



CITY OF ARVADA



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## THE MYTHICAL BILLION *Parkway Opponents Reduced to Lies*

Arvada, CO.....As the Denver Regional Council of Governments (DRCOG) prepares to hear testimony regarding inclusion of the Jefferson Parkway on the Metro Vision Fiscally Constrained Plan, a small but vocal opposition is now claiming that the Parkway will cost taxpayers one billion dollars.

While members of the Jefferson Parkway Public Highway Authority (JPPHA) can only guess as to where such an outrageous claim originated, it is most likely pulled from a 2007 Colorado Department of Transportation (CDOT) study which estimated that the entire missing link in the metropolitan beltway would cost \$815 million to construct.

That might have been true under the long-gone scenario of a taxpayer funded project. The JPPHA has moved far beyond that scenario. The sad thing is, the opponents of the Parkway are well aware of the truth.

Here are the facts:

- The Jefferson Parkway Public Highway Authority proposes to build the next significant piece of the metropolitan beltway, closing the gap between State Highway 128 in Broomfield and State Highway 93 at approximately W. 64<sup>th</sup> Avenue north of Golden at a cost of some \$\_\_\_\_ million. This would be funded entirely through the private sector via a toll road.
- Improvements at Interlocken will be paid for by Brisa, the owner and operator of the Northwest Parkway toll road.
- The JPPHA is in agreement with Golden and other opponents that improvements are necessary to State Highway 93, regardless of whether the Jefferson Parkway is built. The fact that the Authority looks towards CDOT and other agencies to fund these necessary improvements is logical.

The bottom line is that, whether or not the Jefferson Parkway is built, the Highway 58/US 6/Highway 93 intersection will be at a Level of Service "F" in 2015—that's five years from today.

Opponents of the Jefferson Parkway have attempted every possible diversionary tactic to turn the public against a transportation corridor that has been on regional plans for over 40 years. First it was, "How can you run a highway through our community?" Never mind that it was Golden who lobbied for the realignment of SH 93 and preserved 300 feet of right of way for the future completion of the beltway, then approved residential development in the area to create their own anti-beltway constituency. Then it was, "No traffic study shows that the Jefferson Parkway is needed." Never mind the fact that studies

have indeed showed the benefits of a completed beltway. Now the tactic is to imply that taxpayers will bear a one billion dollar burden.

Yet at the same time, Golden, Superior, Boulder, and Boulder County talk about supporting a plan which they claim “would improve Highway 93’s safety and capacity, offering a boost to the clean energy research institutions in the area?” Exactly where is the funding coming from? Possibly.....the taxpayers?

The Jefferson Parkway Public Highway Authority is fully supportive of the improvements that Golden and company want to make. But don’t buy the notion that this privately funded toll road will add to the cost of those improvements or that somehow those improvements would not be required if the Parkway is not built.

Finally, what DRCOG will be considering at the December 16 public hearing and January 20 vote is whether the Jefferson Parkway should be included on the Metro Vision Fiscally Constrained Plan. To make this decision, three elements must be in place. They are:

- The road must be on the DRCOG Metrovision Plan. IT IS.
- The road must meet regional air quality conformance. IT DOES.
- The road shows reasonable prospects for funding. IT DOES.

DRCOG’s decision of whether to include the Parkway on the fiscally constrained plan is not an outcome. It is the next step of a 40-plus year process. Ultimately, the private sector will decide whether the Jefferson Parkway is feasible or not. Let the process come to its logical and reasoned conclusion, without tossing in lies and innuendo. Let’s deal in the facts.