

Dear Senate Finance Committee members,

Below is a proposed amendment to the Transportation bill I asked some Senators to consider and the reasons I think it would be helpful and more fiscally responsible. Please note, if this amendment, or something similar, would be put into this bill there would be the potential to return 50% of the Bridge Enterprise Funds that are currently earmarked for the "Central 70" project (for the next 30-35 years!) back into the Bridge Fund for use as intended: for the entire state. This also has the potential to lower the amount of tax increase requested of the voters.

Thousands of us who oppose the Central 70 project will actively oppose any bill put before the voters for a transportation tax increase without a provision to objectively study a Parkway replacement for the inner city part of I-70 East which would also include impacts to an expanded I-270/76 (an expansion this bill proposes to fund).

Please also provide clarification on how this proposed bill will alter the Tabor refunds as it applies to the Central 70 project. Will this bill allow for yet MORE STATE MONEY to go to this project?? Denver taxpayers are already on the hook for close to a tripling of their waste water fees, the majority of which would be spent to provide flood protection to the 40 ft deep "ditch" that will be part of the expanded I-70. They will be loath to pay a tax hike that could funnel yet more of their tax money to a project that most oppose.

The amendment would require an **INDEPENDENT** study of an alternative to the "Central 70" project (formerly known as the I-70 East proposed expansion). This study would evaluate an at grade "parkway" for a portion of I-70 that runs through the City of Denver (from approximately where I-70 meets 270 to where I-76 joins I-70). As part of this study it would evaluate the impact on I-270/76 in view of the request from Adams Co to widen these highways.

The reasons for this amendment, in addition to those mentioned above are:

\*Thousands of your constituents have asked for such a study as they are convinced of the environmental harm the "Central 70" project will cause and of the civil rights violations of the largely poor minority population that will be most impacted. The EIS for this project had comments from about 85% of the respondents asking for such a study.

\*CDOT and the Transportation Commission have failed by prioritizing projects according to which ones can most easily be funded than by real need. A CDOT representative admitted the main reason the Central 70 project is coming before others is the State Bridge Fund could be tapped. It is no wonder there are bad feelings among different parts of the State. We all feel we are not getting the solutions we need so it's easy to point fingers at each other. Part of this amendment should include a provision to get counties together for a statewide transportation priority list instead of relying on CDOT's flawed recommendations.

The first part of the document discusses the importance of maintaining accurate records. It emphasizes that proper record-keeping is essential for ensuring the integrity and reliability of the data collected. This section also outlines the various methods used to collect and analyze the data, highlighting the challenges faced during the process.

In the second part, the author details the specific procedures followed during the data collection phase. This includes a description of the sampling methods used to ensure a representative sample was obtained. The text also discusses the quality control measures implemented to minimize errors and ensure the accuracy of the results.

The third section of the document presents the results of the data analysis. It provides a comprehensive overview of the findings, including a detailed discussion of the statistical tests performed and the significance of the results. The author also includes a comparison of the findings with previous research in the field, highlighting the contributions of this study.

Finally, the document concludes with a summary of the key findings and a discussion of the implications of the research. The author suggests several areas for future research and provides recommendations for further study. The overall conclusion is that the research has provided valuable insights into the topic and has contributed to the existing body of knowledge.

The author acknowledges the support and assistance of several individuals and organizations throughout the course of the research. This section expresses gratitude for their contributions and provides contact information for those who may wish to reach out for further information. The author also includes a list of references to the works cited in the document.

In closing, the author reiterates the importance of the research and the value of the findings. The document is intended to provide a clear and concise overview of the study for a wide audience of researchers and practitioners in the field. The author hopes that the information presented here will be helpful and informative to all who read it.

