

## NFRMPO Planning Council June 3, 2021 Meeting

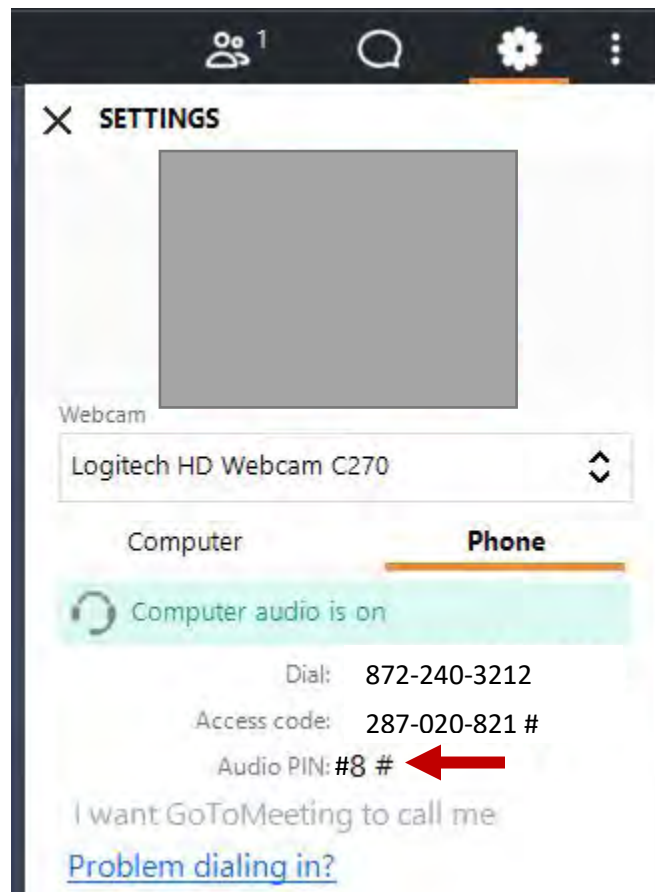
### Remote Attendee Instructions

#### To access the audio for the meeting:

- 1) Call-in Number: **(872) 240-3311**
- 2) Once prompted, enter the Access Code: **784-815-789**
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

#### To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>
- 3) Enter your name and email then enter.
- 4) PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.
- 5) To connect your phone and your computer, please go to this screen and enter the information you see on your computer. Enter the audio pin shown at the red arrow on the phone.



**Once the Planning Council Meeting has begun:**

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

*"I have a question regarding the TIP Amendment"*

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.

- 5) Each time you speak, **please state your name for the record** before proceeding with your question or comments.

**If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Alex Gordon at (970) 289-8279 or [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org).**

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: June 3, 2021**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### Transportation GHG Rulemaking

On May 20, the Air Quality Control Commission (AQCC) held a rulemaking hearing request on the revision of three regulations related to greenhouse gas (GHG) emissions from the transportation sector. The component on GHG standards (aka budgets) for MPO and state transportation plans, which is being led by CDOT and was originally scheduled to be included in the rulemaking hearing request, was delayed and the revised schedule for that component has not been announced.

At the rulemaking hearing request, the AQCC set a rulemaking hearing for August 18-20 on the following transportation-related proposals:

- revising the cut-points in the Vehicle Inspection and Maintenance Program in Regulation 11;
- minor updates and corrections to the Colorado Low Emission Automobile Regulation (CLEAR) in Regulation 20 (previously known as LEV/ZEV); and
- the creation of the Employee Traffic Reduction Program (ETRP) in Regulation 22.

As approved by Planning Council on May 6, 2021, the NFRMPO has hired an air quality attorney to assist with participating as a party in the AQCC rulemaking on GHG emissions from the transportation sector. With the delay of the GHG standards proposal, it is anticipated a separate rulemaking hearing will be established by the AQCC to set GHG standards for transportation plans. At the direction of the Planning Council Executive Committee, the NFRMPO intends to request party status for both AQCC rulemakings.

For the AQCC's August rulemaking, the request for party status is due June 16 and the prehearing statement is due July 7. At the Planning Council meeting on July 1, Council members will have the opportunity to comment on the NFRMPO's draft prehearing statement, which will identify the factual and legal issues in the proposal and suggest alternative rule text.

#### 2015 Ozone Boundary Update

On May 26, the EPA announced it intends to modify the boundary of the 8-hour Denver Metro/North Front Range Nonattainment Area for the 2015 ozone standard to include all of Weld County. Currently, a portion



of Weld County is designated as a Marginal Nonattainment area under the 2015 ozone standard. The EPA is required to provide the state with 120 days to submit additional information on why the proposed modification is inappropriate prior to the EPA finalizing a boundary modification. The NFRMPO intends to monitor this proposal.

#### Air Quality Provisions in SB21-260

On June 2, the House passed SB21-260 on the “Sustainability Of The Transportation System”. The bill includes updated provisions related to air quality planning and transportation capacity projects. Section 30 of the bill requires enhanced planning, modeling and other analysis, community engagement, and monitoring for transportation capacity projects by CDOT and MPOs. CDOT is required to develop procedures and guidelines for adoption by the Transportation Commission that will apply to CDOT and MPOs to account for GHG emissions and vehicle miles traveled (VMT) from capacity projects. Section 51 restricts state Multimodal Transportation and Mitigation Options Funds in MPO areas that are in nonattainment and that have not updated their regional transportation plan as of October 1, 2022 to comply with a requirement in Section 30, specifically 43-1-128 (3). Until the transportation plan is updated, MMOF expenditures are only allowed on projects deemed by CDOT and the Colorado Department of Public Health and Environment (CDPHE) to help bring the MPO transportation plan into compliance with 43-1-128 (3). Several amendments were passed revising or creating these sections of SB21-260, and the NFRMPO monitored the bill and provided recommendations to CDOT legislative liaison staff.

