



APPENDIX A AGENCY COORDINATION

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STATE OF COLORADO

Bill Owens, Governor
Dennis E. Ellis, Executive Director
COLORADO AIR QUALITY CONTROL COMMISSION
<http://www.cdphe.state.co.us/op/aaqc/aaqcchom.asp>



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Colorado Department
of Public Health
and Environment

December 15, 2006

Ms. Jennifer Schaufele
Executive Director
Denver Regional Council of Governments
4500 Cherry Creek Drive South
Denver, CO 80246

Dear Ms. Schaufele:

The Colorado Air Quality Control Commission has reviewed the conformity determination for the second cycle amendments to the Denver Regional Council of Governments' fiscally constrained 2030 Regional Transportation Plan and 2007-2012 Transportation Improvement Program. We support the determination, finding that the plan and program presented to us December 15, 2006 conform to the relevant SIP elements.

Air quality modeling indicates that area emissions budgets for carbon monoxide, PM-10, and ozone precursors will not be exceeded in any of the horizon years. Therefore, the Commission comments favorably on the conformity determination.

Should you have any questions regarding the Commission's action, please contact Mr. Doug Lempke at (303) 692-3478.

Sincerely,

Robert E. Brady, Jr.
Chairman

Cc: David Heller, DRCOG Ann Skinner, CDOT
 Lisa Silva, APCD Jeff Kimes, EPA
 Bill Haas, FHWA *Gov Owens.*

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Denver Regional Council of Governments
Summary Document
2006 Cycle 2 Amendments to the Metro Vision 2030 Regional Transportation Plan
January 17, 2007

I. Introduction

The *Metro Vision 2030 Regional Transportation Plan (2030 MVRTP)* defines a balanced, multi-modal transportation system that is closely linked to the growth and development elements of the *Metro Vision 2030 Plan*. The *2030 MVRTP* contains two components that are the primary subject of amendments:

- 1) Metro Vision roadway and rapid transit system networks
- 2) Fiscally Constrained roadway and rapid transit system networks

The plan also identifies important bicycle, pedestrian, operational, system management, and travel demand management facilities and services.

The *Metro Vision 2030 Regional Transportation Plan (2030 MVRTP)* was originally adopted in January 2005. It was amended in January 2006 and June 2006. Chapter 5 of the document is the Fiscally Constrained 2030 RTP. It contains maps depicting the 2030 fiscally constrained highway and rapid transit systems. Appendix 4 of the 2030 MVRTP provides a detailed listing of regionally significant transportation projects expected to be implemented through the Fiscally Constrained 2030 RTP. Also denoted on the maps are those projects that would receive “regional” funds (federal formula and state sources) and those projects which must rely on 100 percent locally derived funding. There must be enough reasonably anticipated revenues to fund the projects listed in the Fiscally Constrained 2030 RTP.

The *2030 MVRTP* is being amended 1) to remove one interchange in the future (US-6 at Bryant St.); 2) to add parking spaces at three park-n-Rides beyond previous estimates; 3) to add locally funded road capacity projects, and 4) to reflect requested changes to the text of the document and other changes resulting from the recently adopted Pedestrian and Bicycle Element of the 2030 MVRTP.

The network amendments to the Fiscally Constrained 2030 RTP will not affect its fiscal constraint status. All of the amendments will be funded with previously defined or locally derived revenues. In addition to the specific network amendments, a fully updated 2030

MVRTP document with complete editorial changes reflecting the changes that are adopted by the DRCOG Board of Directors will be available on the DRCOG Web site.

II. Recommended Amendments and Changes to 2030 MVRTP

Fiscally Constrained 2030 RTP Network Changes

The network amendments are listed in Table 1 and the locations are highlighted on the Figure A map of 2030 fiscally constrained improvements (Figure 31 of 2030 MVRTP). One interchange will be removed (in conjunction with a larger project), three park-n-Ride lots will expand parking, four completed road projects will be reflected, and sixteen locally funded road capacity projects will be reflected.

Requested Text Changes

On page 75, an additional desired railroad grade-separation will be listed: UP at SH-79 (in Bennett). On pages 53 and 56 of the Metro Vision Plan and pages 77 and 91 of the 2030 MVRTP, changes will be made to the reference to air cargo facilities and services. Sections E. (Pedestrian Facilities) and F. (Bicycling Facilities) will be updated to reflect policy adjustments adopted in the Pedestrian and Bicycle Element of the 2030 MVRTP. In the companion 2030 Mountains and Plains Transportation Plan, updated status of the Georgetown Gateway traffic operation project at 15th and Argentine Streets will be reflected.

Air Quality Conformity Modeling

The Fiscally Constrained 2030 RTP network resulting from the proposed amendments had to be tested to ensure that it would pass all of the applicable air quality conformity pollutant emission tests. Modeling of existing (2005), 2015, 2020, and 2030 network scenarios was conducted from August through October. Results were used by the Colorado Air Pollution Control Division to calculate the mobile source pollutant emissions for each scenario. The results are expected to show that each of the plan staging year scenarios will pass all of the pollutant budget tests. The results are presented in Table 2 (a completed version will be distributed at the meeting). More details can be found in the draft document: *Conformity of the 2006 Cycle 2 Amendments to the Fiscally Constrained 2030 Regional Transportation Plan and the 2007-2012 Transportation Improvement Program with the State Implementation Plan for Air Quality.*

