

## Tafoya, Ean T - CC Legislative Services

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**From:** dence - City Council  
**Sent:** Monday, April 07, 2014 9:00 AM  
**To:** Brooks, Albus - City Council District 8; Brown, Charlie - City Council District #6; Faatz, Jeanne R. - City Council Dist #2; Herndon, Christopher J. - City Council District 11; Kniech, Robin L. - City Council; Lehmann, Peggy A. - City Council Dist #4; Lopez, Paul D. - City Council Dist #3; Montero, Judy H. - City Council District #9; Nevitt, Chris - City Council Dist #7; Ortega, Deborah L. - City Council; Robb, Jeanne - City Council Dist. #10; Shepherd, Susan K. - City Council District 1; Susman, Mary Beth - City Council  
**Cc:** Bartleson, Debra - City Council; Smith, Shelley - City Council; Williams, Gretchen - City Council  
**Subject:** FW: Resolution on I-70 East Elevated Section - Letter to Council from Colo. Motor Carriers Assoc.  
**Attachments:** CMCA- I-70 East Letter to City of Denver.pdf  
**Importance:** High

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**From:** Gregory Fulton [<mailto:cmca@cmca.onmicrosoft.com>]  
**Sent:** Monday, April 07, 2014 8:36 AM  
**To:** dence - City Council  
**Subject:** Resolution on I-70 East Elevated Section - Letter to Council from Colo. Motor Carriers Assoc.  
**Importance:** High

Dear Sir or Madam,

On behalf of our Board of Directors for the Colorado Motor Carriers Association, an organization that represents the interests of trucking and consisting of over 600 member companies with 60,000 employees in the state, we would like to present the attached letter to the City Council.

We would like to ask that you forward this letter to each Councilperson prior to this evening's discussion by the Council as to a resolution of support for the proposed alternative as recommended by the working group.

As may be seen in our letter, our association supports the position of the working group and we would respectfully ask for the Council's affirmation of a resolution that indicates their support for this position as well.

Thank you for your consideration.

Sincerely,

Gregory D. Fulton  
President  
Colorado Motor Carriers Association



**Re: Position on the Preferred Alternative  
for the I-70 Elevated Portion in Denver**

April 7, 2014

Denver City Council  
City and County Building  
1437 Bannock St. Room 451  
Denver, CO. 80203

Dear Councilmembers,

On behalf of the Colorado Motor Carriers Association (CMCA) and our over 600 companies, directly involved or affiliated with trucking in the state, I would like to share our views and thoughts in regard to proposed plan for the replacement of the I-70 elevated portion through North Denver.

Our companies and their professional drivers have a unique perspective on this project because they log more time on our highways, especially on major interstates such as I-70, I-25, I-76, and I-270 than anyone else. Based on this experience, they have a great understanding of how certain traffic modifications may affect not only their operations but those of their customers and shippers. They also realize the implications and impacts that these changes may have on overall travel patterns as well as safety.

In regard to the I-70 East Corridor, our association has been very involved in the planning process since the beginning of the study in 2008. As part of the planning process, the working group, reviewed and considered a number of different alternatives. There was substantial discussion of the pros and cons of various options. In the last year the CDOT project team developed a Partial Covered Lowered Option alternative for I-70. This new alternative would remove the existing elevated structure between Brighton Boulevard and Colorado Boulevard and would rebuild I-70 below grade on the existing alignment while placing a cover on the highway between Columbine Street and Clayton Street next to Swansea Elementary School. This bold, new approach was one that received support from most of the working group as it addressed future traffic and safety concerns while mitigating impacts on the community. As part of the process, CMCA has expressed its support for this alternative.

In the last year though some have suggested a different alternative, which involves the closure of I-70 between Wadsworth Avenue and Central Park Boulevard, and the diversion of traffic on this highway to an alignment to the north along I-76 and I-270.

