

Jefferson Parkway Public Highway Authority (JPPHA)
September 27, 2017
Location: Three Creeks Elementary School

INTRODUCTION AND CONTEXT

The Jefferson Parkway Public Highway Authority (JPPHA) Board of Directors has given staff the direction to proceed with several public forums as part of a larger effort to inform and engage the public on the status and progress of the project.

Separate from the public forums, the JPPHA Board of Directors has also directed the creation of a citizen advisory group as a platform to express community concerns and provide stakeholders with a chance to give input to the staff and Board. The Board of Directors will review applications and appoint 12 to 15 group members. There will likely be an initial eight to ten monthly meetings probably beginning in November.

CLARIFYING QUESTIONS

After the opening comments, the audience had the chance to ask questions of the Board and staff. Below are all the questions received; because of time limitations, not all were given a response during the September 27th meeting. The questions have been grouped for ease of response but otherwise are not edited in any fashion.

Questions about Environmental Issues

Q: What environmental impact studies have been done and what environmental studies are planned?

A: The Northwest Corridor Transportation and Environmental Planning Study (TEPS) was conducted from 2003 to 2008. This was an extensive analysis beginning with 73 alternatives to connect the terminus of the NW Parkway to the C-470 extension in Golden. Approximately \$15 million was spent in extensive evaluation of environmental, historic, economic, traffic, and neighborhood aspects of each alternative. Dozens of public meetings involving thousands of people were conducted over the five-year period. The final preferred alternative of the TEPS process is the alignment for the Jefferson Parkway. The TEPS link is: <https://www.codot.gov/library/studies/northwest-corridor-eis>

In addition to the Department of Energy (DOE) study leading to closure in 2006, the Department of Interior (DOI) reviewed the transportation corridor in connection with the Rocky Flats National Wildlife Refuge EIS in 2004: <http://www.fws.gov/rockyflats/Documents/FEIS/Summary.pdf> In the environmental impact study (EIS), the Fish and Wildlife Service identified several potential concerns related to construction in the transportation corridor. In 2009, JPPHA adopted a resolution that committed the Authority to work in conjunction and cooperation with US Fish and Wildlife during construction to mitigate the environmental issues identified by the 2004 EIS. Many studies of Rocky Flats have included the area now identified as the transportation corridor along the eastern edge of the Wildlife Refuge. Several of them can be found at here: http://www.jppha.org/Rocky_Flats_Studies.html . The general conclusion

of all these studies is that nothing higher than a background level of plutonium exists along the eastern portion of Rocky Flats.

At the Stewardship Council meetings in April 2011 and again in June 2012, the member jurisdictions specifically considered whether there should be additional soil or dust studies within the transportation corridor. Unanimously, all local government members concluded that no additional study was needed.

In 2016, the 1601 process, an environmental review required by Colorado Department of Transportation (CDOT), reviewed requests for interchanges and major improvements to existing interchanges. The 1601 process included consultation with the Army Corps of Engineers, the State Department of Health, and US Fish and Wildlife Service.

Q: Will the Jefferson Parkway go through the National Environmental Policy Act (NEPA) process? If it goes through an alternative environmental review process, will it be held to the same standards and level of scrutiny as a federally funded project and include a robust public engagement process?

A: Because no federal dollars are associated with the project, the Jefferson Parkway is not required to engage in the NEPA process. The same was true for C470 and the Northwest Parkway. That said, JPPHA is very cognizant of its environmental stewardship responsibilities as a public agency. As a companion piece to the recently completed 1601 permit process, JPPHA has hired HDR Engineering, Inc., to provide environmental reports and review additional mitigation issues that will have to be addressed through the design process. The JPPHA Board of Directors will utilize the citizen advisory group to further explore appropriate environmental review measures.

Q: Will additional environmental monitoring be required to occur during construction, especially on the proposed route adjacent to Rocky Flats?

A: JPPHA will consult with the Colorado Department of Public Health and Environment for guidance in this matter, and will follow industry best practices for dust and stormwater management during construction.

Questions about Traffic

Q: What happened to the overpass or underpass by 96th and Indiana? How will traffic be impacted on Indiana going both north and south?

A: The eventual configuration of Indiana Street and the Parkway has yet to be determined as part of the design of the project. A local Indiana Street will continue to exist after the Parkway is constructed.

