

C-470 Corridor Coalition
Policy Committee Meeting #28
Thursday, March 5, 2015
Meeting Minutes
DRAFT

Held at the Highlands Ranch Mansion
9900 South Ranch Road, Highlands Ranch
10:00 am to 11:30 am

ADOPTED MISSION STATEMENT: “To work together to develop and implement a solution that improves safety and mobility along the C-470 Corridor and within the south metro area.”

- Enhance Quality of Life
- Promote Economic Vitality
- Support Regional Partnerships
- Achieve Public Support
- Accelerate Project Delivery

ADOPTED C-470 CORRIDOR GOALS:

- Develop and evaluate options that are cost effective
- Reach consensus on technical solution(s)
- Develop strategic plan for phased implementation

- **Welcome / Introductions / Opening Comments**

Coalition Chair Mayor Cathy Noon welcomed everyone to the Policy Committee meeting and provided opening comments followed by introductions. Kent Bagley with RTD introduced Tina Francone as the new Coalition alternate representative for RTD. Dave Evans with Bike Jeffco introduced himself and asked if the noise assessment is studying the noise for the C-470 bike trail. Jon Chesser with CDOT noted that the environmental assessment did look at recreational facilities along the corridor and could discuss the details with Dave after the meeting. Art Griffith also noted that Dave had previously asked about the air quality related to the trails and that could also be addressed with Dave following the meeting.

- **Interim RAMP Project Update**

Mayor Noon turned the meeting over to Jerome Estes to provide updates on the Interim RAMP Project. Jerome noted that the interim RAMP project includes two westbound tolled express lanes from I-25 to Colorado, one tolled express lane eastbound from the Platte River to I-25, and direct connect ramps at I-25.

- Budget Update:

Jerome stated that CDOT has seen construction prices increasing and the project team received direction to update all project costs. The consultant and an independent cost estimator reviewed the estimate costs and it yielded an update cost of \$269 Million.

The original finance plan was also reevaluated. The current finance plan is a gross pledge option that now shows a balanced budget. Jerome expressed his gratitude to the Transportation Commission as they were presented the new budget information in February and were able to take action and move the project from red to green status. Two options were presented – a gross pledge and a net pledge. In the net pledge scenario operations and maintenance has first rights to toll revenue. This options showed a budget shortfall. In the gross pledge scenario toll revenue first goes to debt service. The project is applying for a TIFIA loan which is expected to look favorably at a gross pledge option. This option does expose CDOT to more risk for operation and maintenance costs, but Jerome clarified that this is a CDOT risk, not a Coalition risk.

Joe Mahoney with CDOT OMPD noted that CDOT is taking a loan for the project and eventually toll revenue will be used to pay back the loan. This information was presented to the Transportation Commission so that they were aware of the nuances of the financing structure.

- Procurement Org Chart:

Jerome presented an updated procurement organizational chart and noted that there is a new director of OMPD, Brett Johnson and that Ron Papsdorf is replacing Angie Drumm as the CDOT Local Government Liason. The org chart is the structure that is used for project decisions and was used recently to develop the project goals. The Project Management Team (PMT) does much of the project work, which has Art Griffith and John Cotten as representatives of the C-470 Corridor Coalition. The Project Director takes the PMT decisions to the Executive Oversight Committee (EOC) for approval. The Coalition is represented on the EOC by Commissioner Roger Partridge, Mayor Cathy Noon, and Mayor Jim Gunning.

- Project Goal Prioritization:

Jerome noted that the EOC recently met to prioritize the project goals. With tolls the project can't be funded, so the operations of the express toll lanes is the first priority. We also want to ensure that the general purpose lanes are not negatively impacted. The second goal is to optimize the scope of the improvements, and third is to optimize the operations and life-cycle maintenance costs which will related to the pavement reconstruction. The fourth goal relates to making decisions on the project will allow for the future expansion if necessary. Goal number five requires expenditure of the RAMP funding by December of 2017. Because the project is not entirely funded by RAMP, the RAMP Commission has agreed that only the RAMP funding must be used by December of 2017, but the project complete date can extend beyond that date.

