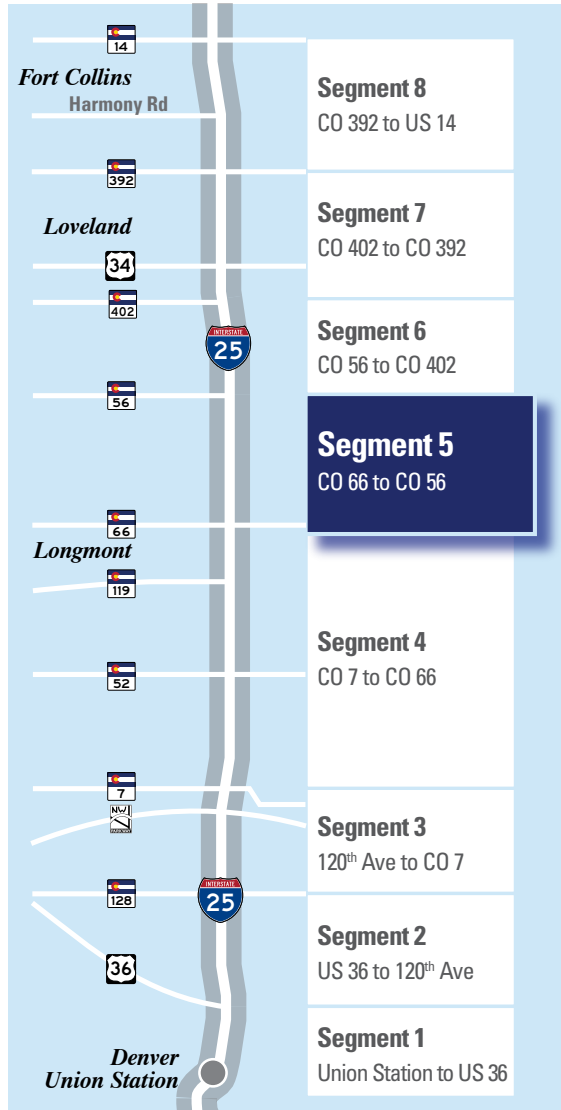


# Plan to Deliver I-25 Projects on the 10-Year Plan

## Segment 5 - CO56 to CO66

### NORTHEAST PROJECTS

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID
<b>Highway &amp; Transit- Region 4</b>								
I-25 North Express Lanes: Segment 5 (CO56 to CO66)	H	\$350M	\$196.4M		\$99.45M	\$96.95M	\$196.4M	2603



The North I-25 Express Lanes Project (Segment 5) will deliver interstate upgrades that support the rapidly expanding communities along the corridor by bringing critically important safety and mobility improvements that will benefit the economy, environment, and quality of life of Coloradans. This reach of I-25 carries 80,000+ vehicles per day, including over 10% trucks. The added Express Lane will provide trip reliability and will increase operational efficiency for Bustang service. This Express Lane will utilize the center loading mobility hub actively being constructed at CO56 and Centerra.

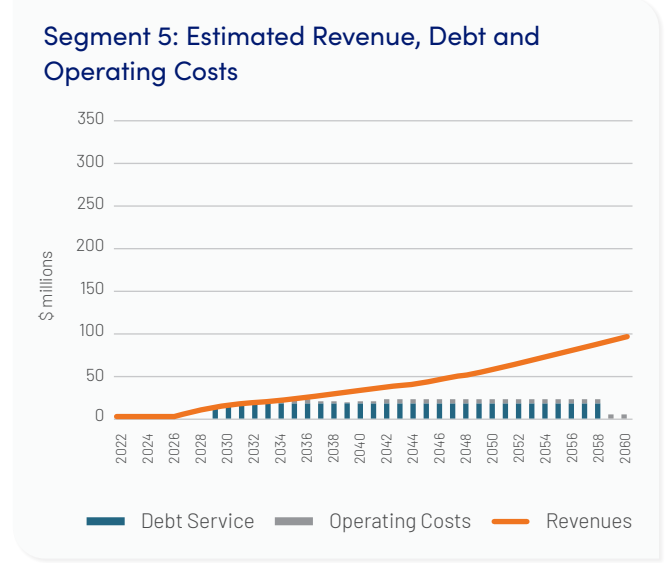
CDOT has updated its tolling and revenue forecasts for Segment 5. **The graph shown to the right demonstrates the I-25 North Segment 5 Express Lanes are projected to generate enough revenue, without leveraging revenue from other segments, to pay debt service on the financing for the project and support all ongoing operational costs.**

CDOT is actively leveraging a TIFIA loan (\$191 million) for construction of Segments 7&8 and refinancing of Segment 3.

### Schedule



Segment 5 is anticipated to cost approximately \$370M. The 10-year plan has identified \$196.4 million in strategic funds. \$99.45 million have been advanced in the next four fiscal years (FY23-FY26) of the plan. CDOT intends to leverage a \$250-\$270 million TIFIA loan to complete the project and meet the following schedule.



**Securing additional TIFIA financing capacity for Segment 5 does not preclude any future public private partnerships (P3) that maybe solicited for the North I-25 Corridor.** If CDOT choses to move forward with the P3, the TIFIA loan would become the responsibility of the private partner. This is similar to the process that the Colorado Transportation Investment Office (CTIO) and CDOT used on the US 36 P3 Project.