The I-76 and I-270 alternative raises serious concerns for a number of our member companies as well as their customers, shippers and businesses, who now use and are dependent on I-70 today. There are a number of trucking and warehouse operations located adjacent or proximate to I-70 within Denver and slightly outside of the city limits. In addition there are a number of manufacturing operations and commercial businesses in the area that are very dependent on trucks. A number of these businesses specifically located in the area due to the safe and easy access to the interstate that was available. The proposed realignment of the route and closure of I-70 would have an adverse impact on those businesses by making it more difficult to ship and receive products which may lead many of these businesses to consider relocating to a site which offers better access. Losing these businesses would not only adversely affect the City of Denver from a property and sales tax perspective but more importantly a loss of good paying jobs in the area. Realizing that a number of the individuals currently working in these businesses reside in the surrounding area, the relocation of these businesses would translate into greater commuting time and costs and in some cases the displacement of employees who may not have transportation to reach a new job site which is outside the area. In addition for those owners of commercial properties in the area the realignment would have a detrimental effect on their property values because those locations would no longer offer the same access to the interstate as currently provided today.

Another issue of concern is the impact that this alternative would have not only on businesses in the Globeville/Swansea Area but other parts of the Denver Metropolitan Area. One major misconception that has been advanced by some individuals is that the overwhelming majority of truck traffic on I-70 traveling through Denver relates to interstate cross-country trips that are merely passing through the area. This is not accurate. While I-70 is an important interstate corridor that serves as a major east-west travel corridor for the country for freight movement, the majority of truck traffic on I-70 within the Denver Metropolitan Area relates to trips originating or destined to locations within the metropolitan area. In fact a substantial, if not the largest number of truck trips, relate to trips that begin and end within the metropolitan area.

This makes sense when one realizes the Denver Metropolitan Area has a population of almost 3 million people whose businesses, services, and constituents have an ongoing need for a wide variety of products and services. A large percentage of these truck trips relate to food, fuel, waste hauling, construction materials, local product delivery, and the transport of various aggregate products.

For many of our transporters, the rerouting of I-70 via I-76 and I-270, would lead to longer travel distances and greater travel times which adversely affects the City and surrounding area in several ways. Rather than improve air quality, as some have noted, the additional travel would translate into greater emissions, fuel use, and greenhouse gases. Second, more miles traveled and time on the highway acts to increase accident exposure for not only our trucking operators but others on our highways. Third, the proposal would increase costs for businesses, industries and consumers as trucking operators would pass along the additional transportation costs to their customers. Increasing the transportation costs for businesses currently in the city will make them

less competitive and also make the city less attractive for businesses such as manufacturing who are very sensitive to transportation costs.

Finally, the removal of this segment of I-70 would remove an alternative for traffic in the case of an overall highway closure that may occur on the realigned segment of I-76 and I-270. Such closures may occur due to weather or a serious multi-vehicle accident or other major incident. In such cases we could see automobiles and truck traffic be forced onto adjacent roadways which are less suited for high traffic volumes and larger vehicles.

Based on the above-noted reasons and concerns, we have serious reservations about the proposed I-76/I-270 alternative and would ask that the Council support the Partial Covered Lowered Option Alternative for I-70.

Thank you for your consideration.

Sincerely,

Gregory D. Fulton  
President

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EDITORIAL

## Taking a stand on I-70 proposal

*By The Denver Post Editorial Board*

POSTED: 04/08/2014 05:01:00 PM MDT

The future of Interstate 70 through north Denver cannot avoid controversy, even when it comes to a simple and sensible proclamation from the Denver City Council.

On Monday, the council is expected to take up a proclamation

(<https://www.documentcloud.org/documents/1102930>

[-proclamation.html](#)) that, among other things, states general support for the plan that would reconstruct the highway in its current location and alignment and lower it below grade.

Some believe the council should not publicly endorse the plan until after the environmental impact statement has been submitted and comments are being accepted.

"I'm not sure it's baked yet," said Councilwoman Debbie Ortega, who is concerned the proclamation is getting ahead of the process. Other skeptics spoke at a hearing last week.

