



## Metro Denver set to drop I-25 and C-470 expansions as planners shape climate-minded transportation future



By Nathaniel Minor · Aug. 15, 2022, 4:00 am

# GREENLATINOS

# GreenLatinos Colorado

Urban highway expansion harms local communities and does not solve traffic congestion issues. Instead it increases the cumulative impacts on impacted communities. Both Federal & State efforts have led to more policy direction and protections for environmental justice communities and for climate action GreenLatinos has been a vital partner to both government and community in implementation.

More Information - <https://www.transportation.gov/transportation-policy/environmental-justice>

## GreenLatinos Colorado Perspective

The I-270 Expansion Project, CDOT and Federal Highway Administration (FHWA) started a National Environmental Policy Act (NEPA) process with anticipating a Environmental Assessment (EA).

From the outset we have raised concerns with the purpose statement, pushed for increased data i.e. Origin & Destination data, and improved compliance with Title VI.

Public Employees for Environmental Responsibility (PEER) filed Federal of Information Act (FOIA) request on 10/17/2022 due to concerns over the Air Modeling and Community Outreach/Engagement.

Following the FOIA request CDOT publicly rejected the EA.

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On 12/22/2022 a coalition of environmental advocates submitted a letter to CDOT Director Shoshana Lew requesting that CDOT commit to performing a full EIS.

On 08/20/2024 CDOT and FHWA finally released a Notice of Intent to begin a full Environmental Impact Statement (EIS) – but CDOT did not notify GreenLatinos.

CDOT has also updated the I-270 Corridor Improvement Study website and in April of 2024 began a series of Stakeholder workshops and public open house meetings to discuss the the different options that were being put forward and to gather community input.

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GreenLatinos has been directly involved in this process by attending all the Stakeholders workshop meetings as well as the public open house meetings.

The Purpose and Need statement continues to **FAIL** to address Public Health Impacts to those living in the area of I-270

The stated purpose and need address: Traveller Safety, travel time and reliability, transit on the corridor, bicycle and pedestrian connectivity, and freight operations.

None of these purposes account for the increases in PM2.5 through the corridor nor does it account for the traffic increases along the recently completed I-70 improvements.

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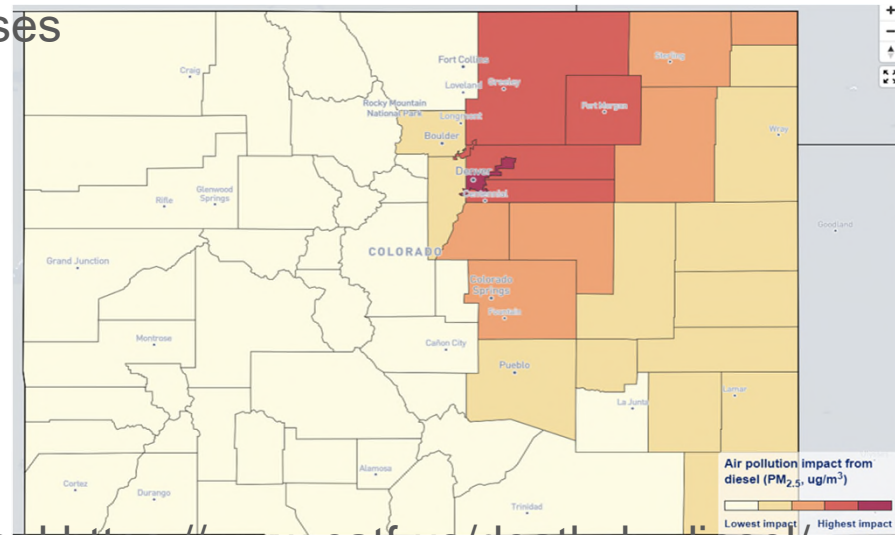
By failing to address public health concerns in the Purpose and Need Statement CDOT is failing to address environmental justice issues for the Disproportionately Impacted Communities along the corridor .

