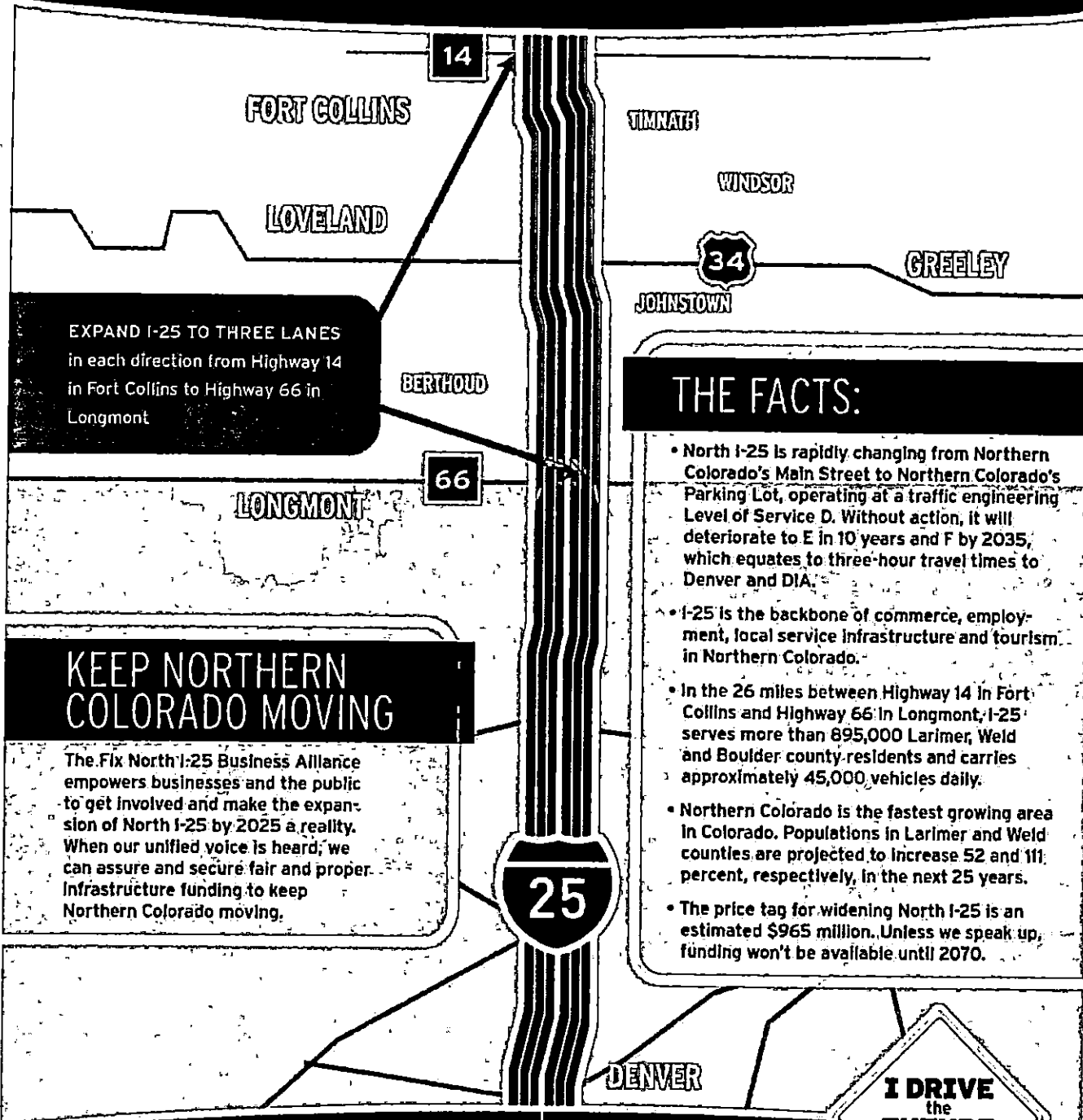




NORTH I-25 IMPROVEMENT MAP



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

**KEEP NORTHERN
 COLORADO MOVING**

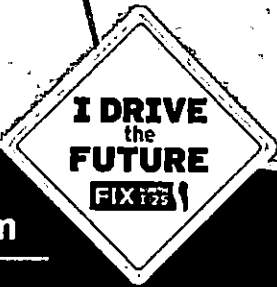
The Fix North I-25 Business Alliance empowers businesses and the public to get involved and make the expansion of North I-25 by 2025 a reality. When our unified voice is heard, we can assure and secure fair and proper infrastructure funding to keep Northern Colorado moving.

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

TAKE THE PLEDGE TO KEEP NORTHERN COLORADO MOVING





TESTIMONY BEFORE THE
HOUSE STATE, VETERANS & MILITARY AFFAIRS COMMITTEE,
COLORADO GENERAL ASSEMBLY,
THE HONORABLE REPRESENTATIVE SU RYDEN PRESIDING

David May
Chairman, Fix North I-25 Business Alliance
President & CEO, Fort Collins Area Chamber of Commerce
(970) 482-3751 x 102
www.FixNorthI25.com

May 4, 2015
Capitol Building
Denver, Colorado

Chairwoman Ryden, Representatives, good afternoon.

My name is David May and I am here in my capacity as Chairman of the Fix North I-25 Business Alliance, an initiative of the Northern Colorado Legislative Alliance. I am also President of the Fort Collins Area Chamber of Commerce. 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. If that's true, that would be a colossal failure of state government. That's over a half-century in the future.

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 companies 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 are not 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 would be a start.

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

Thank you for your leadership and for your time.