## **Action**

NFRMPO staff invites feedback on the NFRMPO Air Quality Program. Any Planning Council member interested in providing witness testimony at the AQCC rulemaking hearing on August 18-20 should notify Suzette Mallette at [smallette@nfrmpo.org](mailto:smallette@nfrmpo.org) or 970-986-4197 by June 25.

# NFRMPO 2021 Legislative Update

June 2021

Original in Council Packet

*Updated June 2, 2021*

## UPDATES SINCE MAY COUNCIL PACKET:

### SB21-260

### Sustainability Of The Transportation System

Amendments	<ul style="list-style-type: none"> <li>• Create Environmental Justice and Equity Branch within the Engineering, design, and construction division</li> <li>• Appointees serve with the advice and consent of the Senate</li> <li>• CDOT is required to develop procedures and guidelines for adoption by the Transportation Commission that will apply to CDOT and MPOs to account for GHG emissions and vehicle miles traveled (VMT) from capacity projects. <ul style="list-style-type: none"> <li>◦ Restricted Multimodal Transportation and Mitigation Options Funds in MPO areas that are in nonattainment and that have not updated their regional transportation plan as of October 1, 2022 to comply with a requirement in Section 30, specifically 43-1-128 (3). Until the transportation plan is updated, MMOF expenditures are only allowed on projects deemed by CDOT and CDPHE to help bring the MPO transportation plan into compliance with 43-1-128 (3).</li> </ul> </li> <li>• Appropriating funds for administration, the Southwest Chief and Front Range Passenger Rail Commission, and MMOF, among other groups.</li> <li>• Annual transfers from the General Fund to MMOF and Revitalizing Main Streets program through 2026</li> </ul>
Last Action	<p>06/02/2021: House Third Reading Passed - No Amendments</p> <p>05/28/2021: House Second Reading Special Order - Passed with Amendments - Committee, Floor</p> <p>05/28/2021: House Committee on Appropriations Refer Amended to House Committee of the Whole</p> <p>05/24/2021: House Committee on Finance Refer Amended to Appropriations</p>
Upcoming Action:	TBD
Web link:	<a href="https://leg.colorado.gov/bills/sb21-260">https://leg.colorado.gov/bills/sb21-260</a>

### SB21-238

### Create Front Range Passenger Rail District

Amendments	<ul style="list-style-type: none"> <li>• If a single city and county or municipality has 55 percent or more of the total population of the MPO territory, the city and county/municipality shall appoint one of the directors</li> <li>• Add a nonvoting advisory director appointed by the Board of Directors of the I-70 Mountain Corridor Coalition</li> </ul>
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Last Action: 05/28/2021: House Committee on Appropriations Refer Amended to House Committee of the Whole  
05/25/2021: House Committee on Transportation & Local Government Refer Amended to Appropriations

Upcoming Action: 06/02/2021: House Floor Work

Web Link: <https://leg.colorado.gov/bills/sb21-238>

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**SB21-076 Fund Electronic Third-party Vehicle Transactions**

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Last Action: 05/28/2021: House Committee on Finance Refer Unamended to Appropriations

Web Link: <https://leg.colorado.gov/bills/sb21-076>

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**HB21-1056 Cost Thresholds For Public Project Bidding Requirements**

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Last Action: 05/24/2021: Bill signed by governor

Web Link: <https://leg.colorado.gov/bills/hb21-1056>

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**HB21-1095 811 Locate Exemption For County Road Maintenance**

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Last Action: 05/21/2021: Bill signed by governor

Web Link: <https://leg.colorado.gov/bills/hb21-1095>

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**HB21-1196 Update Senate Bill 19-263 Effective Date Clause**

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Last Action: 3/4/2021: Introduced In House - Assigned to Transportation & Local Government

Upcoming Action: 06/02/2021: House Third Reading Passed - No Amendments  
06/01/2021: House Second Reading Special Order - Passed - No Amendments  
05/25/2021: House Committee on Transportation & Local Government Refer Unamended to House Committee of the Whole

Web Link: <https://leg.colorado.gov/bills/hb21-1196>

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**HB21-1206 Medicaid Transportation Services**

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Last Action: 05/25/2021: House Considered Senate Amendments - Result was to Laid Over Daily  
05/24/2021: Senate Third Reading Passed - No Amendments

Upcoming Action: 06/02/2021: House Floor Work

Web Link: <https://leg.colorado.gov/bills/hb21-1206>

**SB21-265****Transfer From General Fund To State Highway Fund**

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Bill Summary:	On July 1, 2021, the bill requires the state treasurer to transfer \$124M from the general fund to the state highway fund.
NFRMPO Analysis:	The bill will allow the Transportation Commission to allocate the additional funds that will also allow CDOT to make debt service payments that would have otherwise been covered by General Fund transfers or appropriations.
Last Action:	06/01/2021: House Third Reading Passed - No Amendments 05/28/2021: House Second Reading Special Order - Passed - No Amendments 05/26/2021: House Committee on Appropriations Refer Unamended to House Committee of the Whole
Upcoming Action:	TBD
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1206">https://leg.colorado.gov/bills/hb21-1206</a>

## Other Bills To Watch (Air Quality or Mobility-related)

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### **SB21-072**

Public Utilities  
Commission  
Modernize Electric  
Transmission  
Infrastructure

**House Second  
Reading Special  
Order - Passed with  
Amendments -  
Committee, Floor**

The bill directs the PUC to approve utilities' applications to build new transmission facilities if the PUC, in its discretion, finds that the new facilities would assist the utilities in meeting the state's clean energy goals established in 2019. Section 1 also requires the PUC to consider the ability of the proposed facilities to support future expansion as needed to enable the utility to participate in a regional transmission organization (RTO). The bill also would create the Colorado Electric Transmission Authority (CETA) as an independent special purpose authority. CETA is authorized to select a qualified transmission operator to finance, plan, acquire, maintain, and operate eligible electric transmission and interconnected storage facilities (eligible facilities).

