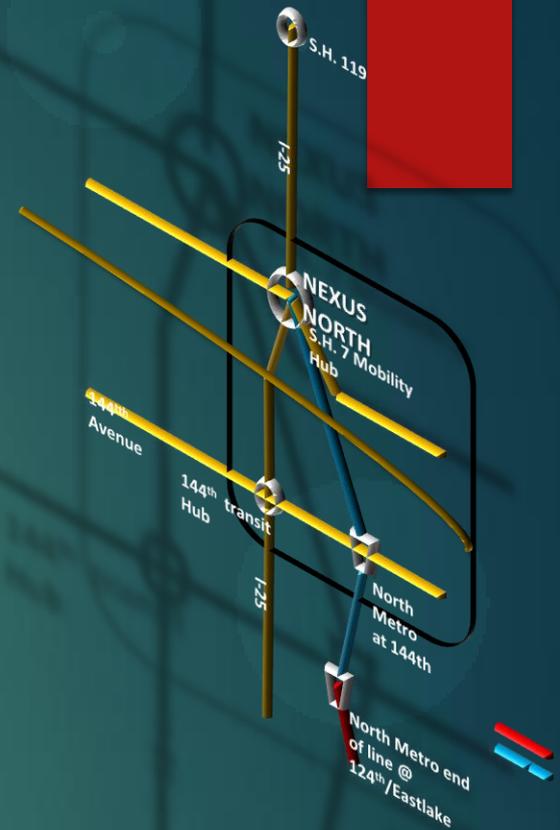


I-25 Moves Special District

UPDATE TO NATA
AUGUST 25, 2016

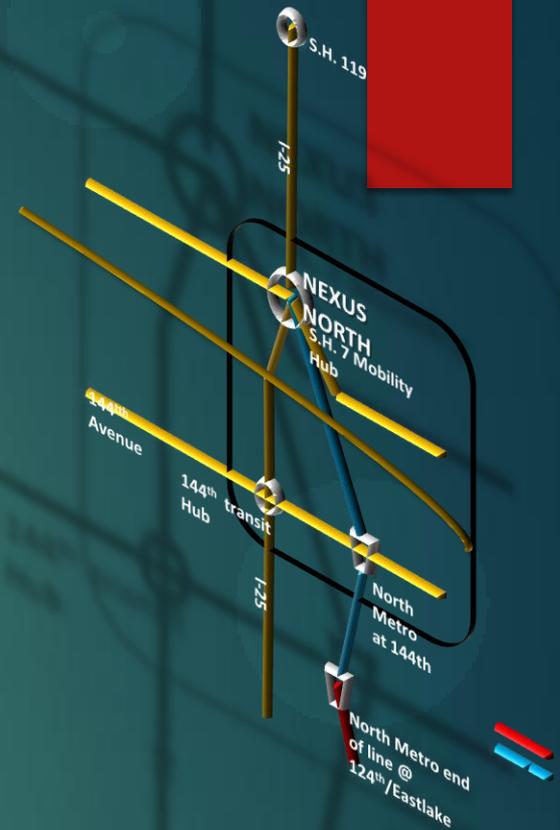
The Challenge

- There is a need for infrastructure along I-25 ... for economic development and mobility
- Declining tax revenues and increased competition for public dollars mean corridors have to have a competitive advantage
- CDOT and the feds increasingly value local match and public private partnerships
- Developers desire multi model opportunities for workers and customers



