



North Area Transportation Alliance Board Meeting

July 28, 2022



Agenda



- Welcome and introductions- Chair Lynn Baca
- Approval of May Meeting Minutes
- Approval of Quarter 2 Treasurer’s Report – Treasurer Greg Mills
- Smart Commute update – Carson Priest
- CDOT Commissioner Update - Commissioner Stuart
- RTD Directors Reports - Directors Buzek, Cook, Davidson, Whitmore
 - Free Fare for Better Air August
- I25 Now Group Project Update - Mike Cheroutes, Johnny Olson
- Other



Q2 Treasurer's Report



| 2022 Operating Income | |
|---|--------------------|
| Carryover Balance 1-1-2022 | \$9,405.54 |
| 2022 Membership Dues | \$27,360.00 |
| Total Operating Income | \$36,765.54 |
| <u>Approved Operating Expenses (payable to Smart Commute)</u> | |
| NATA Administration (paid) | \$20,000 |
| SCMN Membership Dues (paid) | \$12,500 |
| Net Operating Cash Balance | \$4,265.54 |



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Welcome!

Smart Commute has reached our tenth year as an organization, and we are celebrating with a new name, logo, website, and even a new and shorter email domain: smartcommute.org.

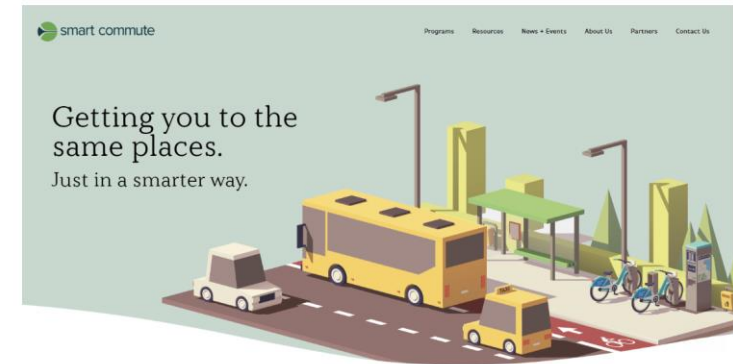
These changes have been in the works for months. Smart Commute's staff and board are excited to share them with our readers.

[Check out the new website.](#) And let us know what you think!

Website & Brand Launch



New domain: @smartcommute.org



New Look

Smart Commute works with communities and businesses to promote transportation options and improvements, foster economic vitality and enhance mobility in the metro north region.

In 2022, this means that our information and services need to be accessible. Accessibility means not only making our information easy to reach and easy to understand, it also means working with technology so that our website is truly accessible to all people and through all devices.

We seek to serve the north area community, to provide expert information and assistance. This only happens if we have a truly modern website that integrates with the plethora of technologies that make all online information accessible.

[Check out the new site,](#) and [tell us what you think!](#)



BTWD Recap

- 60 people at EB Rains Jr Park in Northglenn.
- 120 people at Adams County Station on the South Platte River Trail.
- About 12,000 riders regionally participated in Bike to Work Day.





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ZERO FARE *for* Better Air

August 2022





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I-25 Now

I-25 North: Development and Funding
Advancing CTIO's Express Lane System

Stakeholder Information Package
June 2022



EXECUTIVE SUMMARY

Background

Northern Colorado has experienced extensive corridor population growth over the past 30 years with no end in sight. This growth has resulted in serious safety and congestion issues leading to additional greenhouse gas (GHG) emissions along the I-25 North corridor. The North I-25 Environmental Impact Statement (EIS) was approved in 2011 without sufficient funding to implement this long-awaited vision.

The I-25*Now* Team has been focused on the Colorado region for more than a year and is excited to present a solution for the I-25 North corridor to CDOT, CTIO, and its corridor stakeholders. Our solution is fully funded, and provides for a clear, accelerated path, enabling implementation of the corridor vision many years earlier than would be possible under a traditional delivery approach.