CETA is granted various powers necessary to accomplish its purposes, including the power to issue revenue bonds; identify and establish intrastate electric transmission corridors; coordinate with other entities to establish interstate electric transmission corridors; exercise the power of eminent domain to acquire eligible facilities; and collect payments of reasonable rates, fees, interest, or other charges from persons using eligible facilities.

### **SB21-230**

Transfer to Colorado  
Energy Office Energy  
Fund

**Senate Considered  
House Amendments  
- Result was to  
Concur - Repass**

The bill provides a one-time transfer of \$40M from the General Fund to the Colorado Energy Office (CEO) for grants to the Colorado Clean Energy Fund and the Colorado new energy improvement district totaling up to \$30 million and \$3 million, respectively; residential energy upgrade loans up to \$2 million; and up to \$5 million in additional funding to the Charge Ahead Colorado program administered by the CEO.

### **HB21-1266**

Environmental  
Justice  
Disproportionate  
Impacted  
Community

**Introduced In  
Senate - Assigned  
to Finance**

This bill defines "disproportionately impacted community" and requires AQCC to promote outreach to and engage with disproportionately impacted communities by creating new ways to gather input from communities across the state, using multiple languages and multiple formats, and transparently sharing information about adverse effects resulting from its proposed actions. The bill also creates the Environmental Justice Action Task Force in CDPHE, the goal of which is to propose recommendations to the general assembly regarding practical means of addressing environmental justice inequities.

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**SB21-200**

Reduce Greenhouse  
Gases Increase  
Environmental  
Justice

**Senate Second  
Reading Laid Over  
Daily - No  
Amendments**

This bill builds on current requirements for AQCC to adopt rules reducing greenhouse gas emissions. Specifically, this bill supplements these requirements by directing the AQCC to consider the social cost of GHG emissions; require GHG reductions on a linear or more stringent path; and finalize its implementing rules by March 1, 2022, including specific net emission weight limits for various emission sectors, subject to modification by the AQCC, including through the use of a multi-sector program. The bill would set an "upper limit" on GHG emissions from each sector, including transportation.

**Larimer County Mobility Committee (LCMC)—MINUTES**

May 27, 2021

1:34 p.m. – 2:53 p.m.

**1. Call Meeting to Order, Welcome and Introductions**

- Jim Becker, Citizen
- Ruth Fletcher-Carter, RAFT
- Bridie Whaley, COLT
- Megan Garbarino, Foothills Gateway
- Lorye McLeod, PAFC
- Steve Courts, A Little Help
- Megan Kaliczak, zTrip
- Connie Nelson-Cleverley, SAINT
- Darlene Kilpatrick, Red Feather Lakes Library

NFRMPO staff: Cory Schmitt, Hanna Johnson

**2. Review of Agenda****3. Public Comment (2 minutes each)**

No public comment received.

**4. Approval of March 18, 2021 Meeting Minutes**

Nelson-Cleverley moved to approve the meeting minutes, and Becker seconded. The motion passed unanimously.

**PRESENTATIONS**

- 1) A Little Help** – Courts presented information regarding A Little Help organization. They serve people 55 years and older so aging adults can stay in their homes living independently longer. In a recent volunteer event, a group of people helped clean up a large 2-acre property. Northern Colorado volunteers are from across the region, including Fort Collins, Loveland, and Windsor. The organization started in Denver about 15 years ago and has now moved to Northern Colorado. In the Northern Colorado area, they have about 205 older adult members requesting service. They have 11 staff across the state, and the staff helps recruit people to help with various needs. The services are quite diverse, everything from yard work to IT help to care calls to combat social isolation. The largest demographic are aged widows. They help provide transportation, too; they provide more transportation services in the Denver Metro Area than in Northern Colorado. They help with medical appointments across jurisdictional barriers fairly often. They screen volunteers for license and insurance. This organization fills gaps when ride providers can't provide service to someone. They have a "pay what you can" membership fee, but some members do not pay anything while others may pay more. They also receive donations and grant funding along with funds acquired through fundraising efforts. Schmitt has contact information for this organization.