True, lots of questions are unanswered about the \$1.8 billion plan to revamp I-70 from Brighton Boulevard to Tower Road.

Should a second cover be added at Vasquez Boulevard? How would that be funded? Should the highway be widened to 10 lanes?

But the council's proclamation doesn't address those specifics. It merely states support for the chosen alternative and continued collaboration between city and state. It also emphasizes a focus on reconnecting the neighborhoods cleaved when I-70 was built.

State officials say the city's support, even with a nonbinding proclamation, will help when the state begins seeking federal funds.

The proclamation would provide a sense of general consensus — even though [City Auditor Dennis Gallagher](http://www.denverpost.com/news/ci_25487612/denver-auditor-gallagher-balks-at-i-70-expansion) recently ([http://www.denverpost.com/news/ci\\_25487612/denver-auditor-gallagher-balks-at-i-70-expansion](http://www.denverpost.com/news/ci_25487612/denver-auditor-gallagher-balks-at-i-70-expansion)) voiced his opposition to the 10-lane proposal.

"What we are doing here is saying, 'We are in, and this is where we hope it ends up,'" said councilman Chris Nevitt.

Without committing members to every detail, that makes perfect sense.



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I-70 passes over York Street in the Swansea neighborhood in April 2013. (Karl Gehring, The Denver Post)

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OPINION

# Redevelopment of I-70, National Western a boon to Denver

**By Ron Williams, Richard Scharf and Tami Door**

*Guest Commentary*

POSTED: 04/04/2014 01:23:18 PM MDT

UPDATED: 04/04/2014 01:23:23 PM MDT

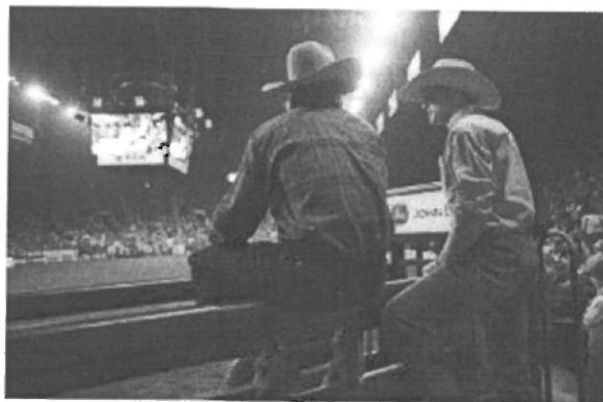
As one of Colorado's three interstates, I-70 plays an integral role in the state and regional economy, as it has for over 50 years. In Denver, it does nothing less than drive the local economy, and we strongly endorse the Colorado Department of Transportation's vision for the aging viaduct.

I-70 provides access to and from Denver International Airport, Downtown Denver, and many other attractions along the Front Range, while also preserving high-quality jobs in this vital urban corridor, which is home to over 1,200 businesses with over 22,000 employees, many of which rely specifically on their proximity to I-70 to deliver goods and services.

As a gateway into the city, I-70 feeds into our road networks, and these access points lead to thriving neighborhoods, business opportunities, and quality goods and services for our city, the Front Range and state. In fact, over 125,000 vehicles pass along I-70 in North Denver on a daily basis — and that's each way. Even as land use patterns have evolved, businesses and travelers alike have come to depend on the highway.

By providing access to our storied National Western Stock Show, the future of I-70 is also important as National Western re-envisioning itself into a destination that focuses on hosting some of the best Western heritage events, with engaging educational opportunities and new economic (job creation) opportunities. This re-envisioning will build upon National Western's existing impact, which has driven more than \$100 million in economic activity into the city on an annual basis, and consistently draws crowds in excess of 600,000 during the three weeks of Stock Show.

Alongside partners like Colorado State University, History Colorado, the Denver Museum of Nature and Science, and the city of Denver, this new operation will need an efficient and effective



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The redevelopment of both I-70 and the National Western will solidify Denver as an event and entertainment destination. (Brenden Neville, Special to The Denver Post)