What we do ...

- **Monitors** 278 of 522 avalanche paths
- **Maintains, & Repairs** more than 23,000 highway lane miles
- **Spends $69 million per year on snow removal**
- **Keeps 35 mountain passes open year-round**
- **Administers** about $11 million in federal grants for transit operators
- **Oversees** $41 million in federal aviation grants for airports
- **Maintains** 3,447 bridges
- **Oversees** 28 billion annual vehicle miles traveled
- **Manages** over $5 million in federal grants for safe driving programs
LAST TIME COLORADO RAISED REVENUE

- Average Gas Price (Per Gallon): $1.14
- Average Price of a New Car: $15,473
- Metro Denver Median Home Price: $109,071
- President George H.W. Bush
- Dan Reeves was Broncos head coach, John Elway was quarterback, Gary Kubiak was backup QB
- Denver’s Stapleton airport four years away from closing
- Terminator 2 Released

Avalanche Logo

1991

Broncos Logo

LAST TIME COLORADO RAISED REVENUE
STATES THAT HAVE RAISED REVENUE*

Years Since Gas Tax ↑

25+  | 15-24  | 5-14  | 0-4  
---|---|---|---
25+ | 15-24 | 5-14 | 0-4


*Figures are state & local tax per gallon of gas in cents. Does not include 18.4¢ in federal tax/gallon.
WHY ISN’T IT EASY?
GROWTH AND $$

1991
- 3.3 million people
- 27.7B VMT*
- $125.70 per person

2015
- 5.4 million people
- 50.5B VMT*
- $68.54 per person

2040
- 7.8 million people
- 72.3B VMT*
- $41.16 per person

*Vehicle Miles Traveled

All numbers adjusted for inflation.
Fund In / Fund Out

- **Federal Gas Tax**: $656.3M (42.2%)
- **State Gas Tax**: $321.6M (20.7%)
- **State Vehicle Registration**: $114.8M (7.4%)
- **FASTER**: $112.5M (7.2%)
- **Colorado Bridge Enterprise (CBE)**: $112.2M (7.2%)
- **Other**: $99.5M (6.4%)
- **SB 228 General Funds**: $79M (5.1%)
- **State Aviation Fuel Tax**: $23M (1.5%)
- **HPTE**: $14M (1.4%)
- **Local Agency, City, County Funds**: $21.6M (1.0%)

Fund Out

- **Pass-Through Funds & Multi-Modal Grants**: $209.4M (13.5%)
- **Debt Service**: $132.9M (8.6%)
- **Maximize**: $123.8M (8.3%)
- **CBE**: $112.2M (7.2%)
- **Expand**: $89.6M (5.8%)
- **Deliver**: $84.6M (5.4%)
- **Emergencies**: $36.2M (2.3%)
- **Federal Gas Tax**: $656.3M (48%)
- **State Gas Tax**: $321.6M (13.5%)
- **State Vehicle Registration**: $114.8M (7.4%)
- **FASTER**: $112.5M (7.2%)
- **Colorado Bridge Enterprise (CBE)**: $112.2M (7.2%)
- **Other**: $99.5M (6.4%)
- **SB 228 General Funds**: $79M (5.1%)
- **State Aviation Fuel Tax**: $23M (1.5%)
- **HPTE**: $14M (1.4%)
- **Local Agency, City, County Funds**: $21.6M (1.0%)

**Total Fund In**: $747.2M (100%)

**Total Fund Out**: $747.2M (100%)
Northern Colorado experiencing explosive growth, offering:

- Thriving economy New Airport opportunities, New Developments
- Affordable cost of living
- One-of-a-kind recreational activities
- Award-winning education programs
- Small town feel, yet close to Denver’s amenities
Influx of new residents expected

- Larimer County—population expected to increase by 52 percent by 2040
- Weld County—population expected to increase by 111 percent by 2040
- CDOT forecasts that this population growth will increase the number of vehicles making daily trips along the I-25 corridor by 60 percent in 2040
Addressing Purpose & Need:

- Improve Safety of I-25 Corridor
  - Increased frequency and severity of crashes
  - Increased traffic

- Replace Aging and Obsolete Infrastructure
  - I-25 built in the 1950’s
  - ~$10M/yr maintenance