## **DISCUSSION ITEMS**

- 1) CASTA Conference Recap** – Schmitt and Fletcher-Carter discussed the CASTA conference. Fletcher-Carter chose the manager training program, which kept her busy for most of the conference. She had training regarding electric vehicles. Schmitt attended a variety of sessions. The most interesting piece for him was a session regarding the Colorado Springs One Call/One Click Center (OCOCC). They were able to roll out their OCOCC last August, and it was very well received. Colorado Springs OCOCC is on RouteMatch which has been implemented in such a way that allows the various ride providers to still schedule their own rides while allowing communication and cross-scheduling between providers when needed. The ride providers in that area are proud that they can say “no” less often to their riders and can match riders to providers more seamlessly. Schmitt outlined how there were multiple sessions regarding guidance for the COVID relief funds such as the American Rescue Plan (ARP); these funds do not have to be spent until 2029 or allocated until 2024. The Colorado Springs OCOCC may present to the group sometime soon. Fletcher-Carter noted that RouteMatch’s pricing is somewhat preventative for small providers. Additionally, the group discussed how Unite Us wants to be a social service referral hub. It may be helpful for that organization to present to the group too. This organization just opened the Northern Colorado hub. It is funded by Kaiser Permanente which makes it available at no cost to social service agencies. Transportation service information is built into the platform. Schmitt and Fletcher-Carter also announced that there will be a fall CASTA conference in Grand Junction; Schmitt will share out the information.
- 2) Vaccine Transportation and Post-Pandemic Outlook** – Schmitt asked group how ridership and the availability of volunteers is going now that the pandemic is easing. Schmitt noted the Vaccine Transportation phone number has received 38 calls and 29 requests for rides. Kaliczak has noticed a huge increase in ridership; starting in June, more of their partners will be open, so they anticipate ridership and operations going “back to normal.” Whaley noted that COLT’s ridership is improving, too; some riders are pushing back on wearing masks. Fletcher-Carter received an email from the Federal Transportation Administration (FTA) stating that masks will be required for agencies and organizations receiving federal funding until at least September 15, when the FTA will reassess if masks are still needed. Nelson-Cleverley has noticed that ridership is increasing gradually, but they are still at about half-capacity.
- 3) Potential Via Mobility Pilot** – Schmitt noted that more official announcements will be coming soon regarding the Via Mobility Pilot. He provided some background on the project: Via reached out to NFRMPO staff to share that Via had additional COVID-relief funding and wanted to explore the possibility of expanding into rural portions of Larimer and Weld counties to provide additional transportation options—particularly in the southern portions of the counties. Proposed service boundaries are rural portions south of US34 and west of Weld County Route 49. They are anticipating this pilot service will run from July 1<sup>st</sup> to December 31<sup>st</sup>. Fletcher-Carter noted that if RAFT riders expressed a desire to go somewhere deeper into Boulder County than RAFT normally serves, they can refer those clients to Via. Schmitt noted that this pilot will provide helpful data to



better understand demand for service beyond the pilot window and assist with pursuing long-term funding for the expansion. Becker noted that there could be funding opportunities from the rural communities in southern Weld County that benefit from this program (Johnstown, Milliken, Platteville, etc.).

- 4) Vehicle Maintenance Options & Plans** – Kilpatrick explained that her organization purchased a shuttle van as a resource for the Red Feather community to provide service from Red Feather Lakes to Fort Collins a few times a week. She wanted to reach out to see if they could partner with LCMC ride providers for maintenance and coordination in case the shuttle breaks down. Becker gave some background information regarding the intent and origins of the program. In some cases the program will be with volunteers and individual vehicles. Fletcher-Carter discussed how RAFT asked for bids from various auto-repair facilities in Berthoud, and they have had a good experience. RAFT went to Via so they could receive maintenance for the ADA ramp, and Via services the ramp twice a year. They try to keep the vehicle well maintained so that breakdowns do not happen, and they subscribe to a road-side-assistance service. Whaley stated that if they wanted to partner with another governmental entity, such as COLT, they may have to do an IGA or MOU, which has a lot of paperwork. She also noted that something on a smaller scale, such as what RAFT does, may be easier as the organization starts. Fletcher-Carter stated that in their experience, the community businesses provide a lot of deals for the non-profit organizations. Kaliczak stated that zTrip has had a hard time finding providers in the Fort Collins area that are able to service larger vehicles. In their experience Houska Automotive has been the best option for helping service their larger vehicles. Kaliczak also said she would look into whether zTrip's shop could be able to provide support as well.

### **MOBILITY MANAGER UPDATE**

- 1) Staffing** – Hanna Johnson, new full-time employee
- 2) Website and marketing update** – Need beta testers of different abilities and populations to ensure website is accessible and inclusive. Please let Schmitt know if you are interested.

### **LCMC MEMBER REPORTS**

- Whaley –COLT receiving 3 new buses in April 2022. Discussions regarding COVID money now, and they should have more updates soon.
- Becker – helping the North 40 Mountain Alliance. Excited to get more connected through the OCOCC and website. Hopeful to get more outreach in northern Larimer County.
- Kaliczak – zTrip seeing increase in ridership. Struggling to get more drivers back right now.
- Garbarino – they are still operating with limited capacity. They also need additional staffing.
- Nelson-Cleverley – no updates.

### **Final Public Comment (2 minutes each)**

No public comment received.

### **5. Next Month's Agenda Topic Suggestions**



Schmitt will present more formally regarding OCOCC progress and updates. Estes Park may present regarding their projects. Fletcher-Carson requested that Via give an update about pilot if running by July meeting.

**6. Next LCMC Meeting: July 15, 2021**





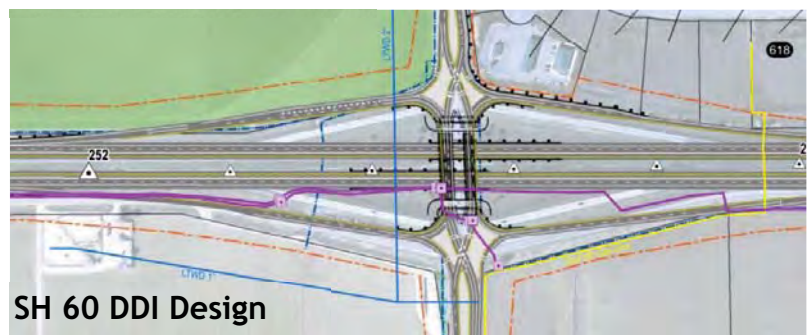
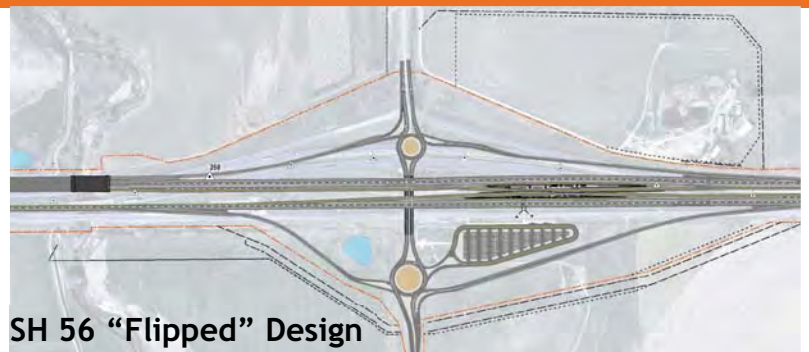
## North I-25 Update Segment 6: Berthoud to Johnstown