Table 1
Proposed 2006 Cycle 2 Amendments to 2030 MVRTP

October 12, 2006

Sponsor	Project	Description	Existing Lanes	2030 Lanes	Funding Source	Cost Est. change (mils. '05\$)
1. Proposed Amendments to Fiscally Constrained Networks:						
Adams County	Washington St: 58th Ave. to SH-224	Widen, add 2 lanes	2	4	local/private	\$11.0
Adams County	Washington St: SH-224 to 78th Ave.	Widen, add 2 lanes	2	4	completed	\$6.2
Arvada	McIntyre Pkwy: 65th Ave. / Kendrick Dr. to Indiana St./66th Pl.	New road	0	2	local/private	\$9.2
Boulder County	Valmont Rd: 57th St. to 61st St.	Widen, add 2 lanes	2	4	local/private	\$4.0
Broomfield County	Huron St: 150th Ave. to SH-7	Widen, add 4 lanes, Re-alignment	2	6	local/other	\$8.4
Centennial	Himalaya Rd: Smoky Hill Rd. to Gibraltar St.	Widen, add 2 lanes	2	4	completed	\$4.2
CDOT Region 6	US-6: Bryant Ave. Interchange	Remove partial interchange			CDOT	
CDOT Region 6	I-25: Alameda Ave. Interchange	Reconstruct Interchange	Revise dot on map		CDOT	
Denver	park-n-Ride/Station at Evans Ave.	Expand park-n-Ride lot	99 spaces	124 spaces	local/RTD	\$0.5
Denver	48th Ave: Chambers Rd. to Tower Rd.	Widen, add 4 lanes	2	6	local/private	\$10.0
Denver	Evans Ave: Colorado Blvd. to I-25	Widen, add 2 lanes	4	6	local/private	\$2.1
Denver	Mississippi Ave: Parker Rd. to Clinton St.	Widen, add 2 lanes	4	6	local/private	\$4.7
Denver	Picadilly Rd: 68th Ave. to Pena Blvd.	Widen, add 4 lanes	2	6	local/private	\$9.0
Denver	Tower Rd: 48th Ave to 56th Ave	Widen from 2 to 4 lanes in 2007 and to 6 lanes by 2030.	2	6	local/private	\$4.0
Denver	Tower Rd: 56th Ave. to Pena Blvd.	Widen from 2 to 4 lanes.	2	4	local/private	\$12.0
Douglas County	Hilltop Rd: Hidden River Ln. to Hess Rd.	Widen, add 2 lanes	2	4	completed	\$1.6
Douglas County	Hess Rd.: I-25 to Chambers Road	Move endpoint of new road to connect up to Hess Road	0	4	local/private	\$40.5
Jefferson County	Chatfield Ave: Garrison St to Wadsworth Blvd	Widen, add 2 lanes	2	4	local/private	\$6.2
Jefferson County	Quincy Ave: Simms St. to Carr St.	Widen, add 2 lanes	2	4	local/private	\$14.1
R T D	I- 25: Broadway LRT Station Expansion	Add 350 parking spaces to replace 310 removed during bridge work	1,140 spaces	1,180 spaces	RTD	\$1.5
R T D	US- 36 & Reed St. park-n-Ride	New park-n-Ride	0	250 spaces	RTD	\$1.5
Thornton	88th Ave: Dahlia St. to 3000 ft east	Widen, add 2 lanes	2	4	local/private	\$2.1
Thornton	144th Ave: Washington St. to Colorado Blvd.	Widen, add 2 lanes	2	4	local/private	\$9.5
Thornton	104th Ave.: Marion St. to Colorado Blvd.	Widen, add 2 lanes	4	6	local/private	\$4.3
Westminster	Zuni St.: 128th Ave. to 136th Ave.	Widen, add 2 lanes	2	4	completed	\$1.6
2. Other Changes to Document Text:						
Georgetown	Split the Gateway operational project listed in the Mountains and Plains Plan into two projects.	1. Argentine St. improvements, 2. Roundabout at 15th St. and Argentine St.			1. FHWA Fed. Lands, 2. TBD	1. \$3 million 2. \$1 million
Bennett	In rail crossing section of the 2030 MVRTP, refer to a potential grade-separated crossing of SH-79 and the UPRR.					
Jefferson County	Adjust document text related to air cargo freight facilities					
Regional	Reflect information from the new Pedestrian and Bicycle Element of the 2030 MVRTP as applicable					

**Table 2
Conformity Emissions Test Results**

Pollutant and Area	Test	Result (Tons per day)	Pass/Fail
Carbon Monoxide in Denver Attainment Maintenance Area	2013 Staging ≤ Budget ¹	1152.6 < 1520	Pass
	2015 Staging ≤ Budget ²	1070 < 1520	Pass
	2020 Staging ≤ Budget ³	968 < 1520	Pass
	Fiscally Constrained 2030 RTP ≤ Budget ¹⁰	1038 < 1520	Pass
Carbon Monoxide in Longmont Attainment Maintenance Area	2010 Staging ≤ Budget ¹¹	36.0 < 41	Pass
	2015 Staging ≤ Budget ⁹	28.5 < 41	Pass
	2020 Staging ≤ Budget ¹⁰	26.5 < 41	Pass
	Fiscally Constrained 2030 RTP ≤ Budget ¹⁰	28.7 < 41	Pass
PM ₁₀	2015 Staging ≤ Budget	38.1 < 51	Pass
	2020 Staging ≤ Budget	41.3 < 51	Pass
	Fiscally Constrained 2030 RTP ≤ Budget	47.7 < 51	Pass
NO _x associated with PM ₁₀	2015 Staging ≤ Budget ⁹	48 < 101	Pass
	2020 Staging ≤ Budget ¹⁰	35 < 101	Pass
	Fiscally Constrained 2030 RTP ≤ Budget ¹⁰	27 < 101	Pass
Ozone VOC in One-Hour Ozone Attainment Maintenance Area	2006 Staging ≤ Budget ¹²	86.2 < 119	Pass
	2013 Staging ≤ Budget ¹³	59.6 < 119	Pass
	2015 Staging ≤ Budget ¹⁴	52 < 119	Pass
	2020 Staging ≤ Budget ¹⁵	45 < 119	Pass
	Fiscally Constrained 2030 RTP ≤ Budget ¹⁵	41 < 119	Pass
NO _x in One-Hour Ozone Attainment Maintenance Area	2006 Staging ≤ Budget ¹⁶	115.2 < 134	Pass
	2013 Staging ≤ Budget ¹⁷	67.6 < 134	Pass
	2015 Staging ≤ Budget ¹⁴	54 < 134	Pass
	2020 Staging ≤ Budget ¹⁵	40 < 134	Pass
	Fiscally Constrained 2030 RTP ≤ Budget ¹⁵	32 < 134	Pass

Based on the boundary established for the 8-hour ozone area the 2030 build scenario emissions for VOC and NO_x are less than the base case (2002) estimated emissions for VOC and NO_x. It should be noted that the boundary for the 1-hour ozone area differs from that established for the 8-hour area (40 CFR 81.306 as revised on April 30, 2004). For the 8-hour area the build scenario emissions are 44 tons per day for VOC and 33 tons per day for NO_x, while the base case (2002) emissions are 172.6 tons per day for VOC and 177.6 tons per day for NO_x.¹⁸ Thus, if necessary, conformity for eight-hour ozone could be demonstrated.

¹ 2013 derived from interpolation of 2005 estimate of 1483 tons per day calculated using 2.0% oxygenated fuels, and 2015 estimate of 1070 tons per day calculated using 1.7% oxygenated fuels.

² Inventories based on the CO redesignation request strategies: 1.7% oxygenated fuels, existing cut-points, biennial I/M 240 w/4-myr exemption, and mechanic training.

³ Inventories based on the CO redesignation request strategies: 3.1% oxygenated fuels, existing cut-points, biennial I/M 240 w/4-myr exemption, and mechanic training.

¹¹ 2010 derived from interpolation of 2005 estimate of 43.4 tons per day calculated using 2.0% oxygenated fuels and 2015 estimate of 28.5 tons per day calculated using 1.7% oxygenated fuels.

¹² 2006 derived from interpolation of 2005 estimate of 90 tons per day and 2015 estimate of 52 tons per day.

¹³ 2013 derived from interpolation of 2005 estimate of 90 tons per day and 2015 estimate of 52 tons per day.

