

**C-470 Corridor Coalition**  
**Policy Committee Meeting #24**  
**Thursday, April 3, 2014**  
**Meeting Minutes**  
**DRAFT**

Held at the Highlands Ranch Mansion  
9900 South Ranch Road, Highlands Ranch  
10:00am to 11:00 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 / Opening Comments**

Chairman Jack Hilbert welcomed everyone to the Policy Committee meeting and provided opening comments.

- **Self-Introductions**

Chairman Hilbert asked for self-introductions from the Policy Committee members and guests present at the meeting.

- **Review / Comments on February 6, 2014 Policy Committee Meeting Notes**

Chairman Hilbert asked if anyone had any comments to the draft February 6, 2014 Policy Committee Meeting notes. There were no comments and the meeting minutes were accepted by the Policy Committee.

- **I-25 Direct Connect Update**

Jerome Estes provided an update to the I-25 direct connect ramp concept, noting that at the last policy committee meeting he had talked about the congestion that was showing in the traffic model for westbound C-470 from I-25 to Quebec. Specifically the model was showing congestion in the general purpose lanes that backed up past the Quebec egress and created congestion in the westbound managed lanes.

To help solve these congestion issues the project team looked at options to refine the direct connect ramps. Because there is a large volume of traffic from westbound E-470 that exits at Quebec a braided ramp was added that provides a choice for traffic wanting to exit at Quebec. The TWG / consultant team recommended eliminating the egress to Quebec so that congestion in the general purpose lanes would not affect the performance of managed lanes. It was found that the egress was a detriment to the direct ramp concepts and eliminating it now provides a more reliable trip for the managed lanes, while also improving operations in the general purpose lanes.

Art Griffith noted that traffic from southbound or northbound I-25 will be tolled as they enter the direct connect ramps and the first location that the westbound traffic can exit the managed lanes is near Colorado – to return to the general purpose lanes or exit at University.

Commissioner Hilbert asked the other Policy Committee members if they had other questions about this concept and if there was concurrence to advance this concept.

The committee had some discussion regarding how signage would work and Art noted that the consultant and CDOT have already been coordinating this effort and how best to simplify the signing for the proposed managed lanes. Commissioner Sharp asked if this concept eliminates the left lane drop from the northbound I-25 to westbound C-470 and she expressed concerns with the safety of how it operates today. Art replied that yes this concept eliminates all left lane drops and other members agreed proposed concept would improve operations.

Jerome stated that the project team has tried to do as much as possible to improve the section of C-470 between I-25 and Quebec, both for the general purpose traffic as well as for the proposed managed lanes. The original Environmental Assessment (signed in 2006) called for direct connect ramps and the project team has identified which ramps were essential to the C-470 RAMP project.

Jerome indicated that the direct connect ramps are estimated to cost between \$15 and \$20 million and stated that Cambridge Systematics is continuing to refine the traffic modeling and working on revising the revenue projections, but preliminary indications show that the additional revenue generated from the direct connect ramps should pay for the additional infrastructure while greatly improving operations of C-470.

Art thanked CDOT for looking into these additional concepts and noted that project design team believes that we now have the best option to move forward.

Chairman Hilbert asked the members present for a vote to approve the direct connect ramp concepts presented today. All present were in favor and there were no exceptions.

Jerome Estes and Joe Mahoney noted that these design concepts (direct connect ramps for westbound C-470 and a braided ramp for westbound E-470) were presented to the E-470 Board and they found these proposed recommendations to be an acceptable alternative.

- **TIGER VI Grant Application Discussion**

Jerome explained that there is \$600M in federal TIGER VI grant funding that is available through competitive applications. CDOT is evaluating three projects including the C-470

RAMP project. The federal government wants to know the state's priorities so CDOT will be endorsing one project. CDOT will review the applications and decide which to endorse.

Ed Peterson stated that CDOT will likely consider endorsing and submitting TIGER grant applications for more than one project.

Jerome noted that the decision will need to be made prior to the April 28<sup>th</sup> final submittal deadline to the Department of Transportation. Jerome noted that one of the big advantages that C-470 project has is the great support from the local agencies / C-470 Coalition.

Art presented the Steering Committee with a C-470 Coalition draft letter of support for the TIGER grant application. Art asked for the Steering Committee to review the letter now and emphasized the importance of meeting the TIGER grant application deadline.

Chairman Hilbert noted that there was a very tight timeline and asked if those present were prepared to sign the letter today. All Steering Committee members present agreed and one of the copies of the support letter was passed around to collect signatures.

Art stated that he would be responsible to collect signatures from Commissioner Rosier and Mayor Murphy – both who were unable to attend the April 3<sup>rd</sup> Policy Committee meeting.

- **DRCOG Cycle 2 Amendments for RAMP Project Update**

Art provided an update on the DRCOG Cycle 2 Amendments and noted that DRCOG has supported including the C-470 project in the fiscally constrained plan. The plan will include C-470 in two phases, with the C-470 RAMP Project from now until 2025 and the ultimate phase which includes extending two westbound managed lanes to Lucent and to extend one eastbound managed lane from Wadsworth to Kipling in the 2035 plan.

Art noted that the DRCOG Board is meeting April 16<sup>th</sup> to close public comment and approve the plan amendments at the May 21<sup>st</sup> Board meeting. Art encouraged everyone's support at the upcoming DRCOG meetings.