Abra Geissler, P.E. - Project Director



### Project Scope

- Widening I-25 from SH 56 to SH 402 to increase safety and add an express lane
  - Wider shoulders
  - Fix road curvature
- Fully re-configure SH 56 and SH 60
- Reconstruct 10 bridges and widen two bridges
- Close the frontage road from s/o SH 56 to LCR 14
- ROW needed from 30 properties
- Over 25 different utilities relocated





- CM/GC delivery
- Approximately 98% of design work under contract
- Remaining Construction Packages (CP) in Design:
  - SH 60 interchange aesthetic upgrades by Johnstown
  - Berthoud Mobility Hub upgrade
  - Possible SB onramp at LCR 16 (exploring cost and feasibility)
- This summer:
  - Continuing utility and structure work, beginning to pave
  - Shifting traffic to the SB outside shoulder
- Currently on schedule and on budget
  - Approximately \$290M "all in" cost
  - Design, utility relocations, right of way procurement, inspection, and construction



**Project complete in early 2024!**

## SH 56 "Flip" and Straightening



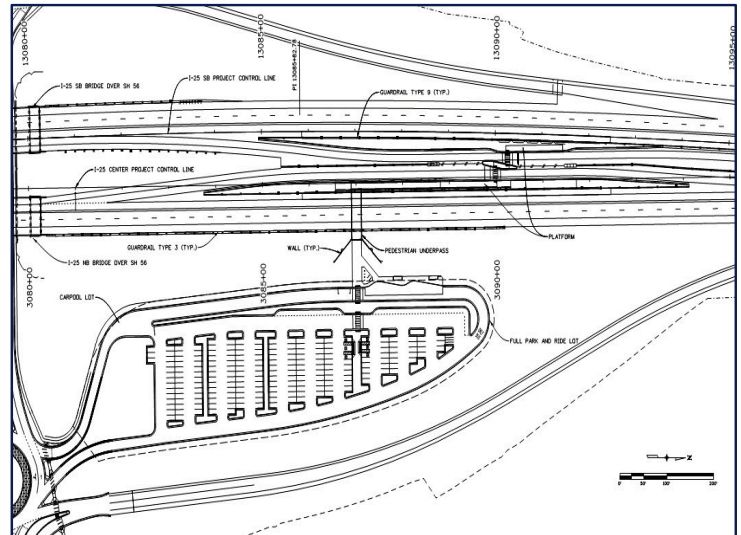
Current and future NB lanes



## Berthoud Mobility Hub at SH 56

### Centerra-Loveland & Berthoud - First of their kind in the state!

- 200 total parking spaces
  - 10 Electric Vehicle (EV) charging stations; 30 wired spaces to allow for future EV charging stations
- Walking distance from parking to bus
  - 450 feet min; 900 feet max
- Multimodal Design
  - 2 sawtooth bus bays for local connecting transit
  - Kiss-n-Ride/Short-term parking for car share services
  - Bicycle racks
- Possible Underpass Connection to Turion Development



## SH 56 Closure

### SH 56 East/West Movement Closure

- 140-day maximum
- Late July/early August 2021, completion prior to Thanksgiving

### SH 56 Northbound Ramp Closure

- 50-75 days (will be refined prior to public notice based on Little Thompson Bridge)
- Within E/W SH 56 closure window

### SH 56 Southbound Ramp Closures

- Ramps accessible for most of SH 56 closure
- Occasional night or weekend closures required for traffic shifts, bridge demolition, setting bridge girders

### Southbound Mainline

- Paving in the Spring of 2022



Interchange complete by Q3 2022!



## SH 60 Improvements

- Diverging Diamond Interchange (DDI)
- Johnstown funding aesthetic upgrades

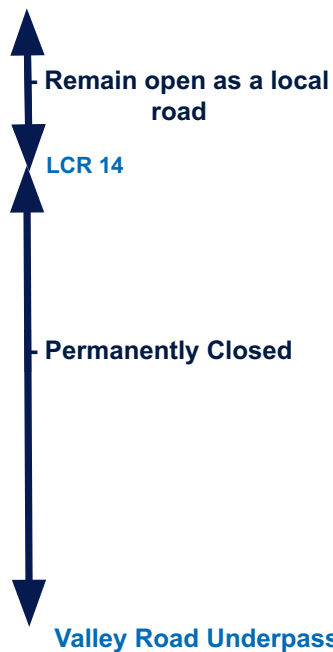


Final configuration complete Q3 2022!



