



Jefferson Parkway Public Highway Authority  
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October 15, 2015

Board of Directors  
Jefferson Parkway Public Highway Authority

### **2016 Budget Message and Letter of Transmittal**

Chairman Rosier and Members of the Board:

I am pleased to present to you the draft 2016 budget for the Jefferson Parkway Public Authority (the "Authority") and the revised 2015 budget. Let me take this opportunity to review our progress this year and offer some proposals for the next.

#### **Review of 2015 Budget**

On April 17, the 10<sup>th</sup> Circuit Court of Appeals unanimously ruled to uphold District Court Judge Bremmer's December 2012 decision affirming the terms of the Section 16 transaction including the transfer of the Rocky Flats Transportation Corridor to the Authority. This concludes a six year process (three years in negotiations and three years in litigation) to secure this three mile section of the Jefferson Parkway right-of-way.

In addition, member jurisdictions contributed funds sufficient to acquire the Hotchkiss parcel. This four acre parcel was one of two private parcels needed for the right-of-way and was a voluntary sale by the family. With this transaction completed, some 99% of the right-of-way is either acquired or is already owned by one of the member jurisdictions. One small private parcel remains and negotiations to acquire are underway.

At this point, it is anticipated that the 2015 budget will have an estimated ending fund balance of \$701,843. This fund balance is being carried forward in anticipation of initiating the CDOT Section 1601 process for the connection of the Parkway to three state highways. There are a number of other environmental review processes that will be need to be undertaken for various portions of the Parkway more fully discussed below. Staff will, of course, closely monitor the budget as there may be unanticipated legal expenses requiring a change in the revised 2015 budget before the end of the fiscal year.

#### **Proposed 2016 Budget**

As the Board is aware, the 1601 process is a CDOT requirement for any transportation facility connecting to a state highway. The completion of this environmental review will significantly enhance the viability of the Parkway to private markets. Preliminary conversations with CDOT staff suggest that the Authority will initially conduct a traffic study to estimate year 2040 traffic conditions with and without the Parkway. Based on those studies, preliminary engineering will provide an estimated

traffic count for the Parkway and the types of improvements that will be necessary to move traffic on and off the state highway system. Those proposed improvements will indicate the breadth and depth of environmental review attendant to those improvements.

The estimated year end fund balance in combination with the same level of contribution from the member jurisdictions should prove sufficient to generate the preliminary engineering and environmental studies needed to begin the process. In order to accomplish this, the Authority will need to retain the service of an engineering firm to provide the traffic study and preliminary design, an environmental consultant, and a facilitator for the public engagement process.

In addition, the Authority will at some point need to pursue a 404 permit from the Corps of Engineers, review construction techniques with the Colorado Department of Public Health and Environment, and an IGA for construction mitigation with US Fish and Wildlife, and possibly a ground water permit from the Department of Natural Resources. The same consulting team will be involved in all these processes.

The 2016 budget is proposed at \$943,150. The cost share to the member jurisdictions is still estimated to be \$200,000 each, leaving the authority with an estimated positive fund balance at the end of 2016 in the amount of \$359,543. The bulk of the budget is for the 2016 process and the balance is routine and associated with the day to day costs of running the organization.

This budget assumes that there will NOT be significant additional legal costs associated with negotiating for a private sector strategic partner. Should the Board determine that 2016 will be an appropriate time for that negotiation; staff will seek a supplemental appropriation to respond to that change.

As the Authority enters into its ninth year of operation, it is appropriate to recognize the continuing interest among many private stakeholders, other local governments, and those interested in regional transportation issues to move forward with the Parkway and other regional improvements that will significantly improve mobility throughout the western Metro area. This is most visibly demonstrated by the many jurisdictions participating in the WestConnect process to identify mobility improvements to benefit the entire western metropolitan region.

It has been a privilege to work with the Authority Board and the staff of the member jurisdictions continuing to move the Jefferson Parkway forward for the ultimate benefit of the Denver metropolitan area and the entire Front Range.

Respectfully,

William A. Ray,  
Interim Executive Director