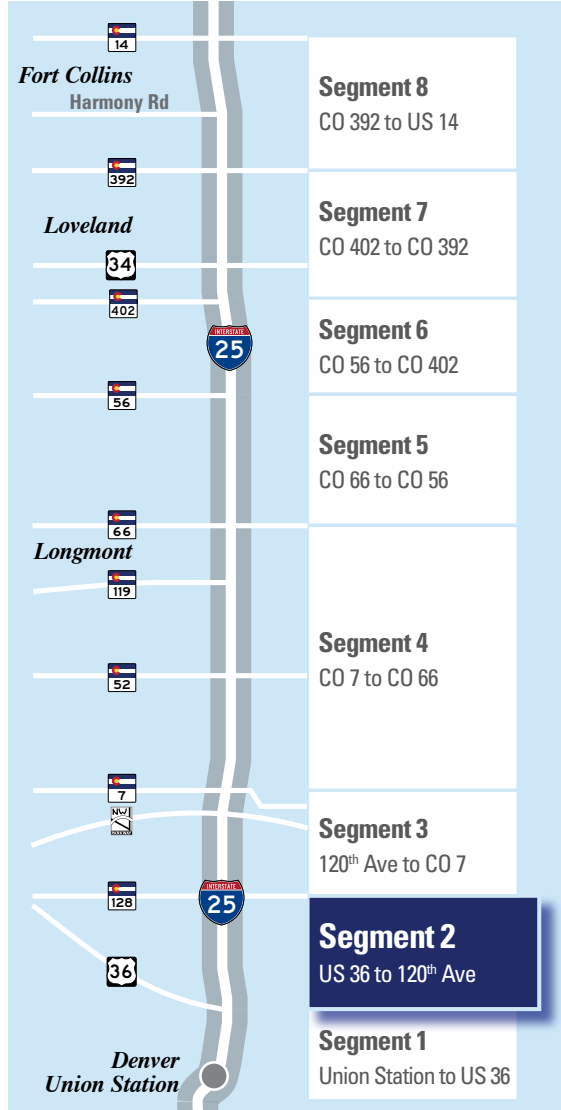
# Plan to Deliver I-25 Projects on the 10-Year Plan

## Segment 2 - 84th Ave to 104th Ave

### CENTRAL PROJECTS

Highway & Transit- Region 1									
Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Proposed FY 23-26	Planned FY 27+	Project Status	Planning Project ID	
I-25 North between 84th Ave and 104th Ave	H,T	TBD	\$110M		\$4M	\$16M	\$90M		2584, 2642

We are here!



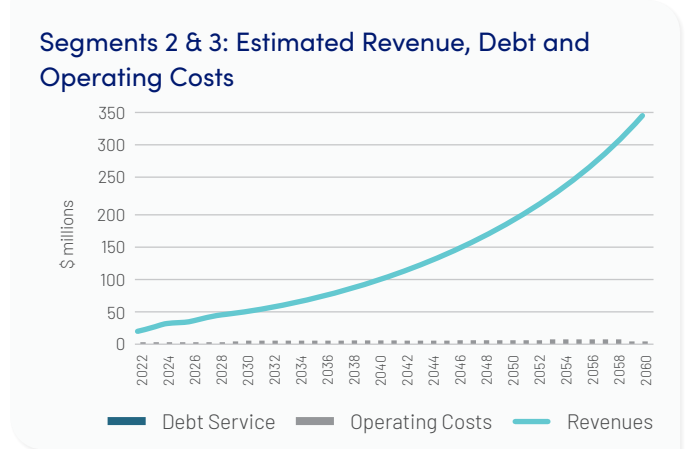
Segment 2 has identified \$110 million of strategic funding in the 10-year plan and will be advancing \$20 million in the next four fiscal years (FY23- FY26) to fund analysis of a project, or suite of projects, that supports a connected multimodal transportation system with consideration of a center loading transit station and addresses the long-standing bottleneck and safety concerns north of US 36 that results in stop-and-go traffic.

#### The Project will address:

- **Safety** - Fatalities and crashes within Segment 2 have increased since 2015 due to rear-end and weaving/side-swipe crashes associated with congestion. Solutions will seek to enhance safety and reduce crashes for the long-term given the high AADT in this stretch of 182,000.
- **Air Pollution** - Idling or slow-moving vehicles can lead to higher "hot spot" concentrations of tailpipe pollutants due to longer residence time (i.e. sitting in stop-and-go traffic). Solutions will be multimodal addressing the turbulence between freight, transit and SOVs.

- **Traffic Operations** - Solutions will address the lack in operational reliability due to the imbalance of lane utilization between the managed and general purpose lanes and limited options for incident response. Additionally, solutions will address short interchange spacing and the northbound grade that result in unsafe merging and weaving, causing conflicts with freight and transit.

Once NEPA is complete, CTIO and CDOT are committed to financing options (including but not limited to TIFIA) to deliver the identified project(s). Segment 2 has been open for tolling since July 2016 and Segment 3 since June 2020. Based on actual revenue collections and updated tolling and revenue forecasts, these Segments have more than enough capacity to cover debt service and support all ongoing operating costs.



### Schedule