- **Public Outreach Strategies Discussion**

- Solicit Public's Opinion on HOV 3+

Art explained that DRCOG's MVIC (Metro Vision Issues Committee) was recently presented with a position paper on the need to accommodating HOV3. Art suggested the Coalition introduce this issue and seek public input on HOV3 at all of the upcoming public meetings for C-470; and stated that we will continue to vet this issue with the Policy Committee and Technical Working Group; and perhaps the Coalition will want to consider allowing HOV3 in thirty years after the debt is paid off.

Commissioner Hilbert stated that the revised environmental assessment has got to address the HOV3 issue and we will need to publically vet this issue again with our constituents. He stated that we need to stay vigilant at DRCOG on this issue. Commissioner Hilbert noted that Douglas County will be setting up conference calls twice monthly to discuss strategies with the DRCOG leadership group.

Commissioner Hilbert asked if there were any questions or additional comments on the HOV3 issue. Commissioner Sharp noted that she was not opposed at some point in the future at considering HOV3 but that if it compromises revenue numbers and cost for enforcement doesn't support it then it becomes very problematic. Commissioner Sharp stated she will not support HOV3 if it affects the outcome of this project and that the Coalition has worked very hard to get this far.

Art mentioned that the issue of enforcement is very different for HOV3 versus HOV2, noting that HOV3 enforcement is much more difficult and perhaps we can look at future reliable strategies for enforcement of HOV3 and will discuss further with the Coalition and CDOT, if the Coalition wants to consider allowing HOV3 at some time in the future.

- Neighborhood Noise Mitigation Meetings

Art introduced Jon Chesser of CDOT to provide an update on the noise analysis that is being prepared as part of the revised Environmental Assessment (EA). Jon explained that findings through the noise analysis of the revised EA are identifying potential areas that, for a variety of factors, will not require noise walls that were originally identified in the 2006 study for mitigation. This will require us to discuss the changes with specific neighborhoods along the corridor in order to explain what has changed between 2006 and 2014. As the noise analysis is finished in the next couple of months, we will perform some targeted outreach meetings with the ne.

Art noted that the County has already received some questions from neighborhoods abutting C-470 related to the need for noise walls now. Art stated that we won't have any results to share with them until the final traffic data and final noise analysis can be completed, which is estimated to be available in late June.

- C-470 Coalition Website and CDOT Website Discussion

Art stated that the Coalition website has not been updated recently, but that we want to provide a link to CDOT's website that now has information related to the C-470 RAMP Project and the design-build procurement process. It has not been decided where public comments will be received for the revised EA, but is best to have all the comments collected at one location. There was a consensus to maintain the Coalition website up through the EA decision document and provide a link to the CDOT website.

- Upcoming Public Meetings prior to Public Hearing

Art stated that at the last Technical Working Group meeting, that the TWG came up with a tentative public outreach plan that includes having four public meetings, one in Jefferson County – as it is important that we convey to the public that the RAMP Project will extend to Wadsworth only; and that the 2035 Ultimate Project will extend to Kipling – which can be advanced as revenue is collected. Other public meetings will held in Highlands Ranch, in Centennial, and in Lone Tree.

There was much discussion by the Coalition on the meeting format, timing, and strategies for the various forms of public outreach. Commissioner Hilbert concluded by stating that there would need to be additional discussions in the future and he asked that the TWG develop and refine an outreach plan.

Jon Chesser noted that it has been almost two years since we last held the last series of public meetings (fall 2012) and the information we previously shared, focused on presenting various funding alternatives to improve C-470. Now we have a well defined project with a specific funding plan that we will want to present and seek public comments on. Art stated that the project team would be updating the graphics and visual simulations tools to reflect the direct connect ramps from I-25 to the proposed managed lanes; and those present were supportive of that recommendation.

There was consensus among the members present to hold a single public hearing for the EA, in a central location along the C-470 Corridor. The TWG will see if the Highlands Ranch Metro District office is available, which centrally located along C-470.

- Telephone Town Hall Meetings

Art asked Roger Sherman (CRL) to briefly comment on the sequence of the telephone town hall meetings. Roger recommended that the telephone town hall meetings be held immediately before the public meetings. It was recommended to hold three meetings, three nights in a row, and begin each meeting at 7 pm – one meeting for each County. Art solicited Ed Peterson to attend all three meetings as CDOT representative.

Commissioner Hilbert mentioned that it is critical that we include the telephone town hall meetings in order to reach as many people as possible. Other members commented on the value and success of the previous telephone town hall meetings. There was a consensus by the members present to hold another series of these outreach calls.

- Other Outreach Strategies for Continued High Level Project Messaging

Joe Mahoney noted that CDOT is in the process of contracting with a consultant to assist CDOT with a public outreach program related to all of CDOT's major projects and transportation corridors.

Jim Gunning expressed that state legislators should be informed of the project and asked if there is a plan to do that. Chairman Hilbert concurred that the Coalition needed an effort to present to the legislators and the Coalition should include CDOT in these presentations. Art noted that in the past, some of the previous Policy Committee meetings were attended by our legislative delegates, *(but we need to update our meeting distribution list to assure we are inviting the current representatives)*.

Ed Peterson suggested that the Coalition develop a plan on who will be the points of contact for the media for each agency. Commissioner Sharp expressed that the Coalition presentations should also extend to the city councils and individual agency commissioner meetings. Mayor Noon mentioned that these types of meetings are recorded and can be used to reach additional people.

- **Next Policy Committee Meetings**

- **June 5, 2014, at 10 am — Highlands Ranch Mansion**

In closing, Kent Bagley encouraged members to attend the May 9<sup>th</sup> Grand Opening ceremony for Union Station, and stated the project generates \$1 billion in redevelopment.