¹⁴ Same strategies as footnote 9 except no oxygenated fuels since this is a summer inventory.

¹⁵ Same strategies as footnote 10 except no oxygenated fuels since this is a summer inventory.

¹⁶ 2006 derived from interpolation of 2005 estimate of 122 tons per day and 2015 estimate of 54 tons per day.

¹⁷ 2013 derived from interpolation of 2005 estimate of 122 tons per day and 2015 estimate of 54 tons per day.

¹⁸ Emissions inventories for larger 8-hour ozone boundary, (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Weld, Elbert, Larimer and Morgan Counties) from Early Action Compact Ozone Action Plan, approved December 15, 2005.

Financial Plan Changes

There will be no impacts to the fiscal constraint of the plan. Edits will be made to the financial plan tables to reflect: 1) an increase in the value of local/private revenues from \$1.98 billion to \$2.14 billion, and 2) an increase in the value of expenditures for 100 percent Locally/Privatey Funded Roadways from \$2.23 billion to \$2.39 billion.

STATE OF COLORADO

Bill Ritter, Jr., Governor
James B. Martin, Executive Director

Dedicated to protecting and improving the health and environment of the people of Colorado

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Colorado Department
of Public Health
and Environment

January 30, 2007

Mr. James Paulmeno
Planning & Environmental Manager
Colorado Department of Transportation, Region 6
4201 E. Arkansas Ave. Schumate Building
Denver, CO 80222

IN RE: Extra Analysis: No significant air quality impacts likely from DRCOG Valley Highway project (preferred alternative project) scenario as reviewed by APCD

Dear Mr. Paulmeno

This letter is verify that the Valley Highway (preferred alternative scenario) scenario as modeled by the Air Pollution Control Division does not result in significant additional air quality emissions. With the addition of the Valley Highway scenario, vehicle miles traveled increase negligibly for future years, as the table below indicates:

VMT Summary Table

Area	2015	2020	2030
Entire Network – 2030			
RTP A3 (10/06)	85,804,141	93,886,078	109,704,943
Valley Highway Scenario added	85,894,917	93,799,188	109,678,835

Given the above, the Valley Highway revisions would not change the air impact results of the 2030 RTP Amendment.

Sincerely,

Lisa Silva
Planning & Policy
Air Pollution Control Division

Cc: Elizabeth Kemp
Barbara MacRae, APCD

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**Board Officers**

Nancy N. Sharpe, Chair
Rick Garcia, Vice Chair
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Will Toor, Immediate Past Chair
Jennifer Schaufele, Executive Director

February 7th, 2007

Mr. James Paulmeno
Planning and Environment Manager
Colorado Department of Transportation, Region 6
2000 South Holly Street
Denver, CO 80222

Dear Mr. Paulmeno:

At the request of the Colorado Department of Transportation (CDOT), the Denver Regional Council of Governments (DRCOG) has executed a set of runs of the regional travel model, *Compass*, to assist in CDOT's evaluation of the likely transportation and air quality effects of the preferred alternative for the Valley Highway Corridor study. The runs we have executed were based on the most recent cycle of Regional Transportation Plan (RTP) conformity analyses, which included a fiscally constrained set of transportation facility improvements, including the fiscally constrained components of the Valley Highway.

To develop the preferred alternative model runs, DRCOG modelers worked with CDOT to identify the improvements that constituted the difference between the preferred alternative and the fiscally constrained improvements. In this case, the necessary improvements were simple, consisting only of widening northbound I-25 from four to five lanes between the Alameda and US-6 interchanges. This change was made, and model runs were prepared for the forecast years 2015, 2020, and 2030. The standard set of outputs needed as input to the Mobile6 air quality model were provided to the state Air Pollution Control Division (APCD) for their use.

As might be expected with such a modest change in the transportation system, the difference between the RTP model runs and the Valley Highway LPA runs was very small. Region-wide, the differences in vehicle miles of travel between the two sets of runs were 0.1 % in 2015, -.07 % in 2020, and -.02 % in 2030. APCD air quality modelers have reviewed the results, and have provided their reactions to CDOT in a separate letter.

We are glad to help in the Valley Highway EIS project, and hope that these results are of use to project staff as they work to bring that study to a successful conclusion.

Regards,

A handwritten signature in black ink, appearing to read "Erik E. Sabina", written over a white background.

Erik E. Sabina, P.E.
Regional Modeling Manager

Enhancing and protecting the quality of life in our region

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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



Environmental Programs Branch

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011

February 21, 2007

Paul Tourangeau
Director
Air Pollution Control Division
Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South
Denver, CO 80222

RE: Valley Highway EIS Project in Denver

Dear Mr. Tourangeau,

The Colorado Department of Transportation is preparing the Record of Decision (ROD) for the Valley Highway Environmental Impact Statement. The proposed project includes measures to improve safety and highway system operations, reduce congestion and improve connectivity and mobility on I-25 from US 6 to Logan Street, and on Santa Fe Drive and Kalamath Street. In order to determine the air quality impacts of the proposed project, CDOT analyzed all affected intersections in the project area that would operate at Level of Service D, E or F in future years, for both the No-Action and Proposed Action Alternatives to determine any potential exceedances of carbon monoxide National Ambient Air Quality Standards (NAAQS).

The highest modeled eight-hour average carbon monoxide concentrations were 11.3 ppm in 2003 and 7.5 ppm in 2025. Even though the model predicts exceedances of the NAAQS in the present, the trend is for a reduction in carbon monoxide emissions in the future, and the project would not cause or contribute to an exceedance of the eight-hour carbon monoxide NAAQS of 9.0 ppm. In order to ensure that the older data from 2003 was still valid, the Denver Regional Council of Governments (DRCOG), The Colorado Air Quality Control Commission and APCD reviewed traffic and emission data in the winter of 2006-2007. Their review concluded that the analysis would not impact air quality through increases in traffic or pollution emissions. In fact, the APCD modeler has estimated that background emissions would be approximately 17% lower in 2005 than in 2003, and that the 2003 results represent a worse-case scenario. The letters of concurrence from these agencies are included with this letter.

Total funding for the proposed action has not been identified at this time. Budget placeholders are included in the 2030 Regional Transportation Plan. These budgets fall short of the estimated costs for the system alternatives as reflected in the FEIS. As a result, CDOT and FHWA are planning for phased implementation of the Preferred Alternative. With the forthcoming ROD, FHWA and CDOT are selecting Phase 1 and Phase 2 for implementation, which includes elements most critical for the functionality of the I-25 and US 6 corridors, and which can reasonably be expected to be funded. The project is included in the 2007-2012 Transportation Improvement Program (TOI#2007-158), although full funding has not been identified.

If you concur with the results of the air quality analysis and the conclusions regarding conformity of this project, please sign below and return this letter by March 9, 2007.

Thank you.