Goal five also involves E-470 with emphasis on the collaboration that will be necessary to ensure the proper installation of the tolling equipment. The TIFIA loan will likely have requirements of when we must start collecting tolls. The project will have a burn in period where traffic runs through the toll lanes with paying a toll to verify the equipment is working. Jason Myers with E-470 noted that there is a 40 day window to make sure everything is working and to review the toll collection data. Jerome stated that close to opening day CDOT will have a public outreach campaign to explain how the express lanes work and to address the burn in period. Joe Mahoney added that this process will make sure that the public is not burdened while the system starts up and that the US36, I-25 North, and Peak Period Shoulder Lanes projects will all go through this process in advance of C-470.

- Procurement Schedule:
Jerome noted that 24 letters of interest were received by CDOT and that there has been significant interest in the project. The Draft RFP is expected to be released in the summer 2015. The final RFP will be released concurrently with the revised environmental assessment decision document and construction will start in the summer of 2016. The project schedule is posted on the CDOT project website.
- Level 3 Traffic and Revenue Study Update:
Jerome explained that the investment grade Level 3 Traffic and Revenue Study recently validated the Level 2 study which increased our confidence in the financial plan. The Level 3 consultant will be doing a stated preference survey and willingness to pay evaluation. They will also be doing a helicopter observation for an origins and destination study this afternoon.
- LCCA for Pavement is Underway:
Jerome stated that the Life-Cycle Cost Analysis (LCCA) will be used to determine if we move forward with one or two options of pavement types in the RFP. The LCCA is expected to be completed in May in advance of the Draft RFP release. Tom Peterson asked if the cost analysis will be done in collaboration with the design-build procedures and Jerome indicated it would.

- **Revised Environmental Assessment Update**

Jon Chesser provided an update on the revised environmental assessment. Jon stated that CDOT recently had two noise meeting with approximately 110 people in attendance which is great and shows the process is working. The meetings presented the impacts of the ultimate project and mitigation information and recommendations. We were able to show individual neighborhoods and residences and the detail of the noise analysis. There were additional meetings with the HRMD and HRCA which included information on noise and general project updates.

Jon noted that the impact analysis process was presented at these meetings which includes the measurement of existing noise levels, developing a noise model, and projecting it for future traffic volumes. The results showed no future noise increases of over 10 decibels with the proposed project. Then CDOT follows the federal and state process for determining mitigation, looking at the feasibility and reasonability criteria of the federal and state requirements. Jon noted that CDOT has received comments related to getting or not getting mitigation and the project team is spending a lot of time to address these questions and explain the process that is being followed. Finally, benefited receptors will still vote to make sure the properties want the mitigation. A 50% or greater vote is required to approve the mitigation.

A public hearing, which is the official recording of comments, is planned for June or July following a 30 day review period. The comments are compiled in the NEPA document and are responded to. The NEPA decision document is anticipated for late Sept. 2015.

Art Griffith noted that the County, HRMD, HRCA, and CDOT has received requests for the noise study, but that the report is not finalized but will be released during the 30 day review period. Mayor Noon asked if Douglas County is going to allow neighborhoods to vote on

installing noise walls if they want to pay for it themselves. Art stated that this isn't the only project where people want noise walls even when the federal and state regulations don't require a wall; and Douglas County is looking into facilitating local improvement districts that could be established to pay for these improvements over a ten year period. Commissioner Partridge added that there would need to be a by-in of the citizens with a majority vote required for the improvements to occur. Tony DeVito noted that CDOT has worked with other communities in the past who have wanted to install walls.

- **Closing**

Mayor Noon thanked everyone for coming and the meeting was adjourned.

- **Next Policy Committee Meeting**

May 7th, 2015, at 10 am (location TBD) [This meeting was subsequently cancelled]