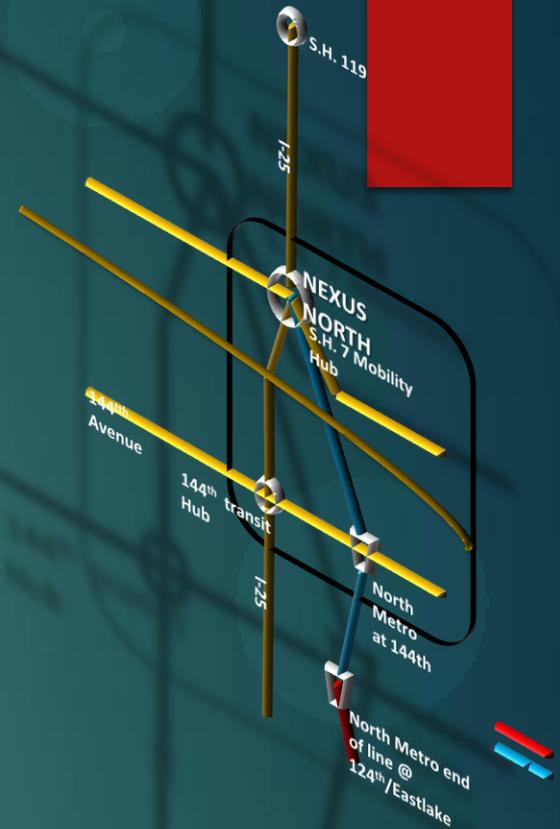
The Opportunity

- Opportunity is now on the north I-25 corridor, i.e. Larkridge, The Orchard, Cabelas, IKEA, etc.
- Strong leadership has resulted in increased attention for improvements in the corridor, i.e. managed lanes and FasTracks
- A metro district can be used as a funding source jump start improvements for economic development and congestion relief



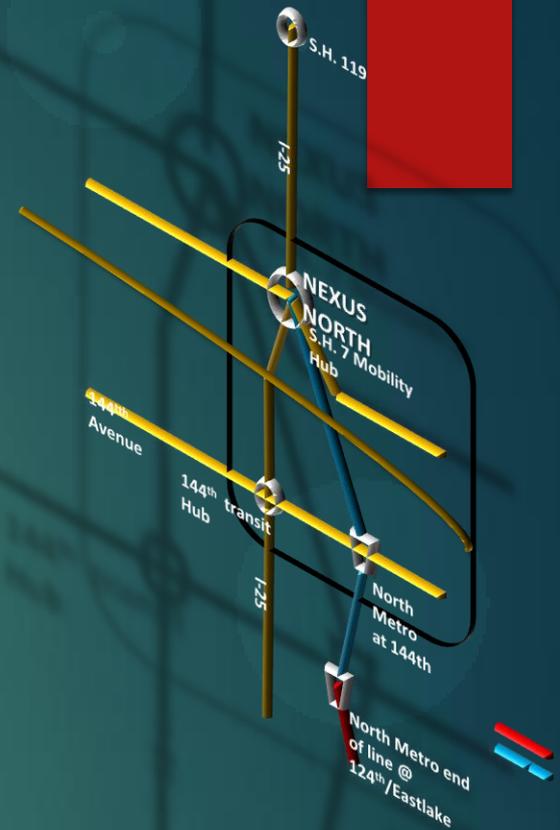
The History

- North area made it a stated goal to get “fair share” of transportation resources
- North area wants to enhance job creation and other economic development
- Denver South Spymed metro district already provides funding for projects and services
- A public private partnership between NATA, ACED, McWhinney, Perlmutter and others embarked on a feasibility study for a metro district



The Purpose

- Off-load costs of improvements from local government or business into a metro district
- Fund amenities to attract employment
- Use for political influence on transportation decision-makers
- Provide funds for a local match to attract state and federal dollars
- Fund local services like transit, TMOs, and economic development agencies



The Vision: Nexus North

- I-25 and Hwy 7 connects Boulder to Brighton and Denver area to northern Colorado
- Current improvements include:
 - Express lanes from US 36 to S.H. 7 on I-25
 - Interchange re-design at S.H. 7
 - Bus Rapid Transit (BRT) from Boulder to Brighton



