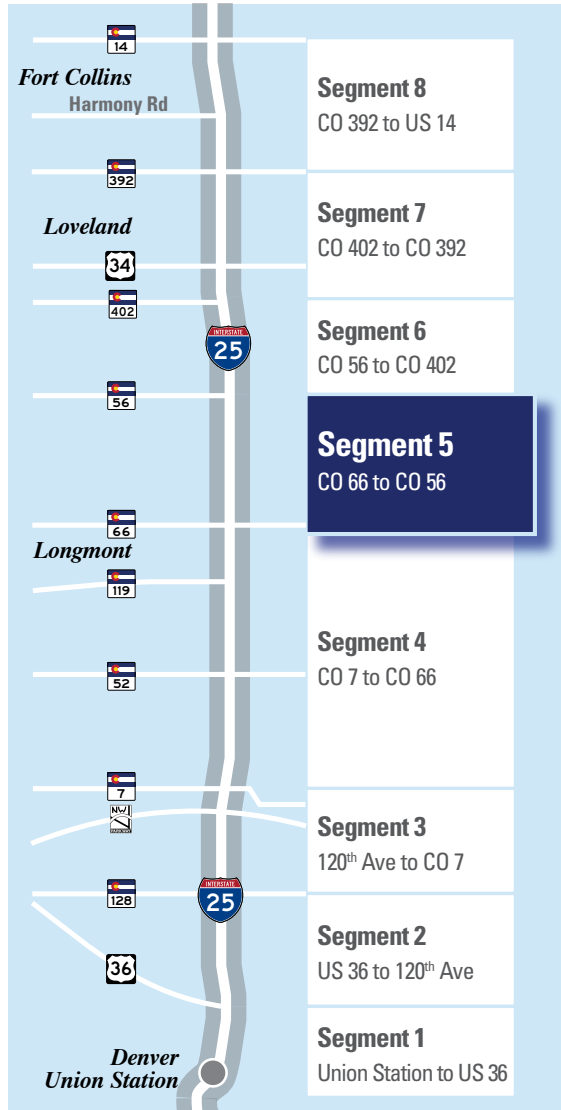


Plan to Deliver I-25 Projects on the 10-Year Plan

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
Highway & Transit- Region 4								
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.

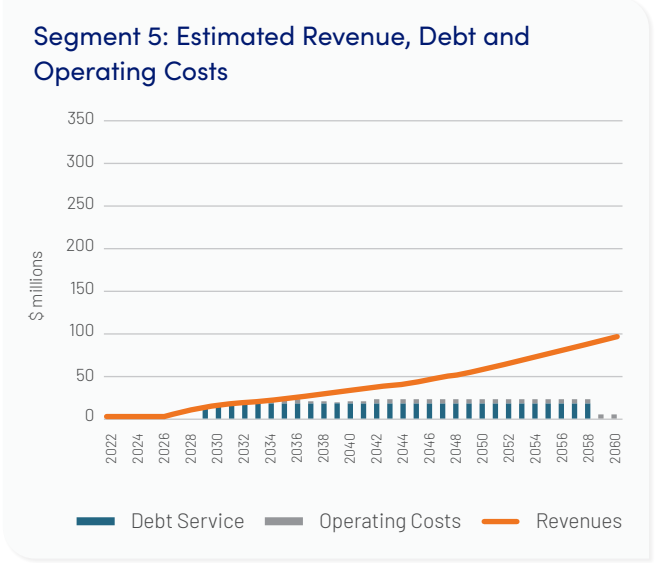
CDOT is actively leveraging a TIFIA loan (\$191 million) for construction of Segments 7&8 and refinancing of Segment 3. TIFIA allows for up to 33% of the construction cost be borrowed, assuming the state can demonstrate their ability to pay back the loan and NEPA has been cleared.

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.**

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 I-25 North 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 CT10 and CDOT used on the US 36 P3 Project.