- A few SH 60 night closures will be needed for bridge demo and south bridge girder sets

## Interstate Parallel Arterial High Plains Blvd.



POST CONSTRUCTION





Mission: *"What puts us in the best position to respond to 100 different scenarios?"*

### Create "Playbooks"

- a. Obtain LIDAR
- b. Break out by ½ mile directional micro increments to:
  - i. Have a thorough, holistic understanding of Segment 5
  - ii. Comprehend on a detailed level
- c. Identify ROW, utilities, structures, material concerns, long lead items to understand:
  - i. Scope elements
  - ii. Rough order magnitude costs
  - iii. Timing implications
- d. Gather sufficient design information to
  - i. Respond to corridor development activity
  - ii. Proactively address questions from gas companies, utilities, developers, and local agencies
  - iii. Possibly pull the trigger on needed ROW, relocating utilities, and/or identifying development partnerships
- e. Identify funding - currently have none



# Questions on Segment 6?





## North I-25 Update

### Segments 7&8: Johnstown to Fort Collins

Chris Boespflug, P.E. - Project Director



### Segments 7&8 Status

- Design is complete
- The project is currently 50% expended
- Hard infrastructure in Segments 1 and 3 is complete
- ROW acquisitions are nearing completion
- Utility relocations are almost complete
- SH 402, NB I-25 over Big Thompson, East Frontage Rd over Big Thompson, LCR 20 over I-25 structures are all complete.



## SH 402 Before and After



## Prospect Road Before and After







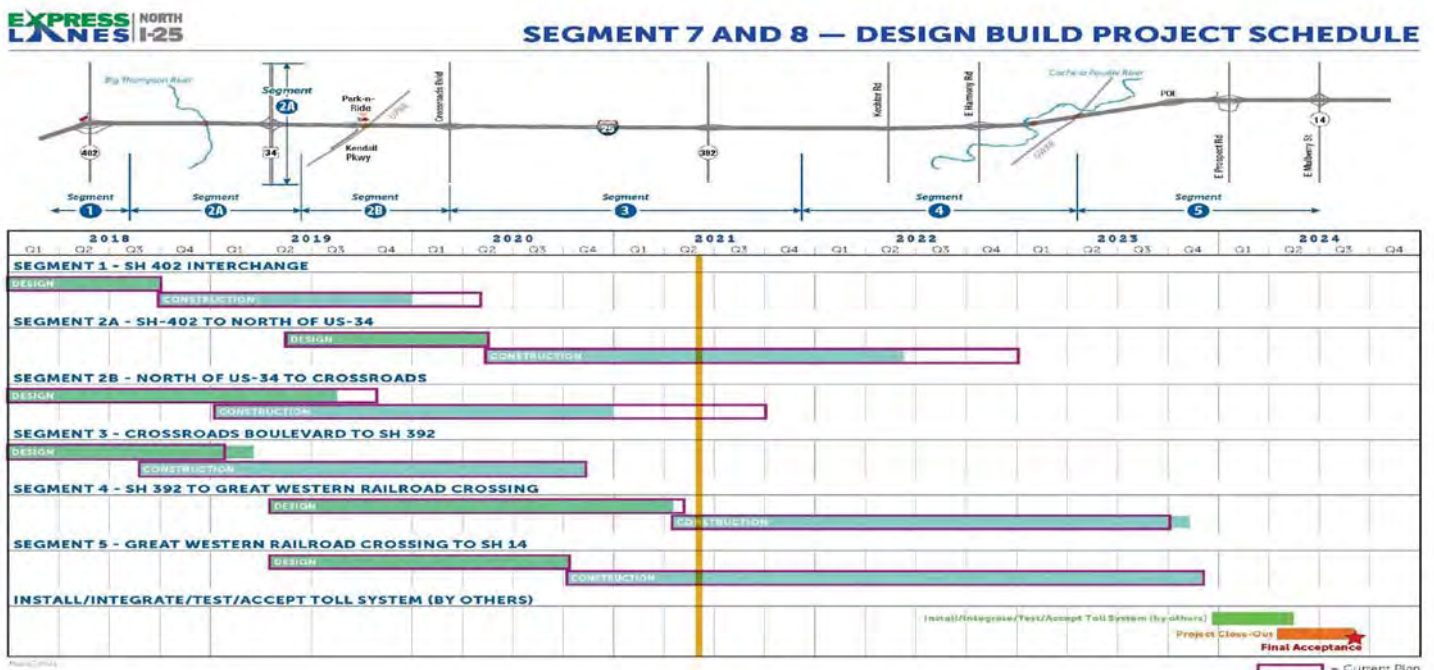
# Great Western RR Bridge



- Constructed 20' south of the existing Bridge
- Removal of old bridge, rolling in of new bridge = 2.5 days
- No lane closures on I-25 required
- 2<sup>nd</sup> half of bridge to be constructed in same manner in July '21



# Segments 7&8 Schedule





## Segment 3 SB South of SH 392



## Integrated Construction Contract

- To ensure a fair and equitable process, as well as encourage industry participation, CDOT has developed a modified Integrated Construction Contract (ICC).
- An ICC project is one that will be bid out (either entirely or partially) by the Prime Contractor.
- The apparent Best Value bid proposal will be contracted as a subcontractor to, and managed by, the Prime Contractor.
- Project team worked with Contracts and Innovative Contracting to develop a new ICC process.