PROJECT HIGHLIGHTS

The I-25*Now* Proposal provides an opportunity for CTIO and the CTIO Board to accelerate delivery of critical improvements along I-25 between Denver and Fort Collins without additional public funding or subsidy. We will achieve

this through a holistic and flexible partnership aiming to rapidly build one of Colorado's safest and greenest travel systems. Highlights of the I-25*Now* Proposal include:

- **Completing a continuous, safer, and transit-friendly express lane serving Northern Colorado (Denver to Fort Collins) operating alongside the 50-mile corridor of toll-free general purpose lanes**
- **Investing in improved safety and travel reliability to all users of the corridor**
- **Furnishing a fully funded private capital solution to start construction on a +\$1 billion project immediately**
 - **In the absence of this up-front cash investment, project financing of toll revenues alone cannot financially cover the proposed improvements**
- **Accelerating construction, thus saving time and taxpayer money**
 - **It is estimated that every year of delay costs Colorado taxpayers over \$140 million due to inflation, user costs, and environmental social cost impacts**
- **Allowing CDOT to reprogram all or a substantial part of CDOT funds already committed to the corridor**
 - **Working with CDOT and CTIO to make I-25North a signature, emission-sensitive, and multimodal solution for Colorado users**

PROJECT TEAM

The I-25Now Team has solid long-term construction, operational, and financial capabilities. Our long-term asset manager operates over 1,170 miles of roads globally with the financial backing of a long-term institutional investor managing over C\$204.5 billion (equivalent \$157 billion U.S.) of assets globally. The team is highly committed to



Long-term Road Asset Manager

ROADIS USA with financial capital from PSP Investments



Executive Corridor Advisor

JWO Engineering



Design and Engineering

Horrocks Engineers



U.S. Contractor

RLW/SEMA Joint-Venture

successfully delivering the project. We have proactively formed strategic partnerships and built a strong, reliable, and credible team to deliver the project under an accelerated timeline. The team continues to grow and is currently composed of:



Environmental and Safety

Felsburg Holt and Ullevig (FHU)



Legal

Squire Patton Boggs



Traffic and Revenue

H. Fox Associates (HFA)



Financial Advisory

Citibank



Innovative Tolling Solutions Partner

Blissway



PROCUREMENT PROCESS

CTIO's Board and the Transportation Commission adopted a detailed policy and procedure in 2020, governing unsolicited P3 proposals for Transportation projects not otherwise being considered by CTIO. Guided by that policy, the *I-25Now* Team proposed a concept for the Project in 2021, and CTIO later invited the *I-25Now* Team to submit a detailed proposal, addressing a number of specific technical and financial matters. The *I-25Now* Proposal (comprising more than 200 pages of detail) responded to that invitation on May 12, 2022. It is currently being evaluated.

After the evaluation, CTIO has several options to proceed (or not), including the launch of a competitive procurement for the Project. The *I-25Now* Proposal outlines and urges a particular kind of competitive procurement, which contemplates a progressive process offering significant value to the *I-25N* stakeholders.

The progressive framework, much like the CGMC process already being used by CDOT for Floyd Hill and other projects, provides a tight alignment of interest among all parties and permits the transparent participation of all

I-25N stakeholders (CDOT, CTIO, local communities and the *I-25Now* Team). Key to its value is a collaborative development period during which the cost, scope, and risks of the Project can be analyzed and settled, allowing construction to proceed on time and within budget.

The *I-25Now* Team has described our substantive experience with this progressive approach and is confident it will result in success. Similar progressive procurements are being pursued in other states.

At the core of the idea is the commitment to deliver the Project in partnership with CDOT and CTIO and the local communities of interest.

It will also provide an opportunity for everyone to address new environmental and social equity requirements, including a focus on emission-sensitive solutions in line with SB21-260 and potential environmental re-evaluation requirements.

The *I-25Now* Team is committed to working with CDOT and CTIO to deliver balanced solutions that will best serve the interests of the State and local shareholders.