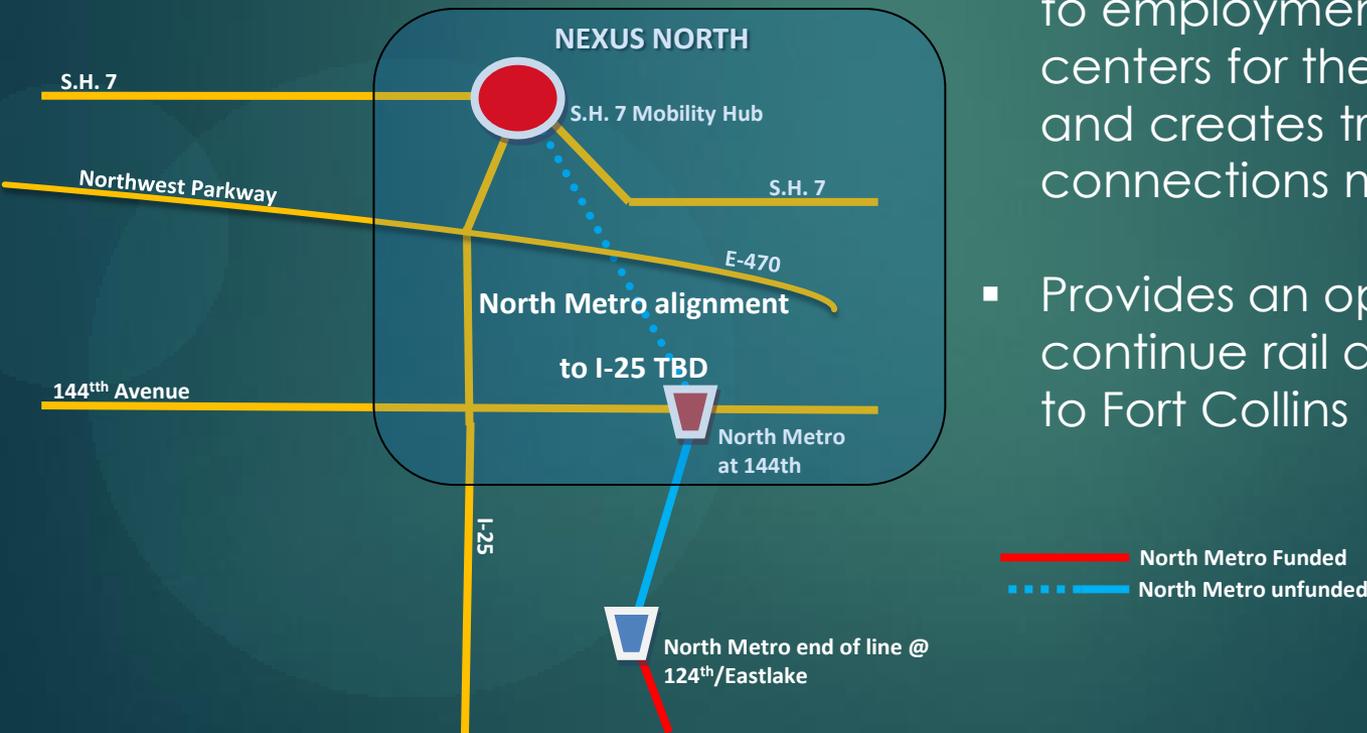
The Vision: Nexus North

- Northwest Parkway and E-470 connects to Interlocken, Boulder and DEN and eventually the entire beltway