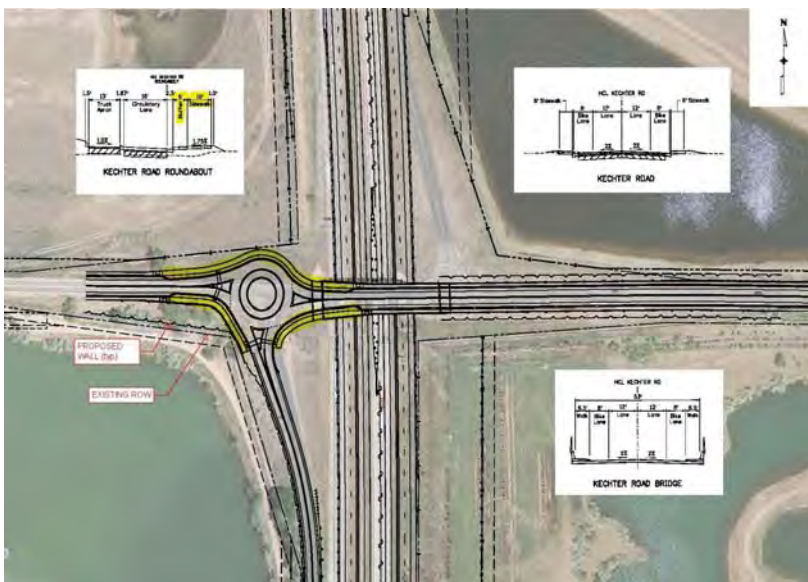




# ICC Packages



## Kechter Road Bridge Over I-25



- ICC Package 9
- Currently Out for Advertisement
- Bridge Closure/Demo: Sept '21
- New Bridge Open: April '22



## Mobility Hub



Questions on Segments 7&8?





# ROADIS I-25 Unsolicited Proposal

April 2021



1

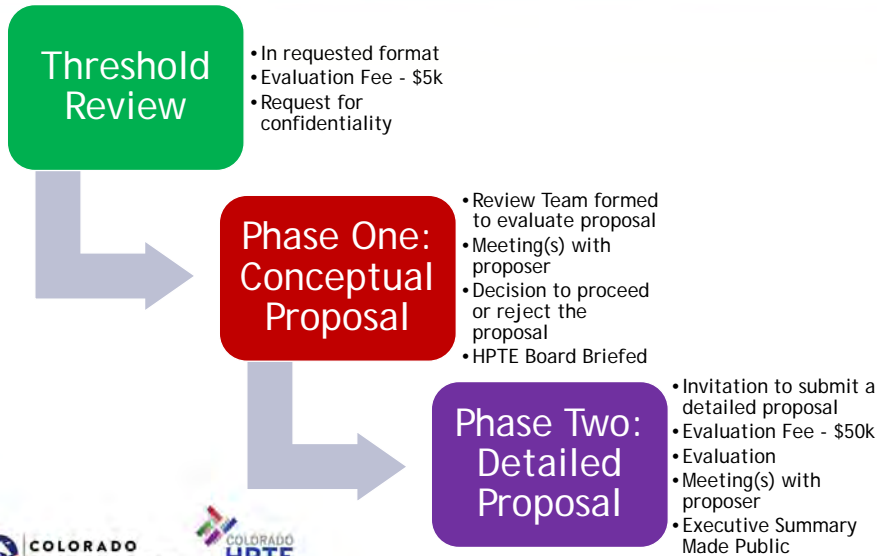
## Outline

1. Threshold Review and Flow Chart
2. About ROADIS
3. Proposal Overview
4. Key Question/considerations



2

# USP Phases

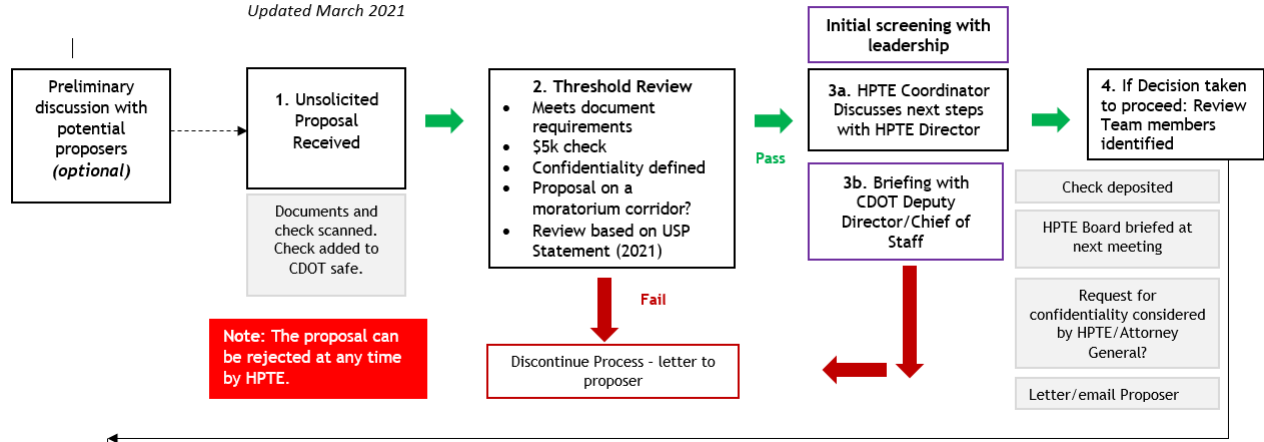


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# Unsolicited Proposal Flow Chart

