

November 15, 2021



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Weld County

*North Front
Range MPO*

Nick Farber, HPTE Director
CDOT Headquarters
2829 Howard Place
Denver, CO 80204

RE: Funding I-25, Segment 5

Dear Mr. Farber:

As Chair of the North I-25 Coalition and the extension of my service as a Weld County Commissioner, I am honored to also serve as Chair of the Upper Front Range Transportation Planning Region, Vice Chair of the North Front Range Metropolitan Planning Organization, member of the Statewide Transportation Advisory Committee, member of the Freight Advisory Council, and Chair of the Highway 34 Coalition. I share your passion in bettering multi-modal transportation for all Coloradans.

I am writing on behalf of the North I-25 Coalition to express our support for HPTE to accept and advance the I-25Now project from Conceptual Proposal Phase into a Phase II Detailed Proposal Phase for further evaluation.

As you are aware, Northern Colorado has experienced explosive population growth over the past 30 years and, according to the state demographer's office, will continue to see record population growth over the next 30 years (2050). Ms. Garner predicts Weld County, alone, will double in population by 2050, mainly along the I-25 and Highway 34 corridors. As you are keenly aware, CDOT lacks the financial ability to make investments to keep pace with the enormous population growth. This has led the I-25 North corridor to have excess congestion and unnecessary carbon emissions; both severely impacting the economic future and livability of Northern Colorado.

I was thrilled to participate in the creation of the CDOT 10-Year Investment Plan. I felt it collaborative, transparent, and visionary. I have seen the predicted expenditures for Region 4 and the four-year projected spend falls well short of that which is needed to complete Segment 5 alone, nonetheless account for other Region 4 projects. By not addressing this critical infrastructure investment on Northern Colorado's only FHWA National Highway Freight Network roadway, Northern Colorado will continue to suffer an increasingly unsafe roadway and from the unnecessary environmental health impacts of carbon emissions due to this extremely congested corridor. As CDOT has demonstrated through the I-70 Floyd Hill Environmental Assessment, a Managed Lane will save travelers valuable time, reduce congestion, improve safety, and directly reduce carbon emissions.

Each year these critical improvements are not delivered, both the actual construction cost of the project dramatically increases, on a project of this size, in financial and environmental impacts to Northern Colorado.

After 7-months of review by HPTE/CDOT and in accordance with HPTE's Unsolicited Proposal Policy, the Coalition strongly encourages HPTE to accept the I-25Now Conceptual project proposal and move into a full and fair evaluation of the project proposal. Unless there are forthcoming expenditures not being communicated, it appears to be the only viable option CDOT has to complete such a crucial piece of infrastructure for all of Colorado.

Thank you for your consideration.

Sincerely,



Scott K. James
Coalition Chair