Failing to account for increased traffic through the corridor will only add to the ozone severe nonattainment conditions for the Front Range and Disproportionately Impacted Communities which are already experience disproportionate health impacts from excessive PM2.5 emissions and other green houses gases in the corridor

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The annual projected impacts from PM2.5 emissions in Adams County are:

- 9 deaths
- Monetized Health damages totaling \$104,903,421
- Upper Respiratory disease 62 new cases
- Asthma exacerbations 66 new cases
- Lifetime Cancer Risks per million 128
- Loss work days 350, 1
- Loss of school days 350



source : Clean Air Task Force interactive tool <https://www.catf.us/deathsbydiesel/>

# GreenLatinos Colorado

Adams



## Adams County Fact Sheet

**\$1,160,908,920**

Total Health First Colorado expenditure

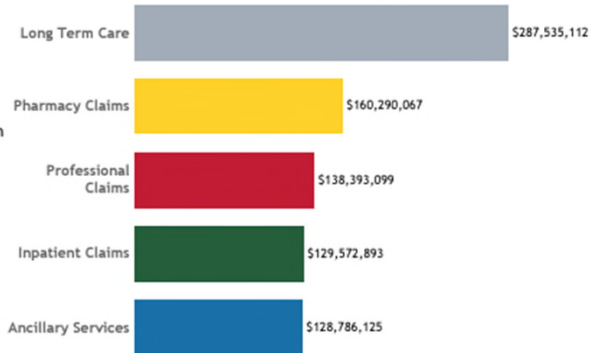
**36.90%**

of the county population is enrolled in Health First Colorado

**192,693**

Average number of Health First Colorado members enrolled per month

### Top 5 Health First Colorado Claim Types\*



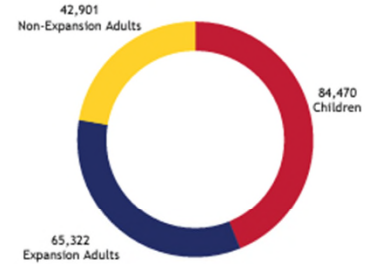
**65,322**

of these members were Affordable Care Act (ACA) Expansion Adults & Parents

**5,897**

Number of Child Health Plan Plus (CHP+) members

### Health First Colorado Population



In July 2018, administration of physical and behavioral health was joined under one accountable entity. The Regional Accountable Entity for Adams County is:

### RAE Region 3: Colorado Access

All data is from Colorado Interchange for Fiscal Year 2023.

\*Member counts may be hidden to protect Personal Health Information (PHI).

\*Capitation payments are not included in the Top 5 Claim Types.

\*Starting in March 2017, the Professional Claim type began to incorporate the following items: practitioner, physician, laboratory, transportation, waiver, and durable medical equipment claims. Additionally, the Outpatient Claim type began to incorporate home health claims. Therefore, the total paid amount for these claim types will be greater than in previous years.

<https://hcpf.colorado.gov/sites/hcpf/files/Adams%20County%20Fact%20Sheet.pdf>



# GreenLatinos Colorado

We believe that the I-270 Expansion Project should be taken out of the CDOT 10 year plan.

Expanding lanes in the corridor will only increase traffic volumes to include heavy duty trucking which emits the largest amount of PM2.5 and NOx emissions that contribute to the severe ozone nonattainment along the Front Range.

Any additional new lanes will not improve traffic flow as is identified in the Purpose and Need statement due to increases in traffic volume.

# GreenLatinos Colorado

We believe that the I-270 Expansion Project should be taken out of the CDOT 10 year plan.

We believe that the Minimal Build Alternative: modernize and rebuild I-270 infrastructure, maintaining two lanes in each direction on I-270 along with expanded shoulders for EMS/FIRE/Police is the best option along with incorporating bicycle, pedestrian and Transit Enhancement Alternatives is the better option for the corridor.

By working with RTD to offer travelers through the corridor an alternative option that also reduces vehicle miles traveled (VMT).