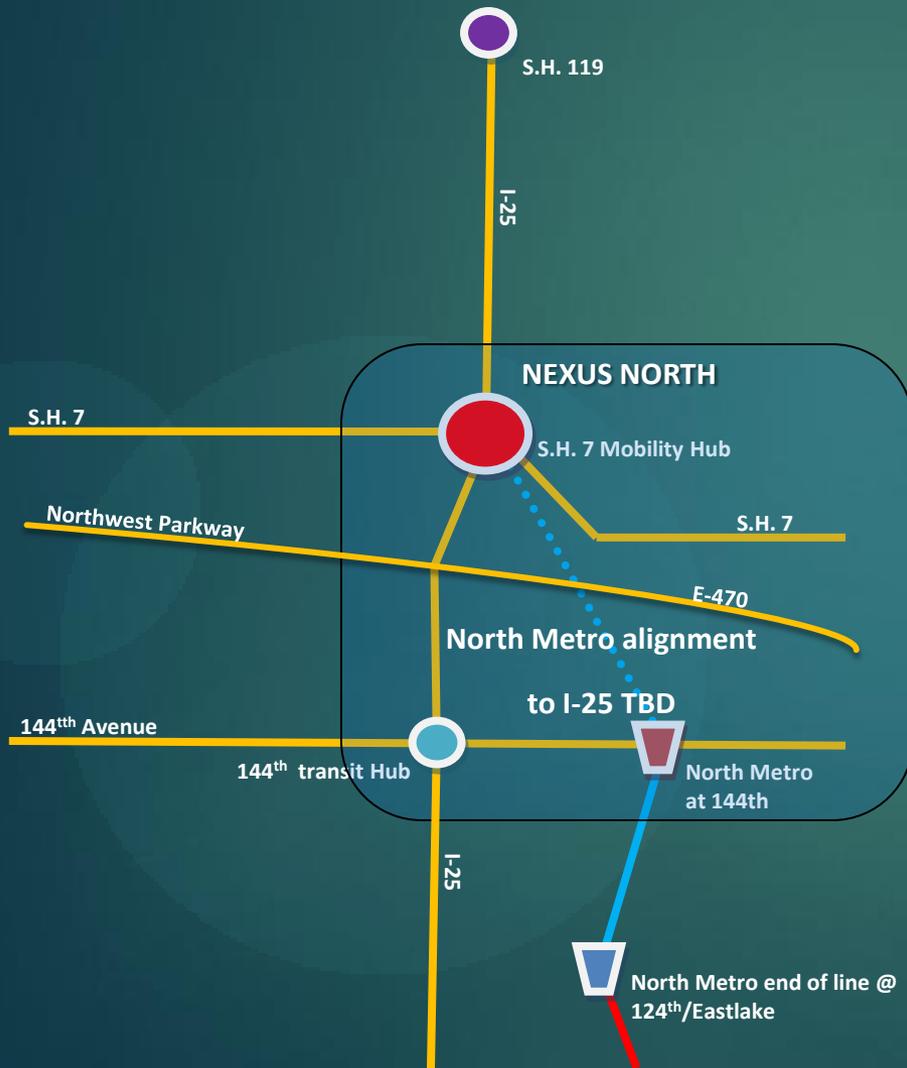


The Vision: Nexus North

- Completing the North Metro Rail Line from 124th at Eastlake north to at least 144th is a high priority
- This rail corridor is an essential link to employment and retail centers for the northern suburbs and creates transit access with connections metro-wide
- Provides an opportunity to continue rail across to I-25 north to Fort Collins



The Vision: Nexus North

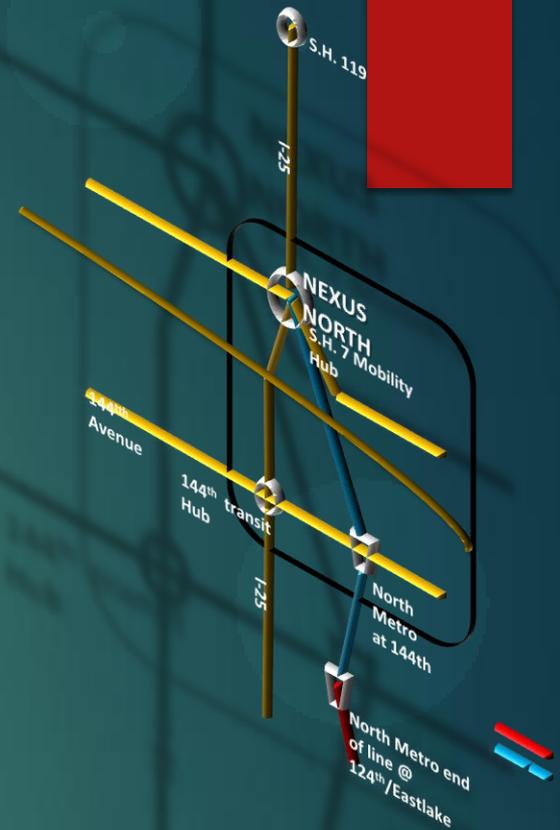


- CDOT's Rail Feasibility Study shows passenger rail service from Ft. Collins to Denver, through the North Metro Rail corridor.
- Planned I-25 highway improvements from Ft. Collins to S.H. 7 will provide a safer and more efficient travel shed for those traveling to Nexus North as their destination for work and play

— North Metro funded
- - - North Metro unfunded

The District

- Smart Commute created I-25 Moves and functions as the fiscal agent to provide funding and direction for a feasibility study to create a special district
- The special district is a mechanism whereby commercial property can contribute financially to Nexus North projects and services within the district service area
- NATA, ACED, McWhinney and Jordan Perlmutter & Co provided funds to engage the law firm of Icenogle, Seaver and Pogue to conduct a feasibility study for the creation of a district