Q: JPPHA's traffic study credits taxpayer-funded improvements through Golden. Why is this not included in the cost of construction?

A: Whether or not the Jefferson Parkway is ever constructed, it is clear that additional improvements to the state highway system in the western metro area will be required over time. The WestConnect process now underway is developing a list of project priorities on C-470, US 6, and SH 93 that can be accomplished over time such as the US 6/19th Street

interchange. Those improvements will be necessary due to increased traffic in the metro area.

Q: Interchanges with Highway 93 and at Interlocken seem likely to exacerbate existing traffic issues. Traffic modeling relies on CDOT improvements in Golden to mitigate those issues. What is JPPHA doing to secure funding for those projects?

A: Traffic modeling indicates that key intersections in the Golden area will fall to Level of Service "F" whether or not the Parkway is constructed; therefore the Parkway is not the proximate cause of that congestion. Golden and CDOT have an adopted memorandum of understanding for the long range widening of US 6 and SH 93 through Golden over time, with identified thresholds and trigger points. As noted above, the WestConnect process is also addressing this matter. Finally, the CDOT 1601 process identifies the improvements that will be needed over time to manage traffic where the Jefferson Parkway connects to SH 93 and SH 128.

Q: Given the poor connections and access to Jefferson Parkway from neighboring areas and the high tolls, what evidence is available that proves that the Jefferson Parkway will actually reduce the traffic burden on current roads?

A: Please refer to the Michael Baker International (MBI) traffic study commissioned by JPPHA in 2016 and accepted by CDOT models future traffic movements in and around the Jefferson Parkway to the year 2040. It can be found on the JPPHA.org website. In short form, if the Parkway does not exist, that traffic will be forced onto the existing road network. Conversely, the added capacity of the Parkway will reduce the traffic burden on existing roads.

Q: What good is the Jefferson Parkway if it just dumps drivers onto Highway 93? How is JPPHA planning to improve 93 to accommodate the traffic?

A: The CDOT 1601 process includes the design of a connection between the Parkway and SH 93, which initially will be an intersection with a stop signal. CDOT and JPPHA will periodically review traffic conditions and use agreed upon traffic thresholds to initiate additional intersection improvements as conditions warrant. The completion of the Jefferson Parkway will provide a continuous transportation loop around the Denver metro area, thus realizing the forty years of investment in C-470, E-470, and the Northwest Parkway as parts of a regional road system with the associated benefits thereof. The Parkway provides an alternative to allowing regional traffic to clog local streets, and the faster flow of traffic will contribute to an improvement in air quality.

Q: After the Jefferson Parkway is built, will southbound traffic bottleneck on the north end of Golden and Highway 93?

A: Traffic will continue to bottleneck at the north end of Golden whether or not the Parkway is constructed. Please refer to the MBI traffic study posted on www.jppha.org.

Q: Why does JPPHA believe that the Jefferson Parkway will be helpful for motorists when it unloads traffic onto Highway 93?

A: Please refer to answer above.

Q: What data does JPPHA have to support the claim that the roadway will be used and will alleviate congestion issues currently seen in west Arvada?

A: Please refer to answer above.

Q: What is the expected impact to current traffic on roads such as Indiana, McIntire, Highway 93, and 96th Avenue?

A: Please refer to answer above.

Q: How does JPPHA know that this will alleviate traffic on the local streets? Why would drivers choose to take the Jefferson Parkway if it is not continuous and does not connect to C470?

A: Traffic models are predictive but not infallible. The MBI traffic model referenced above does indicate that some drivers will choose to use the Parkway over existing local roads. Please see the MBI report at www.jppha.org for details.

Q: Will toll road avoidance actually increase traffic on Wadsworth and Highway 93?

A: The state demographer's office estimates our current 5.5 million state population will grow to 7.8 million by July 2040. If facilities like the Jefferson Parkway are not built, a 42% population increase would simply overburden an already overburdened road network.

Q: What methods will be built into the design of the Jefferson Parkway to manage traffic and speed and prevent noise pollution?

A: Currently, the Jefferson Parkway is at a two percent conceptual design level. The approximate vertical and horizontal dimensions are established. A technical noise assessment through the Leyden Rock and Candelas neighborhoods was recently completed. This information will be utilized in developing the preliminary engineering once a preferred private partner has been selected. The private partner will ultimately be responsible for the final design, construction, and operation of the Jefferson Parkway.

