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**The Fix North I-25 Business Alliance**

**Mission**

Secure adequate funding (estimated in 2014 at ~\$965M) to widen the entire stretch of North I-25 between U.S. Highway 14 and Colorado 66 (CDOT-designated Segments 5, 6, 7, and 8) to 3 lanes each way by 2025.

**Principles of the Alliance**

- We cannot wait until 2075 to complete the widening of I-25. That is simply not acceptable to residents and businesses. Doing so would be a major setback to the economic vitality and livability of the Northern Colorado region and threatens the safety of the general public.
- It is imperative to expand the capacity of North I-25 to meet the demands of the fastest growing area of the state. In the coming 25 years, the populations of Larimer and Weld Counties will increase by 52 percent and 111 percent, respectively.
- Congestion wastes time, kills jobs, adversely impacts quality of life and harms the natural environment. The North I-25 Corridor already operates at Level of Service “D.” Within 10 years it will deteriorate to LOS “E” and by 2035 it will be at LOS “F.” It could take several hours to drive to Denver from Northern Colorado.
- Residents of Northern Colorado generally understand the importance of I-25 but must become better informed on the challenges facing North I-25 and press their elected representatives to widen the interstate.
- The Colorado Department of Transportation should make congestion mitigation the primary focus when expanding North I-25. CDOT should replace its work-north-from-Denver approach with a Fort Collins-south approach that expands the segments with the worse congestion first.
- The Colorado Department of Transportation has the primary responsibility for building and maintaining Colorado’s highways and interstates, and Colorado’s Legislature has primary responsibility for ensuring that CDOT is properly funded.
- While the State of Colorado has primary responsibility of funding highway and interstate construction and maintenance, of necessity more responsibility must be borne at the local level.
- Funding for North I-25 improvements will come from multiple streams of revenue that include a combination of federal, state, local governments and private concerns.
- Relieving congestion can be addressed in a variety of ways but the priority must be on widening North I-25 from U.S. Highway 14 to Colorado 66 to at least 3 lanes in both directions. While supportive of improvements to other highways in Northern Colorado and while supportive of transportation demand management and cost-effective transit options, expanding the interstate is the primary goal.
- All funding options should be considered including but not limited to state general fund allocations, state ballot measures, tolling and managed lanes or other user fees, federal appropriations, local government contributions and localized taxing tools such as regional transportation authorities.
- The Alliance is open to working with any group or individuals that are committed to increasing capacity and improving mobility on North I-25.
- The North I-25 Corridor is much more than just the jurisdictions that physically touch the interstate. It is a wide catchment area of all of the towns, cities and counties along the North Front Range of Colorado that depend on a properly functioning interstate.
- This is a long-term process that will require extraordinary intra-regional cooperation for years and decades.