**\*Several lawsuits against I-70 Central have been filed with more to come. Among other issues, these assert violations of the Civil Act and the Environmental Protection Acts. These have the potential to delay and/or stop the project. Instead of the money spent to fight these suits, this money could be used for other needed projects around the State. This amendment would be an intervention that could save these funds.**

**\*The future will likely reveal very different transportation needs. Driverless cars, already being used for trucking and in other commercial ways, are due out to the public by 2020, long before this "Central 70" project will be completed. This may drastically reduce accidents and congestion (as they can safely drive closer together), reducing the need for capacity. The traffic projections CDOT gave are questionable and incomplete, raising yet another reason to reevaluate this project.**

**\*The A-line train to DIA served over 5 million people in its first year. What impact will the train have on I-70 traffic in the future?**

**For years I've discussed this issue with legislators who SEEMED sympathetic to concerns about this project, including the negative environmental, health and social impacts, and they all claimed it was out of their hands as it was handed over (like a hot potato..) to the Transportation Commission. NOW there is finally a chance to have some leverage with the Governor who wants this transportation tax put in front of the voters with the legislators blessing. Please don't miss this opportunity to make this bill better!**

**CDOT's assessment of either a Parkway or a "reroute" (if you can call it that since, like now, people would have the choice of what route to take) is obviously biased, so an objective study needs to be done by an outside, non-connected entity. Why can't you demand that in exchange for any support of a tax increase? If this alternative plan would then be approved, a much smaller tax increase, or maybe even no increase would be needed.**

**Don't you owe your constituents the best financial deal, while also saving the environment and their neighborhoods? Let's join other progressive cities and countries who are taking out their inner-city highways as this will also help with another one of your goals, to make room for affordable housing.**

**So, as I asked before, please, step out of the vacuum that is the legislature and REALLY LISTEN to your constituents and ACT IN THEIR BEST INTEREST.**

**Please feel free to share this info with your follow Senators. Thank you for your time and attention. Please respond! Jude Aiello 720-732-1629**

1870-1871  
The first year of the war was a year of great suffering and hardship for the people of the North. The war had just begun, and the country was in a state of confusion and uncertainty. The people were not sure what the future held, and they were all trying to do their best to survive. The war was a long and difficult one, and it took many years to bring it to a successful conclusion.

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Amendment to Transportation Bill HB17-1242 proposed by Senator Angela Williams

HB1242\_L.141 Amendment No. \_\_\_\_\_ HB17-1242 SENATE FLOOR AMENDMENT Second Reading BY SENATOR Williams A. 1 Amend the Transportation Committee Report, dated April 11, 2017, page 2 5, strike line 11 and substitute: 3 ""SECTION 16. In Colorado Revised Statutes, add 43-1-1106 as 4 follows: 5 43-1-1106. Independent study of alternative to "Central 70" 6 project. (1) THE DEPARTMENT SHALL NOT AWARD OR ENTER INTO ANY 7 CONTRACT FOR CONSTRUCTION OR RECONSTRUCTION WORK OR ITSELF 8 COMMENCE ANY CONSTRUCTION OR RECONSTRUCTION WORK THAT IS PART 9 OF THE DEPARTMENT'S "CENTRAL 70" PROJECT FOR THE INTERSTATE 10 HIGHWAY 70 CORRIDOR BETWEEN INTERSTATE HIGHWAY 25 AND 11 CHAMBERS ROAD UNTIL THE INDEPENDENT STUDY OF A PROJECT 12 ALTERNATIVE REQUIRED BY SUBSECTION (2) OF THIS SECTION IS 13 COMPLETED. 14 (2) THE COMMISSION SHALL CONTRACT FOR AN INDEPENDENT 15 STUDY OF AN ALTERNATIVE TO THE DEPARTMENT'S "CENTRAL 70" 16 PROJECT THAT INCLUDES AN AT GRADE PARKWAY FOR INTERSTATE 17 HIGHWAY 70 BETWEEN INTERSTATE HIGHWAY 270 AND INTERSTATE 18 HIGHWAY 76. THE STUDY MUST INCLUDE A PROJECTION OF THE IMPACT OF 19 THE ALTERNATIVE ON TRAFFIC CONDITIONS ON INTERSTATE HIGHWAYS 20 270 AND 76 AND AN ASSESSMENT AS TO WHETHER AND TO WHAT EXTENT 21 THE ALTERNATIVE WOULD REDUCE OR INCREASE THE NEED FOR CAPACITY 22 EXPANSION ON THOSE INTERSTATE HIGHWAYS. 23 SECTION 17. In Colorado Revised Statutes, 43-1-1406, add