Q: The Jefferson Parkway will impact commuter routes to Superior, Louisville, Lafayette, and Boulder. What is the plan to improve traffic flow to these areas?

A: The MBI traffic study does not indicate these impacts. Previous traffic analyses specifically requested by the Town of Superior and overseen by CDOT in 2013 indicate that construction of the Jefferson Parkway would reduce 2025 traffic on McCaslin Boulevard by 1,000 cars per day.

Questions about Connectivity Issues and Local Road Use

Q: Where the Jefferson Parkway overlaps with Indiana Street, is the parkway totally separate from Indiana Street, or is Indiana Street providing dual service?

A: Indiana Street will be a separate local street from the Jefferson Parkway.

Q: If CDOT will not widen Highway 93, 72, and 128, what happens to these roads when four lanes of the Jefferson Parkway unloads onto these two-lane roads?

A: There are no indications that SH 72 or SH 128 will need to be widened for many decades to come. SH 93 is being studied as part of the WestConnect process and will need improvements in the future regardless of Jefferson Parkway construction.

Q: Have at grade crossings (i.e., stop lights) been considered through Flat Irons Shopping Center and through Golden? Why or why not?

A: Golden and CDOT have developed a memorandum of understanding (MOU) regarding future improvements on US 6 and SH 93 through Golden, including specific thresholds for when these will be widened. This MOU is reflected in Golden's adopted Transportation Plan. The Jefferson Parkway is not going into Golden. Interlocken Loop is under the jurisdiction of Broomfield and the Northwest Parkway Public Highway Authority. Any future improvements will their responsibility.

Q: What is the plan to go from the north end of Flat Irons Shopping Center to Highway 93 south of Flat Irons Shopping Center?

A: See answer above.

Q: Why not use a public/private partnership for road improvements on highway 93 and Indiana Street?

A: The key to a public/private partnership is the ability of the private partner to make money over time. There is no financial incentive for the private sector to invest in these roads at present.

Q: Why is JPPHA not creating a partnership with CDOT to improve Highway 93 or 72?

A: CDOT has sole jurisdictional responsibility for the State Highway system. Currently, tolling may not be imposed on existing lane capacity, only new lanes, and CDOT already has mechanisms to finance these types of tolled improvements.

Q: Why was this route chosen, given the engineering challenges and contaminated soil? Why not reconfigure Highway 128 and Highway 93 to accommodate additional traffic?

A: As noted above, the Northwest Corridor Transportation and Environmental Planning Study (TEPS) was conducted from 2003 to 2008. It evaluated approximately 73 alternatives to connect the terminus of the NW Parkway to the C-470 extension in Golden, including the alternative of SH 1128/SH 93. The final preferred alternative of the TEPS process is the alignment for the Jefferson Parkway.

Q: Why was the Jefferson Parkway not routed west along Highway 128 to Highway 93 then south along Highway 93 with exits along 128 and Highway 93?

A: See answer above.

Q: Interlocken is completely built out. How and when will the Jefferson Parkway seamlessly link up to the Northwest Parkway?

A: The area described is within the jurisdiction of the Northwest Parkway Public Highway Authority. There is right of way in Interlocken Loop to accommodate additional lanes and there is a conceptual plan to link the present terminus of the Northwest Parkway to SH 128, but no funds are presently available to do so.

Q: How does the tollway connect to the Northwest Parkway?

A: See answer above.

A: What is the plan to connect the Jefferson Parkway through Broomfield to E470 and through Golden?

Q: See answer above regarding Broomfield. Through the WestConnect process, CDOT is identifying priorities for future improvements to SH 93 and US 6 through Golden.

Q: What is the JPPHA Board of Directors doing to ensure that local road improvements (e.g., Indiana Street) are not being deprioritized by CDOT because of the Jefferson Parkway?

A: CDOT's challenge is a compounding \$1 billion shortfall each year just to maintain the existing state system in its present condition. The highest priority is given to the interstate highways. Each member jurisdiction of JPPHA meets with CDOT regularly to advocate for improvements on the state highway system through their respective communities.