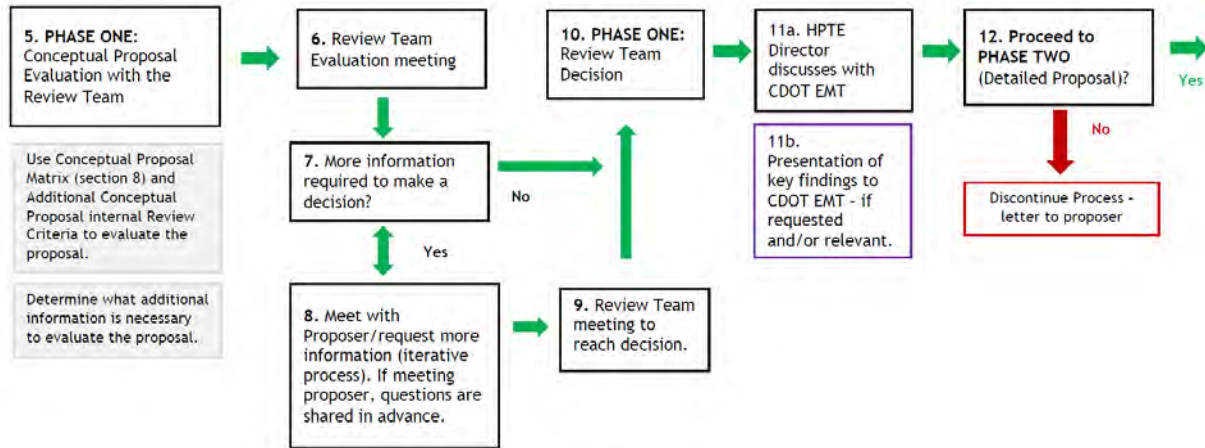
## HPTE Unsolicited Proposal Policy Internal Flow Chart

Updated March 2021



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## Unsolicited Proposal Flow Chart



## About ROADIS

- A global leader in the financing, development, operation, and management of road assets.
- Operates over 1,150 miles of roads, employs over 2,700 individuals worldwide, and currently operates ten highway concessions in Brazil, India, Mexico, Spain, and Portugal.
- It is wholly owned by the Public Sector Pension Investment Board of Canada, a Canadian Crown Corporation, with current net assets of over C\$169.8 billion.
- ROADIS USA is a wholly-owned subsidiary of ROADIS, headquartered in Denver focused on providing transportation solutions to the Denver Metropolitan area.
- The ROADIS USA office is directed by former HPTE Director Michael Cheroutes.
- Horrocks Engineers, a privately owned S-Corporation with a net worth of over US\$32 million, is identified as a sub on the proposal submitted by ROADIS.

## Proposal Overview: Objectives

- Provide direct benefits to HPTE, CDOT, its customers, and the communities it serves by resolving mobility, accessibility, safety, and aging infrastructure issues in the I-25N System.
- Integrate options for CDOT (and the RTD) transit service and other transportation choices.
- Introduce smart road, electric vehicle and transit technologies in the I-25N System.
- Relieve CDOT and HPTE of the revenue risk of toll financing the work contemplated by this Proposal.
- Relieve CDOT of operation and maintenance responsibilities for the I-25N System.



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## Considerations

- What are the pros and cons of this proposal?
- What additional considerations should be taken into account?
- What challenges does this proposal create?
- Would a meeting with the proposer be beneficial to clarify the questions identified?
- Does this proposal warrant a higher-level discussion within HPTE/CDOT?



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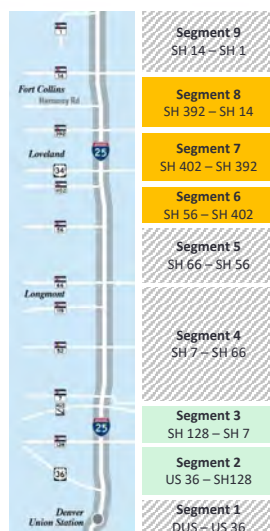
## I-25 North TIFIA Loan Update



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## I-25 North Loan: Overview

- Total Request: \$191M
- Operational Segments 2 and 3 will serve as the initial pledge source to secure the TIFIA loan.
- Toll revenue from Segments 6-8 will fund debt service once the Express Lanes are open.
- Segment 1 is operated under a separate revenue-risk P3 agreement and excluded from this financing.



### Segments 6-8A

**Status:** Under construction

**Borrowing:** \$154M for CAPEX, \$8M for Tolling Equipment and Software

### Segment 3

**Status:** Operational (June 2020)

**Borrowing:** \$24M to refinance bridge loan, \$2.5M for Tolling Equipment and Software

### Segment 2

**Status:** Operational (Dec. 2015)

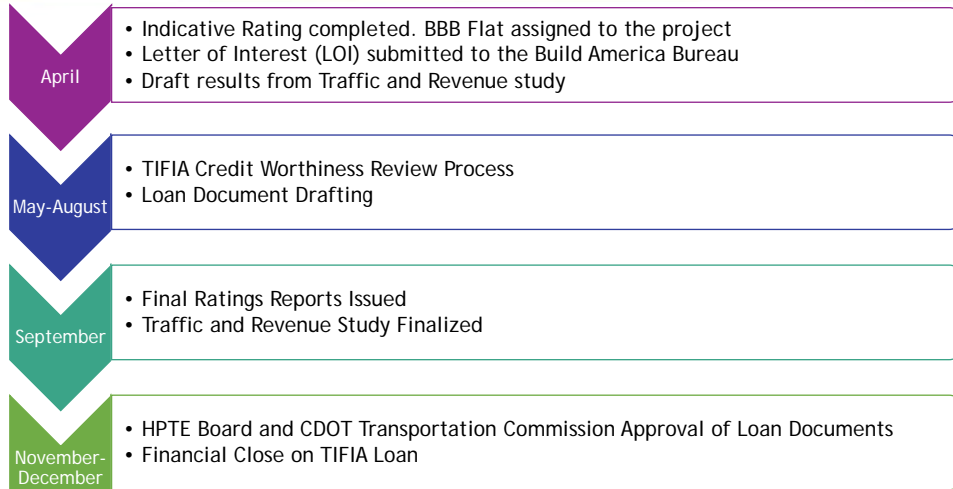
**Borrowing:** \$2.5M for Tolling Equipment and Software



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## I-25 North Loan: Current Schedule



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Thank You!



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