Very truly yours,



Bradley J. Beckham
Manager
Environmental Programs Branch

I Concur:



Paul Tourangeau

3/15/07

Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



U.S. Department
of Transportation
**Federal Highway
Administration**



Colorado Federal Aid Division
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

March 22, 2007

Mr. Darrell Flyingman, Governor
Cheyenne and Arapaho Tribes of Oklahoma
P.O. Box 38
Concho, OK 73022

SUBJECT: Additional Information Regarding the I-25/Valley Highway Environmental Impact Statement, City and County of Denver, Colorado

Dear Mr. Flyingman:

In July 2003 your tribe expressed a desire to become a consulting party for the Colorado transportation project referenced above, under the terms of Section 106 of the National Historic Preservation Act. The undertaking proposes transportation improvements to a severely congested 2.6-mile segment of Interstate 25 through the City and County of Denver. Since our initial correspondence regarding this project, the Environmental Impact Statement has been completed and we are in the process of preparing Record of Decision, the last step in the environmental documentation process.

As noted in our July 21, 2003 letter regarding this project, no Native American sites eligible for listing on the National Register of Historic Places are present within the project area, and your tribe has not indicated a specific concern about any resources within the direct area of potential effect. FHWA and CDOT remain committed to addressing any issues you may have regarding the I-25/Valley Highway project. However, we are concluding the environmental documentation and no further consultation actions by the agencies are planned at this time. Unless we receive notification from you within 30 days of receipt of this letter indicating your desire to extend government to government consultation, we will conclude the Section 106 tribal consultation process for this initial part of the undertaking. Your rights as a consulting tribe under Section 106 will continue throughout project construction, however, and you will be notified immediately should Native American artifacts or human remains be exposed.

If you have questions about the information outlined above, please contact me by telephone at (303)757-9631, Email at daniel.jepson@dot.state.co.us, or at the CDOT mailing address on the letterhead.

Sincerely,

Dan Jepson, Senior Staff Archaeologist
Section 106 Tribal Liaison

cc: M. Vanderhoof (FHWA)
J. Hann (CDOT Region 6)
Yellowman/Williams/Big Medicine (Tribal NAGPRA Reps.)

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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, Colorado 80222
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U.S. Department
of Transportation
**Federal Highway
Administration**



Colorado Federal Aid Division
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

March 22, 2007

Mr. Billy Evans Horse, Chairman
Kiowa Tribe Business Council
P.O. Box 369
Carnegie, OK 73015

SUBJECT: Additional Information Regarding the I-25/Valley Highway Environmental Impact Statement, City and County of Denver, Colorado

Dear Mr. Evans Horse:

In August 2003 your tribe expressed a desire to become a consulting party for the Colorado transportation project referenced above, under the terms of Section 106 of the National Historic Preservation Act. The undertaking proposes transportation improvements to a severely congested 2.6-mile segment of Interstate 25 through the City and County of Denver. Since our initial correspondence regarding this project, the Environmental Impact Statement has been completed and we are in the process of preparing Record of Decision, the last step in the environmental documentation process.

As noted in our July 21, 2003 letter regarding this project, no Native American sites eligible for listing on the National Register of Historic Places are present within the project area, and your tribe has not indicated a specific concern about any resources within the direct area of potential effect. FHWA and CDOT remain committed to addressing any issues you may have regarding the I-25/Valley Highway project. However, we are concluding the environmental documentation and no further consultation actions by the agencies are planned at this time. Unless we receive notification from you within 30 days of receipt of this letter indicating your desire to extend government to government consultation, we will conclude the Section 106 tribal consultation process for this initial part of the undertaking. Your rights as a consulting tribe under Section 106 will continue throughout project construction, however, and you will be notified immediately should Native American artifacts or human remains be exposed.

If you have questions about the information outlined above, please contact me by telephone at (303)757-9631, Email at daniel.jepson@dot.state.co.us, or at the CDOT mailing address on the letterhead.

Sincerely,

Dan Jepson, Senior Staff Archaeologist
Section 106 Tribal Liaison

cc: M. Vanderhoof (FHWA)
J. Hann (CDOT Region 6)
G. Daingkau (Kiowa NAGPRA Rep.)

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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 6
2000 South Holly Street
Denver, CO 80222
(303) 757-9459
(303) 757-9073 FAX



March 7, 2007

Guillermo V. Vidal
Manager Denver Department of Public Works
201 West Colfax Avenue, Dept. 608
Denver, CO 80202

RE: *Letter Dated December 18, 2006 to Tony Gross from Guillermo V. Vidal Concerning Denver Comments on the I-25 Valley Highway Final EIS and Subsequent Attempts to Resolve Issues Set Forth Therein*

Dear ^{Bill} Mr. Vidal:

In an effort to resolve the City and County of Denver's ("CCD") concerns raised in the above-referenced letter, the Colorado Department of Transportation ("CDOT") has performed the following: On January 23, 2007 my staff and I met with Lesley Thomas to discuss the issues. On February 2, 2007 I e-mailed a draft settlement proposal to Ms. Thomas that reflected proposed solutions consistent with the January 23, 2007 discussion. On February 15, 2007 Crissy Fanganello e-mailed me a number of documents representing CCD's general approach for resolution of these issues.

Those efforts have, to this point, been unsuccessful in reaching a resolution of all issues. However, recent conversations with Ms. Thomas and me have been very productive and I believe we now have full resolution of the issues as described below. If you concur, the process of completing the Valley Highway Environmental Impact Statement ("VHEIS") and moving towards a decision document, which is in the public's best interest and desirable to both of our agencies will be attained.

CDOT has had several discussions with the Federal Highway Administration ("FHWA") concerning the issues raised in your December 18, 2006 letter (any proposed solutions must be approved by FHWA). FHWA, like CDOT, is concerned about losing additional time in the VHEIS process and expending additional resources to try and resolve issues. Accordingly, this letter is a final attempt to get CCD's concurrence on a proposed solution to the issues raised in your December 18, 2006 letter. I believe we are now in verbal agreement on these issues and would now like to get your written concurrence. If the proposal set forth herein, or some modification thereto acceptable to CDOT and CCD, is not agreed to in writing by March 28, 2007, then FHWA has stated they will make a final decision on all remaining disputed issues relating to Section 4(f) of the United States Department of Transportation Act of 1966 ("Section 4(f)"). Pursuant to FHWA's request, this proposal will address each of the concerns raised in your December 18, 2006 letter.

Request for Inclusion of Modifications to Federal Boulevard from 5th to 7th Avenue in the VHEIS

In the December 18, 2006 letter, CCD asked that the following elements of the recommended alternative from the Federal EA be incorporated into the VHEIS: (i) a third northbound lane, (ii) an 8-foot pedestrian zone with provisions to widen the pedestrian zone to 13.5 feet if such widening does not result in additional building impacts, and (iii) a 16-foot median width. Ms. Fanganellos' February 15, 2007 e-mail suggested an optional proposal; that CDOT and FHWA agree to prepare a Categorical Exclusion ("CAT

Ex") to permit these Federal EA elements to be constructed in Phase 1 of the VHEIS construction project at CCD's sole cost.