Q: The Jefferson Parkway appears to be a high-speed corridor, but the connections at both ends are stop and go. What plans are in place to upgrade the connections?

A: Improvements will be made over time as traffic conditions warrant. This was the same process E-470 used when the initial connection between 6th Avenue and I-70 were traffic signals. These were upgraded to interchanges over time.

Q: Why is the Jefferson Parkway routed through Leyden Rock instead of north of Leyden Rock to join Highway 93?

A: The alignment through what is now Leyden Rock was the preferred alignment developed through the TEPS process described above. The approval and development of the Leyden Rock community was premised on the maintenance of that preferred alignment.

Q: Why is the Jefferson Parkway planned to go through Leyden Rock instead of following Highway 72?

A: See answer above.

Questions about Noise Impacts

Q: What commitment will JPPHA make regarding acceptable noise levels and mitigation?

A: The recently completed technical noise analysis provides base information on the anticipated noise levels once the Parkway is in operation. At this point, the Authority has accepted the report and will use that document as input moving forward with future design decisions.

Q: According to the noise study findings, there are houses that will experience a 17-decibel noise increase. This is above the 10-decibel limit set by federal guidelines. Since no federal funds are being used, the highway may still be built despite the findings of the noise study. Should residents be concerned?

A: It is the intention of the Authority to proceed with the construction of the Parkway subject to financial feasibility. Both Leyden Rock and Candelas were designed as developments around the Jefferson Parkway; their approval was conditioned on that

premise. The Authority will use the noise technical assessment as a benchmark to evaluate different buffering strategies and techniques, and assist in future design decisions.

Q: Is JPPHA committing to mitigating noise pollution in accordance with federal and state regulations/best practices?

A: What may be an effective buffering technique for noise may also have unacceptable visual impacts to others or will impact viewsheds. Rather than committing to one single standard, the Authority will engage the community in continued discussion as the design move forward.

Q: Will the Jefferson Parkway be built with low-noise pavement and will JPPHA ban trucks?

A: The primary sources of road noise are tires, exhaust, and engine noise. Low-noise pavement is an unfamiliar term. There are no plans to ban trucks from the Jefferson Parkway.

Questions about Finances

Q: How many taxpayer dollars have been spent on Jefferson Parkway planning? How many more are committed to be spent?

A: Over the last nine years, the three member jurisdictions combined have advanced approximately \$10 million to JPPHA. Approximately \$3 million was spent for the for right of way purchases. Approximately \$500,000 was spent in legal fees in the Golden/Superior lawsuit regarding the Rocky Flats transportation corridor. All funds advanced are tied to reimbursement agreements with each member jurisdiction, which will be paid back by the private partner. The proposed 2018 budget for the Parkway is about \$1.65 million.

Q: How much money are Arvada and Jefferson County contributing to the Jefferson Parkway?

A: See answer above.

Q: How many taxpayer dollars have been spent on JPPHA planning in general, and how many more are committed?

A: See answer above.

Q: When does the JPPHA Board expect a return on investment for the cost of the Jefferson Parkway?

A: The member governments expect the reimbursement for funds advanced to the Authority as soon as the financial plan for the Parkway will allow.

Q: Is there a publicly available report that demonstrates the financial viability of the Jefferson Parkway?

A: Not at this time.

Q: Mr. Rosier stated that funds collected for infrastructure are being directed to other uses. Can Mr. Rosier clarify where the funds are being allocated?

A: Mr. Rosier stated that dedicated transportation revenue streams at the state and federal levels are not sufficient to meet needs. Further, general fund dollars that used to go to

transportation are now being redirected to other programs. In Colorado, transportation funds from the general fund compete against education, higher education, prisons, and other programs.

Q: Does Jefferson Parkway have to be a tollway?

A: Currently, there is no other financing mechanism available to fund the Jefferson Parkway. This is also true of transportation financing generally, especially here in Colorado. Virtually all new road capacity being built includes a tolling component since the voters have not been willing to approve additional taxes for roads.

Q: Will the cities of Arvada or Broomfield receive revenue from this toll road?

A: No additional revenues outside of reimbursement are anticipated. This is also true for the jurisdictions that comprise the Northwest Parkway Public Highway Authority, and E-470. They do not receive additional revenue generated by their respective roads.