PROJECT BENEFITS

The I-25Now Team believes it is important to highlight other specific value elements provided by the I-25Now Proposal, further demonstrating the potential benefits to Northern Colorado. By accelerating investments on the I-25 North

corridor, CDOT and CTIO will be setting the stage to realize the following additional non-financial and corridor-reliability benefits:



Potential creation of over 2,200 new high-paying jobs



Express Lanes as a congestion management tool - innovative dynamic pricing based on traffic speed and density to keep traffic moving at a minimum speed of 55 miles per hour



Safe and reliable transit options with reduction in travel times



Vehicles with three or more passengers, buses, and motorcyclists travel for free



Mobility hub investment resulting in increased safety for users



Reduced congestion combined with a transit solution to aid in the attainment of statewide GHG emission reduction targets



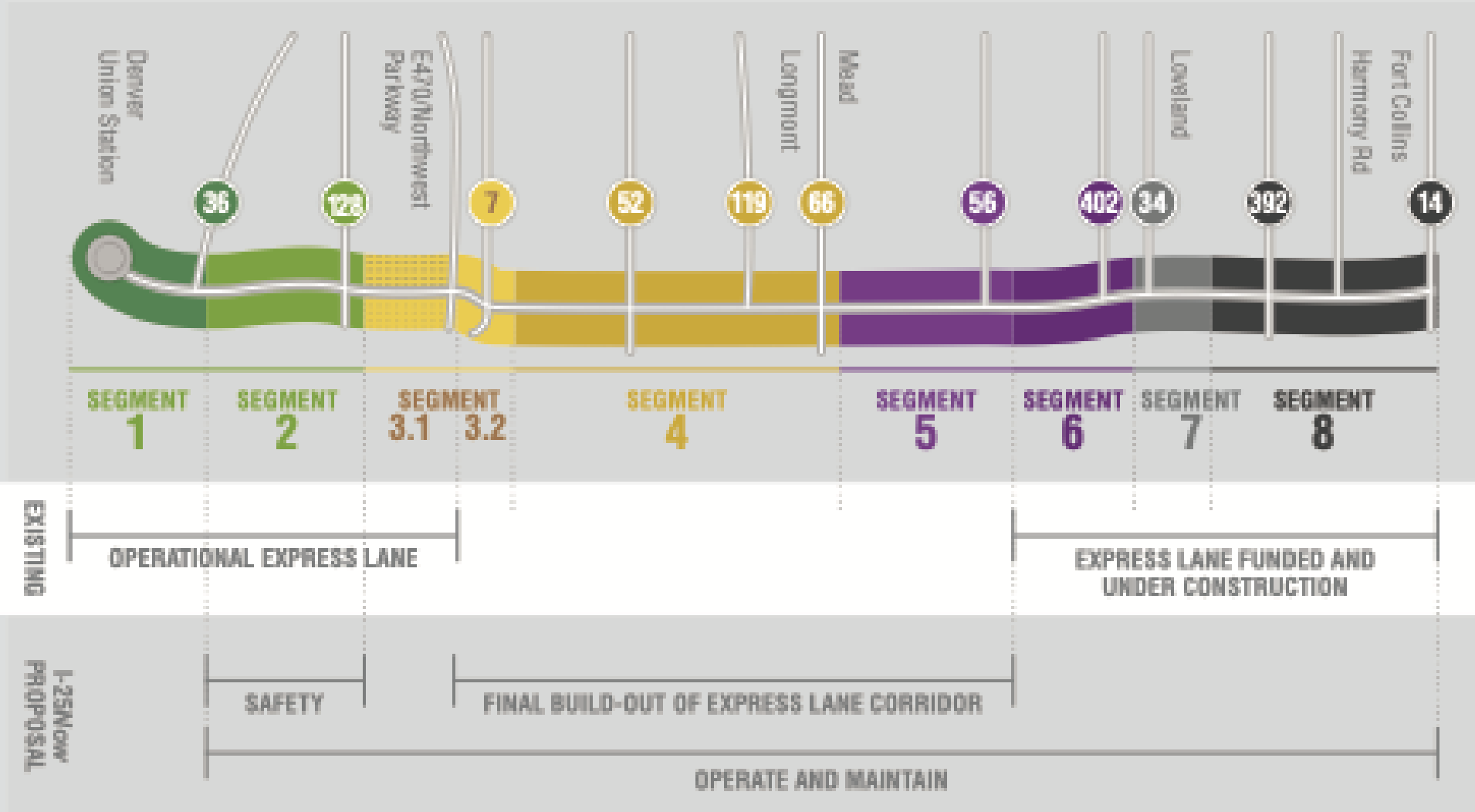
Transfer of risk (e.g., construction, financing, revenue risks, operational risks, etc.) to the I-25NowTeam