- Provide users choice through modal alternatives
Multi-modal Solutions:

- Express Lane
- General Purpose Lanes
- Express Bus
- Commuter Bus
- Commuter Rail
• Reduce delay on most seriously congested corridors
• Use toll pricing to manage congestion
• Maintain reliable travel times now and in the future
• Promote transit and carpooling (where viable)
• Always offered along free general purpose lanes
North I-25: Part of a State Network

43 miles in service
- Denver — 120th
- I-25 — Boulder
- Empire East — Idaho Springs

37+ miles to come
- Johnstown — Fort Collins
- 120th — Northwest Pkwy/E-470
- I-25 — Chambers
- I-25 — Wadsworth
- Castle Rock — Monument
North I-25: Corridor Vision Implementation

**EIS 2+1 (Phase 1)**

- 160'
- 12' Shldr.
- 24' 2 Travel Lanes
- 12' HOV/TEL
- 4' Buffer
- 12' Shldr.
- 12' Shldr.
- 32' Median
- 12' HOV/TEL
- 2 Travel Lanes
- 4' Buffer
- 12' Shldr.

**EIS 3+1 (Phase 2)**

- 184'
- 12' Shldr.
- 36' 3 Travel Lanes
- 4' Buffer
- 12' TEL with EB
- 12' Shldr.
- 12' 32' Median
- 12' TEL with EB
- 12' Shldr.
- 36' 3 Travel Lanes
- 4' Buffer
- 12' Shldr.
**SH56 Interchange** Improved geometry (horizontal and vertical) for I-25, standard acceleration and deceleration lanes, park n’ ride, future Mobility Hub, bicycle & pedestrian amenities
*2021 substantial completion*

**SH60 Interchange** Improved operations on SH60 with Diverging Diamond Interchange (DDI), removal of frontage road conflicts, expanded park n’ ride, and bicycle & pedestrian amenities
*2022 substantial completion*
**SH402 Interchange** Improved geometry (horizontal and vertical) for I-25, standard acceleration and deceleration lanes, park n’ ride, bicycle & pedestrian amenities, improved safety and operations

2019 substantially complete

**Big Thompson River, LCR 20, GWRR Bridge Replacement** Resilient structures to 100yr floods and freight vehicular strikes, added shoulders, improved sight distance and turning movements, capacity for trail along Big Thompson and bike facility on LCR 20

2022 substantial completion
SH34 Interchange
6-lane US34, capacity through 2040, provides vertical clearance for freight, standard shoulders, standard acceleration and deceleration lanes, and pedestrian amenities, improved safety and operations
2022 substantial completion

Kendall Parkway Mobility Hub & UPRR
Mobility hub for all transit service providers, center loading platform for Bustang for improve operations and safety, connection of Kendall parkway alleviating traffic from US34, centered around Centerra’s Transit Orientated Development
2021 substantial completion
**Kechter Crossing**
Improved shoulders and express lane for I-25, brings I-25 out of the 100 yr floodplain, improved sight distance, shoulder and capacity for Kechter

2023 substantial completion

**I-25 over the Poudre River**
Improved shoulders and express lane for I-25, resilient 100yr structure, Poudre trail connection to 40 miles of trail

2023 substantial completion
GWRR and Port of Entry
Improved shoulders and express lane for I-25, standard vertical clearance for GWRR freight corridor, improved safety and operations for port of entry including standard acceleration and deceleration lengths
2023 substantial completion

Prospect Bridge
Improved shoulders and express lane for I-25, improved safety and operations for Prospect including multi-modal trail and capacity improvements
2023 substantial completion
CDOT and Northern Colorado unite to jumpstart N I-25 expansion by 14 years
Project Funding - To Date

- $900+ million, including:
  - U.S. DOT TIGER grant for $15 million (Plus additional $7M in 2019)
  - U.S. DOT BUILD grant for $20 million
  - Widespread community support from northern Colorado totaling more than $25 million and as much as $28 million in additional improvement
  - Partnerships and federal grants alleviate funding difficulties including CDOT's reduced relative funding from gas tax, and taxpayer resistance to tax increase
### Local Contributions to Jump Start Construction

<table>
<thead>
<tr>
<th>Local Partner</th>
<th>Committed Funding Contribution</th>
<th>Addition Funding Commitment</th>
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