Questions Related to the Private Partner

Q: Would the JPPHA Board of Directors stop pursuing funding and construction if partner approval is not found?

A: The Board anticipates that it will be making a financial feasibility go or no-go decision at the end of March 2018.

Q: Does JPPHA promise not to sell the tollway land to the private partner for less than \$30?

A: JPPHA will keep ownership of the right of way.

Questions about the Timeline

Q: What duration of operating contract is the JPPHA pursuing and is the Board of Directors willing to make concessions limiting the ability to improve alternate corridors?

A: The duration of the lease will be negotiated as part of the overall concession agreement with the preferred private partner.

Q: Has there been a study that demonstrates the percentage of the Denver metro area population that uses toll roads in the area?

A: Both E-470 and the Northwest Parkway show increased use of their respective facilities. Fees collected by E-470 in 2015 were \$173 million with 74.6 million toll transactions (one fee collected on one segment from one vehicle).

Q: Has the Federal Aviation Administration (FAA) approved the Jefferson Parkway route? If not, what is the plan going forward?

A: There has been no final approval at this time. JPPHA is committed to work through the concerns related to the FAA to reach a mutually satisfactory solution that will allow the FAA to meet its responsibilities and allow the Parkway to move forward.

Q: It seems there are many more design decisions to be made (noise, tolls, bike lanes, operation contract, etc.). When will these decisions be made and how will public input be used?

A: Many of the issues identified will be made as part of the design build process employed by the preferred private partner once a concession agreement has been reached. JPPHA is committed to a long-term citizen engagement process and encourages interested citizens to apply to participate in the citizen advisory group. The application form is available through November 1 at www.jppha.org.

Questions about Trails

Q: What types of trail systems is JPPHA considering (e.g., paved or gravel)?

A: No design decisions about the placement or materials for paths have been made yet. Citizen input will be welcomed at the appropriate time in the design process.

Q: There appear to be bike paths in the plan. What assurances are there that the bikeway will be included, and in what timeframe will it be built?

JPPHA is committed to a multi-modal system within the right-of-way. The typical cross section for the roadway does show bicycle and pedestrian lanes. No detailed designs have been developed yet.

Questions about the Impacts to Neighboring Communities

Q: Golden is part of Jefferson County. If the goal of Jefferson Parkway is to create a huge highway, why is Golden not represented here?

A: The purpose of the Jefferson Parkway is to create a transportation facility connected to the balance of the metro beltway system to divert regional traffic off local streets and roads. As noted above, the Jefferson Parkway will connect to SH 93 about three miles to the north of Golden. Also, Golden and CDOT have a signed memorandum of understanding detailing when future expansions of US6 and SH 93 through Golden will occur over time.

Q: How does the Jefferson Parkway specifically benefit the residents of Leyden Rock?

A: The goal of the Jefferson Parkway is to direct regional traffic from surrounding regions off local roads like Indiana Street, thereby lessening future congestion and street maintenance costs and preserving road capacity for present and future local residents.

Q: How will residents of Leyden Rock and Leyden Ranch have access to the Jefferson Parkway?

A: There will be access points off Highway 72, Highway 93, Candelas Boulevard, Indiana Street, Simms Street, and Highway 128. It will not connect directly to Leyden Rock.

Q: When was the toll road route through Leyden Rock planned and who were the parties involved?

In 2003, CDOT commissioned an environmental impact study to determine how to connect the terminus Northwest Parkway to the terminus of E470 on the south (a 20-mile stretch). They began with 73 alternatives and over the course of five years and many stakeholder meetings and public sessions developed a preferred alternative which is now the Jefferson

Parkway alignment. In 2008, CDOT decided not to move forward with the environmental impact study, citing an inability to fund the preferred alternative route and continued opposition by Golden.

Q: Has the City of Golden consented to the right of way for Jefferson Parkway?

A: The City of Golden does not have the legal authority to determine, approve, or consent to the Jefferson Parkway right of way.

Q: Since Jefferson Parkway is a toll road and Arvada citizens are most impacted by traffic along Indiana Street, will there be any options to provide free usage of the Jefferson Parkway to Arvada residents?

A: The decision to use a toll road is always a voluntary choice of the driver. Local roads will continue to be an option for residents to use in lieu of the Parkway.

Q: Was this toll route planned before Leyden Rock land was purchased?