As stated in our January 23, 2007 discussion with Ms. Thomas and in my February 2, 2007 proposal, the inclusion of the recommended improvements to Federal Boulevard from 5th to 7th Avenue in the VHEIS is inconsistent with the purpose and need of the VHEIS. In her February 15, 2007 e-mail, Ms. Fanganello stated that CCD is not interested in extending the northern termini for the Federal EA beyond 5th Avenue, which eliminates the possibility of obtaining NEPA clearance for such improvements in that study.

My formal response is: If CCD submits a CCD funded project for consideration to DRCOG for safety improvements to Federal Boulevard from 5th Avenue to some logical northern terminus, CCD secures all required approvals, and such project falls within the guidelines for a CAT Ex, CDOT will work with CCD to construct such project with the appropriate phase of the VHEIS preferred alternative.

Section 4(f) Impacts to Barnum Park North

In the December 18, 2006 letter, CCD disputed the Valley Highway Final Environmental Impact Statement's ("VHFEIS") description of the southern boundary of Barnum North Park and the associated Section 4(f) impacts to the park. CCD asserted that such impacts should have been 3.5 acres of parkland as opposed to the .05 acres identified in the VHFEIS. Ms. Fanganello's February 15, 2007 e-mail included an illustration of a proposed boundary for Barnum Park North. Such illustration includes an orange cross-hatched area, which is presumed to be the proposed Section 4(f) impact area, that is labeled as "0.4 Ac. +/-".

CDOT asserts that its determination of the park boundaries and Section 4(f) impacts for Barnum Park North as set forth in the VHFEIS is consistent with methodology, procedures, and policies endorsed by FHWA. However, in an attempt to constructively negotiate an effective resolution, CDOT will compromise and agree with the boundary of Barnum Park North as set forth in such illustration. CDOT's consultant has determined that the area of the park within this agreed upon boundary that will be converted from park use to transportation use is 0.42 acres as illustrated in the red cross hatched areas in the attached exhibit entitled "Barnum Parks Impacts – Preferred Alternative" ("Park Impacts Exhibit").

CDOT is required pursuant to state and federal law to pay just compensation for all property interests needed to be acquired for its transportation construction projects. CDOT and CCD have negotiated arrangements in other projects whereby CCD has agreed to donate CCD-owned property to CDOT projects as a part of its financial contribution to the project. In the December 18, 2006 letter you asked that CCD receive financial compensation for the CCD park property acquired for the VHEIS preferred alternative. CDOT agrees to this request. CDOT shall pay just compensation for the 0.42 acres of Barnum Park North that will be converted to transportation uses. At the conclusion of the acquisition transaction, title to such property shall be in CDOT's name.

Ms. Fanganello's February 15, 2007 e-mail proposed the following mitigation for the Section 4(f) impacts to Barnum Park North: Relocation of approximately 525 linear feet of trail approximately 60 feet further into the park and replacement of fencing, trees turf and irrigation system. CDOT agrees to such mitigation. CDOT shall design and construct such mitigation. CDOT will coordinate with CCD during design and construction; however CDOT shall be authorized to make all final decisions related to such design and construction.

Section 4(f) Impacts to Barnum Park East

In the December 18, 2006 letter, CCD disputed the VHFEIS's description of the boundaries of Barnum Park East and the associated Section 4(f) impacts to the park. CCD asserted that such impacts should have been 3.3 acres of parkland as opposed to the 1.87 acres identified in the VHFEIS. Ms. Fanganello's February 15, 2007 e-mail included an illustration of a proposed boundary for Barnum Park East. Such

illustration includes an orange cross-hatched area entitled "Area needed for Valley Highway EIS 2.0 Ac. +/-". An additional orange cross-hatched area, located south of the 6th Avenue ramp, is entitled "1.3 acre loss of functional use." The documents accompanying Ms. Fanganellos' e-mail state that "Just compensation for an additional 1.3 acres shall also be required to address the severe loss of functional use for acreage south of 5th Avenue."

CDOT asserts that its determination of the park boundaries and Section 4(f) impacts for Barnum Park East in the VHEIS is consistent with methodology, procedures, and policies endorsed by the FHWA. However, in an attempt to constructively negotiate an effective resolution, CDOT will compromise and agree with the boundary of Barnum Park East as set forth in CCD's illustration. However CDOT does not agree with the number of acres of Section 4(f) impacts in such illustration. CDOT's consultant has determined that the area of the park within this agreed upon boundary that will be converted from park use to transportation use is 2.1 acres as illustrated in the red cross-hatched areas in the attached Park Impacts Exhibit (the purple cross-hatched area on such exhibit is the possible additional impact area that may occur if the Federal EA is extended north).

The central area of dispute is the orange cross-hatched area, located south of the 6th Avenue ramp, entitled "1.3 acre loss of functional use". This area is representative of a fundamental misunderstanding between the parties concerning Section 4(f) parks impacts. CCD's interpretation of Section 4(f) parks impacts seems to include right of way acquisitions CCD believes CDOT should be required to complete. However, the location, area, and boundary of proposed right of way acquisition parcels are irrelevant to the definition of Section 4(f) impacts. Section 4(f) impacts analysis does not concern itself with estimated areas of right of way acquisition for a proposed project. Its only concern is a determination of areas of qualified parks or recreational facilities that will be *converted* to a transportation use. The only portion of the area located south of the current 6th Avenue ramp that will be converted from its present use to a transportation use is the 0.3 acre portion shown on the Parks Impacts Exhibit.

CCD's assertion that the greater 1.3 acre area set forth in the CCD illustration will incur severe loss of functional use for acreage south of 5th Avenue is difficult to comprehend. In the after condition, the conversion of the present 5th Avenue/6th Avenue on-ramp, to 5th Avenue as a city street only will dramatically reduce the traffic on this road, which should in turn enhance connectivity possibilities between the area south of 5th Avenue and the greater Barnum East Park, which arguably enhances this area's functional use. The character of the portions of this property outside of the red cross-hatched area shown on the attached Barnum Parks Exhibit will not change (it will retain the same vegetative state it currently enjoys), so it cannot qualify for a Section 4(f) impact. Finally, CCD's assertion that it should be paid just compensation for this 1.3 acre area south of 5th Avenue is confusing. If such a payment was made, title to this area would transfer to CDOT which would preclude it from being used as a park.

As previously stated, in the December 18, 2006 letter you asked that CCD receive financial compensation for the CCD park property acquired for the VHEIS preferred alternative. CDOT agrees to this request. CDOT shall pay just compensation for the 2.1 acres of Barnum East Park shown on the Barnum Parks Exhibit that will be converted to transportation uses. At the conclusion of the acquisition transaction, title to such property shall be in CDOT's name.

