern Colorado Legislative Alliance. The North I-25 Alliance represents the business community in the two-county Larimer and Weld region. Our mission is to advocate for funding to widen I-25 between Highway 14 in Fort Collins and Highway 66 north of Longmont to 3 lanes each way by 2025.

Let me start out by thanking you for your work and by acknowledging the difficult transportation funding situation in Colorado. The Alliance has studied highway funding and knows that options are limited at this time. What that means to north I-25, according to CDOT officials, is that with existing resources they will finish improvements on I-25 around 2070. Let me repeat that: CDOT will have the means to fix north I-25 by 2070. If that's true, that would be a colossal failure of state government. That's over a half-century in the future. I will be a spry 115 years old then...and hopefully for all concerned I won't be driving!

This is not about some theoretical future problem. The need is now and it is growing rapidly. The north I-25 corridor currently operates at Level of Service D.

Planners say that it will reach Level of Service F by 2035. Based on what is actually happening, however, we believe that is overly optimistic. We think the northern segment of I-25 will reach Level of Service F in 10 – 15 years. Regardless of whether it's 2025 or 2035, in the not too distant future, it will take residents in Northern Colorado 3 hours to travel 60 miles to their state capitol.

The negative impacts of this situation touch everybody. The Denver, northern Colorado and Colorado economies are all adversely impacted. DIA and Denver become less accessible for employers and residents, the labor shed shrinks for both employers and jobseekers, then you can add in lost business, lost productivity, diminished quality of life, and higher fatalities.

Nobody wins with this scenario.

We are not here to complain. We are here to lend our support for the solution you have in front of you today: the continuation of the TRANS Bonds program.

The Alliance commissioned a statewide poll on Apr 8 and 9. All of the transportation funding options presented to voters were opposed or had only marginal support except for TRANS Bonds and tolling I-70. Raising the gas tax had very soft support that would not win at the polls. Adding a toll lane on I-70 in the mountains has support, but a toll lane on the northern part of I-25 does not. Also, likely voters strongly oppose increasing drivers' license and car registration fees.

TRANS Bonds, however, have 61% support, which is comparable to the 62% vote given to the original TRANS Bonds program in 1999.

It appears that Coloradoans are willing to take on more bond debt for a specific period of time to accomplish a specific list to projects. They do not seem to be inclined to give open-ended support for tax measures and fees.

In closing, Colorado has significant transportation needs, including challenges on the northern stretch of I-25. TRANS Bonds will put billions of dollars into the state's transportation system right away. While TRANS Bonds would not solve all of the state's transportation problems, it will be a start.

We encourage you to adopt SB 272 to refer this measure to voters in November.

Thank you for your leadership and for your time.

## Plan for I-25 near Fort Collins includes added lanes, commuter options

There's no need to tell Northern Colorado drivers Interstate 25 is much more crowded and busy every year.

"To meet the long-term travel needs between Denver metro and rapidly growing population along the I-25 corridor north to the Fort Collins area, we're working on a project to bring better modality," James Flohr, a representative with the Colorado Department of Transportation, told the Windsor Town Board last week.

The three-phase plan for the interstate from Colorado Highway 66 to Colorado Highway 14 will take 75 years to implement the improvements. The first phase, a 25-year project, will create multi-modal setup with tolled express lanes all the way to Colorado 14, an additional lane on the main interstate and a range of improvements with commuter rail and commuter bus options, as well.

The plan also includes creating an interchange complex at Centerra and a long-term fix at U.S. Highway 34.

"People tend to forget that the fixes there are temporary," Flohr said.

The first phase is projected to cost about \$26 million over the course of the years.

CDOT representative Myron Hora said the budgetary constraints are the reason behind the length of time to complete the work.

"What we really want to do is find additional money to add more of the projects and fill in the gaps on this," he said.

"We are also interested in talking about public-private partnerships," he said.

"We're moving to the design phase of these projects."

<http://www.coloradoan.com/apps/pbcs.dll/article?AID=2013302120020>