A: Yes. See North West Corridor Transportation and Environmental Study discussion above.

Q: What signs have been constructed that inform residents about what they have bought into? Are they still up? If so, where are they?

There are signs in the Leyden Rock community placed every 500 feet on 4 X 8 plywood in white lettering with a black background that indicate the Jefferson Parkway right of way. There are also indicative signs in the Candelas area. The right of way is clearly depicted and marked on the final plat of each development. Each buyer signed a notice and disclosure recognizing the development of the Jefferson Parkway as part of the purchasing documents.

Questions about Rocky Flats

Q: Independent testing in 2012 showed high levels of plutonium in the soil along Indiana Street. What testing will JPPHA do and when?

A: JPPHA does not have any plans for testing Rocky Flats until the project has moved further along in the design process. There is a lot of useful information on the Rocky Flats Stewardship Council website: http://www.jppha.org/Rocky_Flats_Studies.html
The Rocky Flats Stewardship Council is a group of elected officials and concerned citizens living in the jurisdictions bordering Rocky Flats.

Q: Will this become known as the plutonium parkway?

A: Hopefully not.

Q: The Department of Energy has kept details of contamination secret for decades. Why should they be trusted as an objective entity to ensure the safety of residents?

A: Many people have found the Department of Energy to be a valid and credible entity. There are also many assessments and studies conducted by other agencies besides DOE. Many of those studies can be found on the Rocky Flats Stewardship website (cited above).

Q: Please describe and summarize the health risks that exist if the Jefferson Parkway is built adjacent to Rocky Flats.

A: The Rocky Flats Stewardship Council has unanimously concurred that the cleanup met the objective of unlimited use for the approximate 4,000 acres comprising the Wildlife Refuge and including the 300-foot transportation corridor. The JPPHA Board of Directors relies on the Rocky Flats Stewardship Council to monitor the ongoing effectiveness of the cleanup of Rocky Flats. A recent report from the Department of Energy and the Colorado Department of Health reaffirmed previous findings that the cleanup was sufficient to allow for unrestricted use.

Q: This land is not safe. Digging up plutonium is dangerous. This is not about bickering; it's about the safety of children. Build a road that does not go through a nuclear power plant. Where is the proof that this is safe?

A: See answer above.

Q: Has JPPHA been advised by the experts who live in Candelas or the nonprofits that are dedicated to researching health and safety issues regarding nuclear contamination? If JPPHA has not sought their expertise, they have missed a big part of the story. How can JPPHA move forward without being thoroughly informed about the public health risks?

A: See answer above.

Q: How does the JPPHA Board of Directors intend to ensure that the construction will not spread contamination remaining from Rocky Flats operations?

A: See answer above.

Q: Is it wise to disturb plutonium-contaminated soil in a notoriously windy area? This could redistribute plutonium through the air and exacerbate an already very serious health hazard.

A: See answer above.

Q: What actions will be taken to reduce the risk of residual plutonium from becoming a health risk during construction of the roadway?

A: The Parkway will work in cooperation with the State Department of Public Health and Environment and other appropriate agencies to establish and carry out appropriate testing and monitoring protocols as required.

Q: It is not about building a road. It is about building a road through a nuclear power plant that had drums filled with plutonium sitting directly on the ground for decades. Digging in this land and ingesting the matter is deadly. If Colorado Parks and Wildlife cancelled their controlled burn for safety reasons, how is it safe to build a road there? An outside source needs to test the land and provide unbiased information. Where is the proof that it is safe to build? Where is the radioactive specialist?

A: See answer above.

Q: Independent health and safety findings show Rocky Flats to be a contaminated area. If JPPHA took health and safety risks seriously, they would divert the Jefferson Parkway away

from Rocky Flats. What measures will JPPHA take to divert traffic and set the important precedent of stopping dangerous development in this area?

A: As noted above, the right of way is consistent with the preferred alignment recommended in the TEPS process conducted by CDOT in 2003-08 and as was specifically set-aside by Congress 2000 by the creation of the Wildlife Refuge. The JPPHA Board is not empowered to make land use decisions.

Q: Is the JPPHA Board aware that the Krey-Hardy study, conducted in the 1970s, and a confirming study conducted in 2012, found Indiana Street right-of-way to be highly contaminated? That area was not part of the Rocky Flats cleanup.

