



South Metro Denver
Chamber of Commerce

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To: C470 Implementation Committee
Re: C-470 Financial Analysis/C470 Widening Alternatives
From: John Brackney, President, South Metro Denver Chamber of Commerce

The South Metro Denver Chamber of Commerce (SMDCC) has reviewed the 3 current alternatives regarding C-470 from Kipling to I-25 as well as the potential funding mechanisms for two of the three options. It is our belief that the future growth demands upon this transportation corridor are significant and require an increase in capacity to mitigate future anticipated congestion. It is our position that the "No Action" alternative would lead to an unacceptable level of congestion and severely limit the capacity of the corridor. Our concern is that the constraint of the corridor will cause a domino affect and ultimately undermine economic development and quality of life for the South Metro area.

As to the other possible alternatives; General Purpose Lane (GPL) and the Express Lane (EL). We recognize that these two alternatives have both positive and negative outcomes. The GPL alternative would be most effective from a qualitative assessment by mitigating congestion through greater overall capacity, but would not be financially viable in the near term based on the current and projected availability of transportation funding. The EL alternative would provide an immediate funding mechanism (although under the current analysis, there still exists a short fall) and enhance overall capacity, but the projected improvement in congestion of the general purpose lanes during peak hours would only slightly improve over the No Action Alternative.

While we are not prepared to offer our carte blanche approval of the overall project as there are still many details being sorted through, we do support the implementation of tolling as a funding mechanism in principle. We recognize the ideal outcome would be to have both maximized capacity and no long term cost, but the reality of the current lack of transportation funds, the lack of future funding to maintain the system, and the unquestionable need to increase capacity along the C-470 corridor require us to choose the practical over the ideal. In summary, we are in favor of moving forward with a less than perfect plan if that means moving forward sooner rather than later.