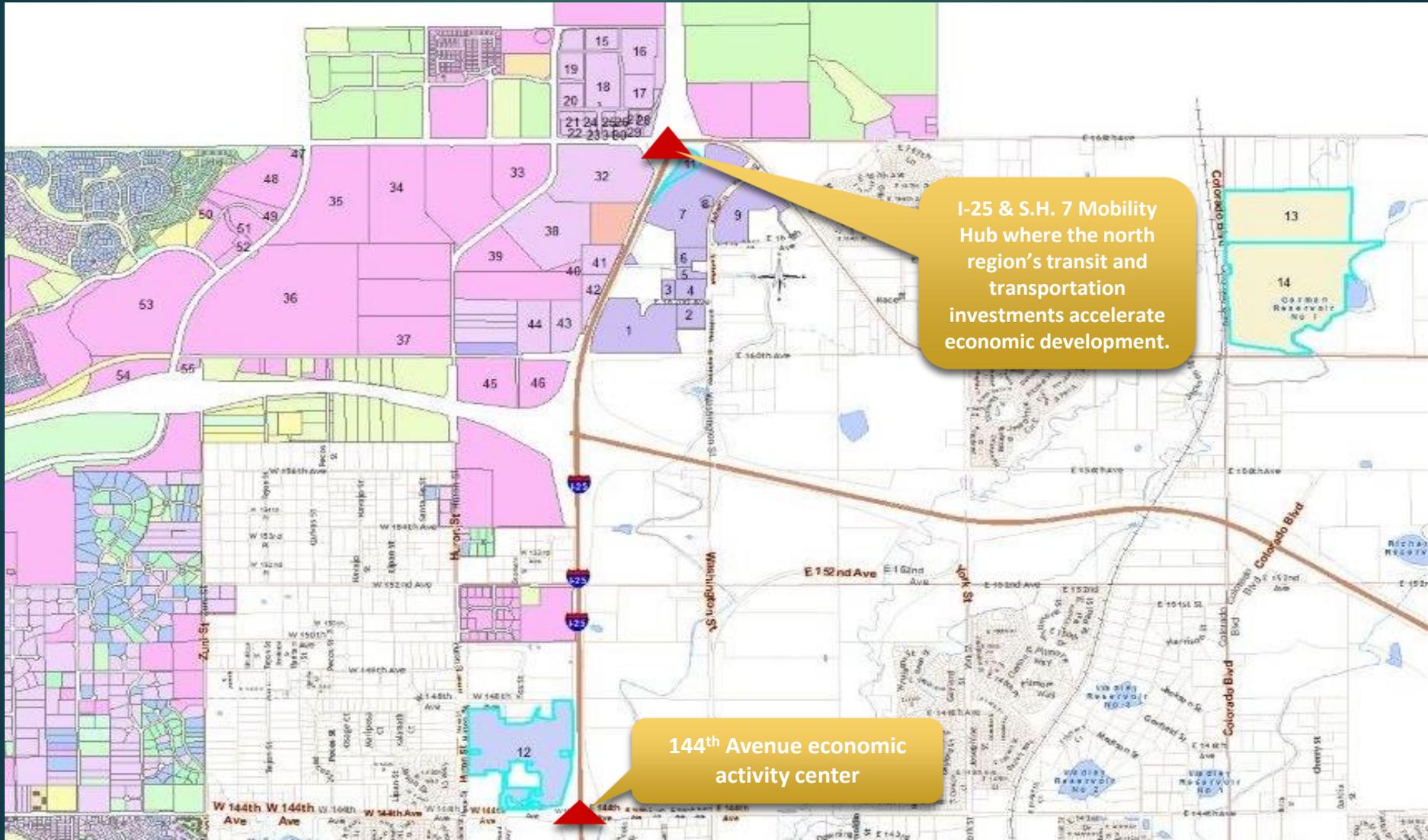
The District: Phase One

- Draft service plan
- Conceptual financial analysis of parcels on I-25 from U.S. 36 to S.H. 7
- Beginning financial analysis from S.H. 7 to S.H. 119
- Proposed initial improvements

*“Where’s it going to be, what’s it going to do,
how much is it going to cost?”*

The District: Parcels

The proposed initial district includes the 55 parcels numbered on this map.



The District: Projects

- The initial proposed 55 parcels would generate \$230,000 annually with 5 mills of property tax and provide:
 1. Bonding of up to \$3 million for:
 - Bus infrastructure at 144th and I-25 interchange
 - Grant opportunities at I-25 & S.H. 7
 2. Three years of funding to leverage grant opportunities to extend RTD regional bus service to 144th and I-25
 3. Administrative needs of the I-25 Moves District to:
 - Embark on additional financial analysis for expanding the district north to S.H. 119
 - Seek additional private sector funding for analysis
 - Oversee project development for bonding, manage projects and transit service grants.

The District: Next Steps

- Help determine priority list of projects
- Support the Metro District Election
- Provide additional investment to complete District formation
- Champion and build business coalition for the district