A: The JPPHA staff and board members present did not have knowledge of this information.

Other Questions

Q: How “express” is the expressway? (What is the speed limit and how many intersections are there?)

A: The design speed limit is 65 miles per hour. There will ultimately be six interchanges: SH 93, SH 72, Candelas Blvd, Indiana Street, Simms Street, and SH 128. Some interchanges will be immediately constructed and some will not. It is designed to be a high-speed, limited access facility.

Q: The message being sent to the public tonight is that “the Jefferson Parkway is coming; like it or not.” What was the JPPHA Board hoping to accomplish during this public meeting?

A: The Board wants the public to be aware that the project is proceeding. As it moves forward, the Board is committed to a public engagement process that will present information and provide forums for people to express opinions and concerns. While the broad plan for the Jefferson Parkway is established, there are many details that still need to be developed. The Board intends to be available and open to public input.

Q: Does the expansion of the Rocky Mountain Metropolitan Airport cause an issue?

A: No, it does not. The master plan for the airport included the Jefferson Parkway. The FAA has cleared 95% of Verve Innovation Park for the alignment of the Jefferson Parkway to go through. Right of way has also been secured.

Q: Will the stoplights on 93 be addressed?

A: Further specificity is needed to answer this question.

Q: Will there be a public vote prior to the start of construction (since this is currently planned to operate as a public/private partnership?)

A: No, there will not. Since is no local tax increase or bond issue contemplated, a public vote is not required.

Q: Why are decisions that were made decades ago considered “written in stone” and not reconsidered based on the changes in the area since 1965?

A: Long range policy documents are the bedrock by which public policy is enacted. Land use plans, utility plans, park and trail master plans, and transportation plans are

established to guide major capital expenditures and work with each other to achieve community goals.

PRESENTATIONS FROM MEMBERS OF JPPHA'S BOARD OF DIRECTORS

Three members of the JPPHA Board of Directors, Arvada Mayor Marc Williams, Jefferson County Commissioner Don Rosier, and Broomfield Mayor Pro-Tem Greg Stokes, offered comments about the strategic importance of the Jefferson Parkway for each of their jurisdictions.

Marc Williams

- There has been a lot of change and growth in Arvada during the past few decades. The motto of Arvada is “dream big and deliver.” Arvada has succeeded in this mission in many respects. For example, the town has planned for future water needs and developed a comprehensive park system.
- In 1965, Arvada recognized the need for a transportation corridor on the west side of the town that could take drivers off local roads and address traffic concerns. It is now strategically feasible for this type of roadway to be built. Economic studies have confirmed that there will be continued growth in Colorado, and the infrastructure must be built to support the growth.
- Arvada supports the development of the Jefferson Parkway in a safe and appropriate fashion. The Jefferson Parkway will incorporate trail systems and open space into the plan to allow for buffers along the roadway.
- When plans for Jefferson Parkway were starting to be developed, signs in Candelas and Leyden Rock were constructed to inform residents of the project. The Board of Directors is committed to ensuring that the impacts from the Jefferson Parkway (e.g., noise, light, etc.) are minimized.
- The plan for the Jefferson Parkway has been reaffirmed by Denver Regional Council of Governments (DRCOG) and other regional entities.

Don Rosier

- Transportation is an important component of the economy. It has a direct impact on development and the welfare of populations.
- It is time to put partisan politics aside and move forward to fill the multimodal transportation infrastructure needs of the region. Colorado faces a \$52 billion shortfall to maintain the existing state road system in its present condition. The government’s transportation panel has recommended that municipalities seek additional funding to offset this shortfall. It may not be possible to rely on the state or federal government to meet infrastructure needs. Cities and counties must step up, form coalitions, and move forward with alternate funding to repair, replace, or construct transportation infrastructure.

Greg Stokes

- Because of its geographic location, Broomfield must cooperate with all the surrounding communities to coordinate the development of regional transportation infrastructure. Many people travel through Broomfield to reach Arvada or Thornton.

Broomfield is a member of many coalitions, including the US 36 Coalition and the I-25 Coalition.

- There are many people moving to Broomfield, and there are many steps that must be taken to ensure that the incomers are able to travel around the regional efficiently. The Jefferson Parkway will be funded by a public/private partnership, and the investors will work with regional partners to ensure that all needs are addressed.