In the December 18, 2006 letter you expressed reservations about the proposed stepped retaining walls and grading plan for Barnum Park East. A level of design has been undertaken to assure the walls and grading would fit with the normal implementation and maintenance constraints of this feature. Professional engineers on the VHEIS team have reviewed the proposed walls and find them consistent with normal engineering practice. Walls of this type and configuration are used successfully all over the Denver Metro area, most notably as the retaining walls for I-25 from Broadway to University, and Denver Parks' own Confluence Park at the location of the confluence of Cherry Creek and the South Platte River. We encourage Denver Parks to confer with Denver Public Works and Development Review and discuss the successful implementation of this configuration of walls all over the City and County of Denver.

The proposed mitigation for the Section 4(f) impacts to Barnum Park East set forth in Ms. Fanganellos' February 15, 2007 e-mail is a significant departure from the mitigation we thought we had agreed to in January 23, 2007 discussion with Ms. Thomas. In that discussion, CCD indicated that replacement "in kind" was acceptable. The proposed mitigation in Ms. Fanganellos' e-mail is now replacement to equal or better conditions, with equal or better to be prepared by a professional landscape architect and managed by CCD as a VHEIS cost. CDOT simply cannot agree to such a "blank check" proposal. Some tangible parameters defining the extent and costs of mitigation need to be established. It is important to note that the Barnum East Park Concept set forth in Figure 5-6 on page 5-19 of the VHEIS (copy attached) represents a concept for reconstructing Barnum East Park after the impacts from the preferred alternative and proposed additional Federal widening (the purple cross-hatched area on the Parks Impacts Exhibit illustrates the area of the proposed additional Federal widening) have been considered ("VHEIS Barnum East Reconstruction"). CDOT has invested in excess of \$150,000 on the development of the design of the VHEIS Barnum East Reconstruction. CCD and the public have been involved in the design process. The concept has received a favorable response from the public. The current estimate for construction of the VHEIS Barnum East Reconstruction is \$3.3 million.

As a final offer for resolution of this issue, CDOT offers the following. At CCD's choice, CDOT will either:

- Design and construct the VHEIS Barnum East Reconstruction. CDOT will coordinate with CCD during design and construction, however CDOT shall be authorized to make all final decisions related to such design and construction. Additionally, CDOT will pay CCD an additional \$100,000 that CCD can use to rent replacement fields for the Barnum East fields that are unusable during reconstruction; or
- CDOT will pay CCD \$3.3 million that CCD can use for reconstruction of the Barnum East Park. Additionally, CDOT will pay CCD an additional \$100,000 that CCD can use to rent replacement fields for the Barnum East fields that are unusable during reconstruction. CDOT will acquire the approximately 0.5 acre strip of private property adjacent to the east boundary of Barnum East Park and make such property available to CCD for its reconstruction of the Barnum East Park. Under this scenario, CDOT and CCD will enter into an intergovernmental agreement ("IGA") similar to IGAs used for local agency projects, whereby CDOT's financial contribution to the park reconstruction shall be limited to \$3.4 million with CCD to cover all additional expenditures and CDOT will have oversight responsibilities and approvals during design and construction to insure that the reconstructed park complies with commitments made in the VHEIS.

Conclusion

The VHEIS process is currently in its 5th year. To date, CDOT has spent in excess of \$5 million on this effort and CCD has been an active participant throughout the process. All of the issues raised in your December 18, 2006 letter have been discussed with your staff at length in project meetings and similar written comments have been addressed on numerous occasions. CDOT and FHWA have reached a point in this NEPA process where it is in the public's best interest to move this project forward. The proposals set forth herein, which are significant compromises from well supported positions CDOT has previously taken, represent a willingness by CDOT to negotiate in good faith to try and resolve these issues. Accordingly, if the proposals set forth herein are acceptable, please circle one of the proposed Barnum East mitigation proposals and execute the consent set forth below. If an executed copy of this agreement, or some other executed agreement acceptable to the parties is not received by March 28, 2007 the Section 4(f) issues will be turned over to FHWA for a final decision on the issues.

The seminal FHWA policy guidance document on Section 4(f) issues is a document entitled *FHWA Section 4(f) Policy Paper* published by FHWA's Office of Planning, Environment and Realty Project Development and Environmental Review Office in March 1, 2005. This document can be found at <http://www.environment.fhwa.dot.gov/projdev/4fpolicy.asp>.

This Policy Paper clearly states that FHWA is the entity authorized to make final decisions on disputed Section 4(f) issues.

Thank you in advance for your concurrence, and I look forward to your response.