Opportunity for additional investments in sustainable, equitable, green, transit, and multi modal solutions - the I-25NowTeam will proactively seek to invest in the long-term improvement of the communities along the corridor



● BASELINE SCOPE MAP



● MAIN IMPROVEMENTS WITH BASELINE SCOPE

| | DESCRIPTION | GOAL AND OBJECTIVE |
|-------------|--|---|
| SEGMENT 2 | <ul style="list-style-type: none"> • Build-out of center load station at 88th avenue (EE) • Continuous acceleration and deceleration (A/D) lanes from 84th to 104th avenue • Build-out of new pedestrian bridge at 104th avenue | Critical safety improvement and air quality <ul style="list-style-type: none"> • Auxiliary lane improves A/D on/from I-270 • Center load bus station eliminates current weaving required to service bus stop |
| SEGMENT 3.1 | Preserve the infrastructure recently built in 2020 | |
| SEGMENT 3.2 | <ul style="list-style-type: none"> • Add Express Lanes | Enhance highway, transit mobility, accessibility, and improve air quality <ul style="list-style-type: none"> • Express lanes enhance the highway, reduce congestion, and provides a time reliable corridor with multimodal optionality |
| SEGMENT 4 | <ul style="list-style-type: none"> • Add Express Lanes | |
| SEGMENT 5 | <ul style="list-style-type: none"> • Add Express Lanes • Rebuild bridges along the corridor in preparation for the ultimate build-out (EE) | |

Under a conventional P3 approach, the assessment of alternative/additional funding to optimize the Baseline Scope will result in longer lead-times (delays) and a more costly and risk-prone project.

The I-25Now Team's progressive approach accelerates the delivery timeline, maintains CDOT and CTIO control, provides flexibility to explore scope enhancement options, and mitigates current inflationary and increasing interest rate pressures.

● PROJECT SCOPE – BASELINE SCOPE

The graph above provides an overview of the corridor segments supported with a table explaining the main improvements included in the Baseline Scope.

The development of the Baseline Scope was an iterative process as we balanced the achievement of goals and objectives with feedback received from CDOT Region 1, Region 4, and CTIO. We have highlighted the Enhanced Elements (EE) developed and improved on based on the feedback received during the Detailed Proposal phase.

Since the Baseline Scope is fully funded, we can seriously explore the inclusion of additional scope under a progressive framework. In parallel, additional funding sources could also be explored to increase scope. For example, the following alternatives could be considered:

- *CDOT contribution to the Project*
- *Use of Bridge Enterprise funding to pay for a portion of the bridge replacements*
- *Use of applicable federal and state grant programs (matching dollars with Mobility Hub Fund)*
- *Use of local funding contributions*
- *RTD contributions (e.g., contributions to the 84th Ave. Mobility Hub solution)*



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 - Colorado Sun I-25 Event - Wed. 8/24 6-7pm - Virtual
 - Director Lew (CDOT), Molly McKinley (Denver Streets Partnership), Commissioner Scott James (Weld)