PUBLIC COMMENT

Attendees were encouraged to provide public comment. Each person was allowed three minutes to speak. The comments are summarized below.

Kri Gale

- Calling Rocky Flats a wildlife refuge is false because it implies that the area is safe. It is not safe for animals or humans. Many people who have grown up around Rocky Flats have strange and rare bone cancers. It is not enough to put up signs that warn people of the dangers. Construction must be stopped because children will be subjected to the health consequences.
- Politicians have not adequately addressed this issue. The public has been silenced. Politicians must prioritize the collection of public opinion and listen to peoples' experience with Rocky Flats. Politicians must seek out the expertise of people who have had their lives torn apart by this issue. This should be publicized nationally. Visit rockyflatsrighttoknow.org for more information.

Ted Zigler

- Zigler worked at the Rocky Flats plant site for 13 years. Workers were informed that they were safe, but it was not safe. There are trenches buried under the site, and contaminated materials have exploded four stories under the surface. The same deceptive communication exists today. People are saying the Rocky Flats is safe, but contamination lasts forever and has not been removed. There are still burial sites in the area. Anything that was buried there will remain there forever.
- There are many things that could spread the contamination: winds could blow it away or animals could burrow into the waste site and bring up the contamination. Health consequences do not arise until years later.

Kevin Ryan

- The Public Highway Authority Act of 1987 was mentioned during this meeting. Don Rosier provided a PowerPoint that says that the JPPHA has the power to do "everything necessary" to ensure that the parkway is built. That is not true. The 1987 Act clarifies a number of limiting factors. Tonight has been a series of demands for the public to trust the JPPHA Board of Directors, but it is difficult to trust the Board when the Public Highway Authority Act of 1987 was misrepresented.
- Since the JPPHA Board of Directors was formed through a public act, it is disingenuous to criticize the government.

- This project has been explained as a partnership, but traffic will be dumped into the neighboring communities in the north and south (e.g., Superior, Boulder, Golden).
- Generations from now, people will be ashamed that everyone today traveled in personal vehicles instead of investing in public transportation.

Rod Welford

- Noise exposure is a threat to the wellbeing of surrounding communities. There have been studies done that prove that noise exposure within 500 feet of a highway can cause heart disease and diabetes. Public safety has not been addressed in many manners.
- Tonight has been a sham, and the use of anecdotes is a tool to control the public. The final decision about JPPHA should be brought to a public referendum. This project does not benefit the individuals who live in Leyden Rock or Spring Rock. JPPHA has not weighed the consequences that the community will face (e.g., decrease in property values).

Jon Lipsky

- Will JPPHA avoid sampling or analyzing the contaminants from Rocky Flats prior to construction despite the fact that Arvada, Broomfield, and Jefferson County voted in the Federal Land Access Program last year?
- On May 10, 2016, Commissioner Rosier made a monologue about the Platte Grant and said that the Rocky Flats technical group would have a seat at the table in the soil analysis. This has not happened.

Marian Whitney

- On Saturday, September 30, members of the Rocky Flats Right to Know organization will gather at the state capital from 11:00 AM to 2:30 PM. There will be speeches from knowledgeable experts.
- The fight to create a safe place for children will continue.

Bonnie Graham-Reed

- There was no Rocky Flats cleanup along Indiana Street. The class action lawsuit found that this area was still contaminated. The Rocky Flats Stewardship Council mentioned during this meeting is funded by the Department of Energy. There is a conflict of interest. The Department of Energy pays salaries for the Environmental Protection Agency (EPA) officials and the Colorado Department of Public Health staff.
- The Department of Energy wants the public to believe that there is no risk to living next to nuclear debris, but it causes cancer. The contaminants do not have an immediate impact. It impacts children more quickly.

Elizabeth Penzer

- At the age of ten, Penzer's son was diagnosed with a rare form of heart cancer. A neighbor in Five Parks also developed the same rare cancer and died. Now, someone

in Arvada has been diagnosed with the same type of cancer. Doctors have started to see a pattern.

- People should be concerned that, by moving dirt at Rocky Flats, contaminated particles will float into the air and blow into neighborhoods. People may not be immediately impacted, but it is important to consider future generations.