Sincerely,

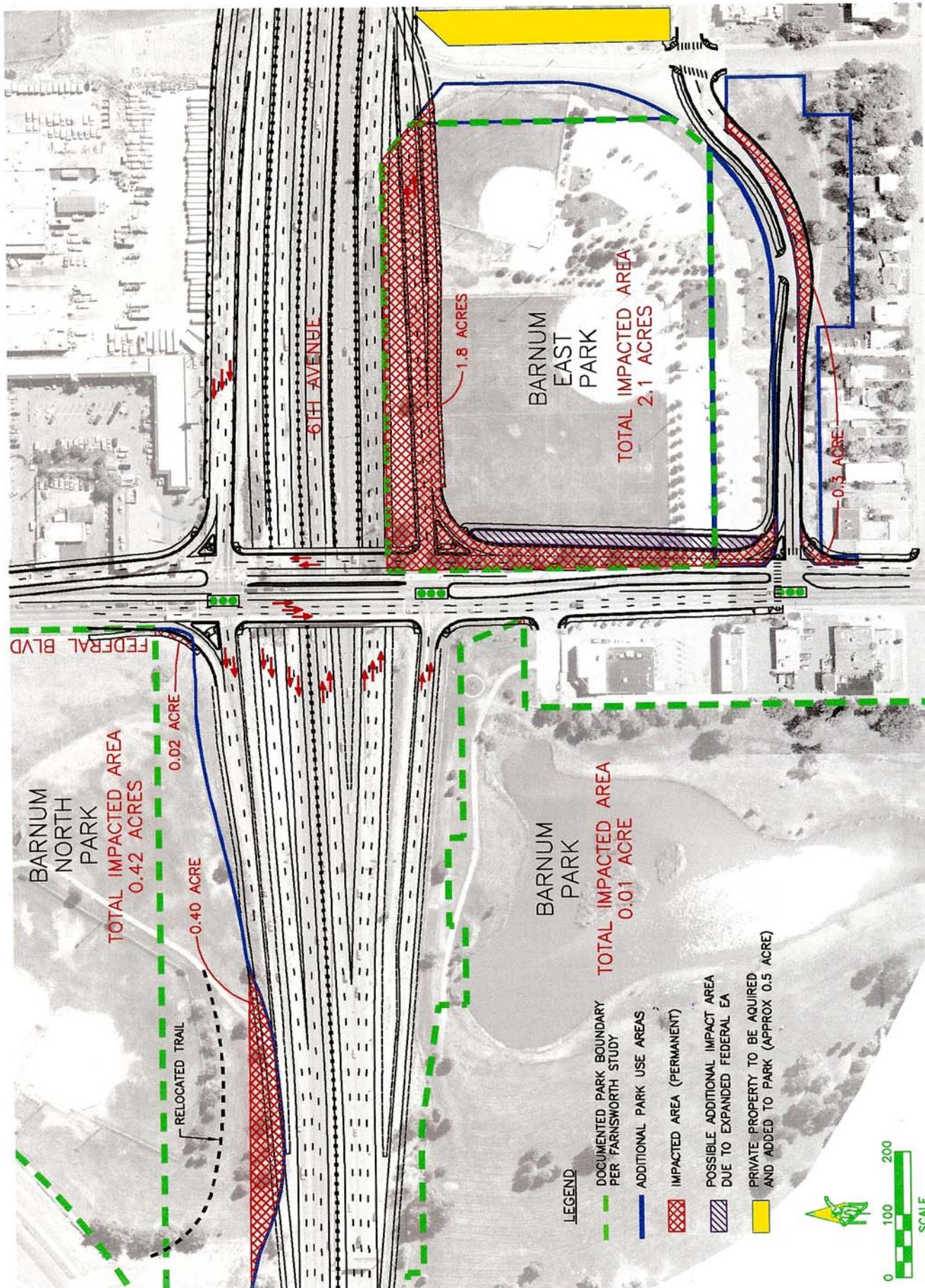


Randy L. Jensen
Region 6 Transportation Director

Concurrence:

By: Authorized Representative of the City and County of Denver

Cc: Pamela Hutton – CDOT, Chief Engineer
Lesley Thomas - CCD
Reza Akhavan - CDOT
Greg Jamieson – CDOT
Tony Gross - CDOT
Michael Davies – FHWA
Chris Horn – FHWA
Steve Rudy – DRCOG
Councilwoman Judy Montero
Councilwoman Kathleen MacKenzie
Councilwoman Rosemary Rodriguez



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DENVER
THE MILE HIGH CITY

Department of Public Works
Office of the Manager

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www.denvergov.org/PublicWorks

April 9, 2007

Mr. Randy L. Jensen
Region 6 Transportation Director
Colorado Department of Transportation (CDOT)
2000 South Holly Street
Denver, CO 80222

RE: Final Resolution of Denver Comments on the I-25 Valley Highway Final EIS

Dear Mr. Jensen:

Kim Bailey and I want to thank you and Michael Davies of FHWA for the productive Resolution meeting on April 3, 2007 with Lesley Thomas, Andrea Riner, Ruth Murayama and Jess Ortiz from Denver. CDOT proposals as outlined in your March 8, 2007 letter were used as the basis for the Resolution meeting. As stated in the meeting, Denver does not completely agree with all the statements in the March 8th letter, so this letter will focus on the proposals and reaching a resolution on Denver's comments. As a result of the Resolution meeting, the Valley Highway EIS (VHEIS) may proceed to a Record of Decision (ROD) and phased implementation of the preferred alternative with our support. Resolution of Denver's main comments are outlined below.

Section 4(f) Impacts to Barnum Parks:

Barnum North Park: CDOT shall design and construct the following Barnum North Park mitigation measures to Denver Parks & Recreation standards and approval. Mitigation measures shall consist of: relocation of approximately 525 linear feet of trail approximately 60 feet further into the park and replacement of fencing, turf, and irrigation system. CDOT will pay just compensation for the 0.42 acres of Barnum North Park that will be converted to transportation uses. CDOT and Denver will enter into an intergovernmental agreement (IGA) to address the above understanding regarding the mitigation measures for Barnum North Park

Barnum East Park: CDOT shall replace the Barnum East Park program in kind as per the Site Inventory dated February 3, 2006 to Denver Parks and Recreation current standards and approval. Additionally, CDOT will pay for replacement fields, including improvements to replacement fields to Denver Parks and Recreation standards and approval for Barnum East Park fields that are unusable during construction. CDOT will pay just compensation for the 2.1 acres of Barnum East Park that will be converted to transportation uses. CDOT will acquire the approximately 0.5 acre strip of private property adjacent to the east boundary of Barnum East Park and deed property to Denver for the reconstruction of Barnum East Park.

The approximately 1.3 acres south of 5th Avenue is considered by Denver Parks and Recreation as a non-functional remainder of the dedicated Barnum East Park which will be addressed by CDOT as part of the right-of-way acquisition process for the VHEIS in the following manner. It is desired by Denver that the property be acquired by CDOT and be disposed of as excess property. It is understood that upon purchase of the disposed property by a private party, all applicable city codes, ordinances, and zoning as commercial property will be enforced on the development of the approximately 1.3 acres. As part of the VHEIS Phase 1, CDOT will design, construct, and



Letter to Mr. Randy Jensen

RE: Final Resolution of Denver Comments on the I-25 Valley Highway Final EIS

April 9, 2007

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maintain aesthetically pleasing improvements with ease of maintenance provisions on the 1.3 acres for review and coordination by Denver. CDOT will design and construct 5th Avenue from Federal Boulevard to Decatur Street to Denver Public Works standards and approval.

CDOT and Denver will enter into an intergovernmental agreement (IGA) to address the above understanding regarding the reconstruction of Barnum East Park, compensation for impacted acreage to convert use from park to transportation, improvements to replacement fields, and the 1.3 acres south of 5th Avenue. Furthermore, the IGA will address areas of responsibilities, expectations, and levels of authority for CDOT and Denver Parks and Recreation to work collectively on the design (providing RFP criteria for the selection of a landscape architect) and construction (award of a landscape contractor) of the Barnum East Park reconfiguration to replace the program in kind to the most current Denver Parks and Recreation standards including ADA compliance and approval. It is understood that any additions to the program will be Denver Parks and Recreation cost.

Modifications to Federal Boulevard from 5th to 7th Avenue

On March 19th, Denver Public Works staff members Jess Ortiz and Crissy Fanganello met with CDOT staff Jane Hann, Leela Rajasekar, and Jim Paulmeno to discuss the potential for a locally funded action along Federal Boulevard between 5th and 7th Avenues. The main purpose of the meeting was to determine the appropriate level of environmental review and coordination for implementation of the locally funded action concurrently with phase 1 of the VHEIS.

The locally funded action for the proposed safety improvements was discussed as an opportunity to coordinate and minimize impacts with the two federally funded transportation actions in the vicinity, those being VHEIS and the Federal EA; including

1. Minimizing direct property impacts to adjacent property owners;
2. Minimizing construction impacts to adjacent property owners; and,
3. Achieving cost savings with concurrent construction by one contractor.

Discussed was the possibility of using a Categorical Exclusion (Cat Ex) as a possible level of environmental effort to clear additional safety improvements even though an environmental effort may not be required for this locally funded project. Additional analysis and study would be required to fully determine the outcome of the Cat Ex process, the discussion on March 19th indicated that a Cat Ex is possible.

Also discussed was the question as to whether or not Denver would need to submit the improvements proposed along Federal Boulevard between 5th and 7th Avenues for consideration by the DRCOG process. After reviewing DRCOG's *Regionally Significant Project Criteria*, it appears that such a submittal would not be required for a Cat Ex, as it is less than the required one centerline mile in length and does not meet any of the other criteria.

Future improvements and the appropriate level of environmental effort for the section of Federal Boulevard north of 7th Avenue were also discussed. The fact that the Federal Boulevard EA process is being used to clear improvements between Alameda and 5th Avenues supports the future use of the EA process for future improvements north of 7th Avenue on Federal Boulevard potentially as far north as 16th Avenue.

Therefore, Denver requests the following CDOT and FHWA agreements for Federal Boulevard between 5th and 7th Avenues:

- Approval of efforts to clear the locally funded safety project for implementation with Phase 1 of the VHEIS preferred alternative;

Letter to Mr. Randy Jensen

RE: Final Resolution of Denver Comments on the I-25 Valley Highway Final EIS

April 9, 2007

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- For a future TIP application by Denver for a NEPA effort to implement the remaining segment of Federal Boulevard north of 6th Avenue as defined by the 1995 Federal Corridor Plan, from 7th Avenue to 16th Avenues; and,
- That funding by Denver for the Federal Boulevard safety improvements from 5th Avenue to 7th Avenue will apply toward Denver's required local match for funding of the NEPA effort from 7th Avenue to 16th Avenue.

We believe this summarizes the main points reached at the Resolution meeting to allow CDOT and FHWA to proceed with a Record of Decision on the I-25 Valley Highway EIS and for CDOT to prepare the IGA in accordance with this letter. We look forward to the next steps in implementing the VHEIS via a phased ROD of the preferred alternative by initiating and coordinating phase I design and construction improvements including Barnum Park improvements and our locally funded Federal Boulevard project from 5th Avenue to 7th Avenue.

Sincerely,



Guillermo V. Vidal, PE
Manager of Public Works



Kim Bailey,
Manager of Parks & Recreation

xc: Councilwoman Kathleen MacKenzie
Councilwoman Rosemary Rodriguez
Councilwoman Judy Montero
Michael Davies, FHWA
Pam Hutton, CDOT
Lesley Thomas
John Overstreet
Andrea Riner
Ruth Murayama
Crissy Fanganello
Jess Ortiz

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Sent out
5-10-07

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 6 - Maintenance Section 8
2000 South Holly
Denver, CO 80224
(303) 757-9459



May 9, 2007

Guillermo V. Vidal
Manager Denver Department of Public Works
201 West Colfax Avenue, Dept. 608
Denver, CO 80202

Kim Bailey
Manager of Parks and Recreation
201 West Colfax Avenue
Denver, CO 80202

Dear Mr. Vidal and Ms. Bailey,

I would like to thank you and City and County of Denver (CCD) staff for your participation and cooperation in recent discussions regarding the Valley Highway Environmental Impact Statement (EIS) and upcoming Record of Decision (ROD). These discussions have allowed a number of issues to be settled, and have also identified a mechanism for future discussion and agreement on additional details that cannot be fully addressed at this time.

Based on the correspondence that has been exchanged between CDOT and CCD, as well as discussions over the past few months, CDOT and FHWA have established a series of steps under which the ROD will be completed and the project can move forward. These steps are summarized below.

Clarification to be included in the Record of Decision

Clarification will be included in the ROD regarding impacts and mitigation for two Section 4(f) properties, Barnum North Park and Barnum East Park, as follows:

- **Barnum North Park:** The ROD will reflect that 0.42 acres of Barnum North Park will be converted to transportation use, and that CDOT will pay just compensation to CCD for this land. The ROD will also reflect that CDOT will relocate approximately 525 linear feet of trail and replace fencing, turf and irrigation system in the vicinity of the trail.
- **Barnum East Park:** The ROD will reflect that 2.1 acres of Barnum East Park will be converted to transportation use, and that CDOT will pay just compensation to CCD for this land. The ROD will reflect that CDOT will acquire an approximately 0.5 acre strip of land on the east side of the park and deed this land to CCD, and that CDOT will reconstruct Barnum East Park, with in kind replacement of facilities to current Denver standards. In addition, the ROD will reflect that CDOT will provide reasonable compensation to CCD to cover costs that may be associated with replacement fields, or CDOT will furnish replacement fields during the time that Barnum East Park is closed for construction.

In addition to these Section 4(f) clarifications, the ROD will reflect that CDOT will acquire the 1.3 acre strip of land south of 5th Avenue and will pay CCD just compensation for this land. CDOT will evaluate that final disposition through the normal CDOT right-of-way process and procedures. Improvements will not be made to this area unless CDOT retains ownership of the parcel.

Intergovernmental agreement (IGA)

CDOT will work with CCD to prepare and enter into an intergovernmental agreement (IGA) at an appropriate time in the future. The IGA will establish details of the above mitigation, the working relationship between CDOT and CCD, and the method to resolve any difference. The IGA will include:

- Details and design review process for trail relocation in Barnum North Park
- Details and design review process for reconstruction of Barnum East Park
- Replacement field considerations
- Compensation issues
- Construction responsibilities and coordination

Modifications to Federal Boulevard from 5th to 7th Avenue

Through our discussions, CDOT and CCD have agreed that additional improvement to Federal Boulevard north of 5th Avenue, beyond those included in the Valley Highway Preferred Alternative, will be pursued by CCD. Due to the low level of detail available at this point, neither CDOT nor FHWA is in a position to identify the appropriate level of documentation/approval for such improvements. However, CDOT will work cooperatively with CCD as they develop additional detail and advance this project. If appropriate and approved, the CCD improvements could be constructed along with the Valley Highway Phase 1 improvements, at CCD's cost.

Again, thank you for your assistance. We are now moving forward with the ROD. Following completion and CDOT and FHWA approval of the ROD, we will contact you to begin the process of developing the IGA. Also, please contact me when you are ready to begin consideration of additional Federal Boulevard improvements and I will direct you to an appropriate CDOT staff member to work with you.

Sincerely,



Randy Jensen
Region Transportation Director
Colorado Department of Transportation

cc: Pamela Hutton – CDOT, Chief Engineer
Michael Davies – FHWA
Lesley Thomas – CCD
Councilwoman Kathleen MacKenzie
Councilwoman Rosemary Rodriguez
Councilwoman Judy Montero
Reza Akhavan - CDOT
Tony Gross - CDOT