

May 13, 2005  
1499 Quail Court  
Golden, CO 80403

Federal Highway Administration  
400 Seventh Street, SW  
Washington, DC 20590  
Attn: The Honorable Ms. Mary E. Peters

Dear Ms. Peters,

Your biography indicates that you have a strong sense of family, community, and that you have been recognized as “the Most Influential Person in Arizona Transportation”. I am hopeful that you are as equally as influential in Colorado... I am writing you today to solicit your attention and support in correcting the injustice and potentially devastating decisions being made regarding the northwest corridor of highway C470.

My wife and I are longtime residents of Colorado and during our tenure here, we have lived-in and visited many of the places that Colorado is famous for. Five years ago, we decided that Golden Colorado was the best community in the Denver region to raise our three children. Golden is a safe and cozy community that exemplifies the area and offers its’ residents “all that is Colorado”. Golden is beautiful, historic, and quiet place offering “small town” living on the edge of Colorado’s largest metropolitan area. This community offers a strong educational system, with easy access to the mountains, the cities, the parks, and the resources that define Colorado as the historic and attractive place that it is.

The current plan for the expansion of the northwest corridor of highway C470 does little to solve the future traffic problems of communities in this area and it is now threatening to destroy all that is Golden... The Colorado Department of Transportation (CDOT) quest for the holy grail of completing the circle of C470, fanned by the greed of area developers (the primary supporters of the current expansion proposals), are ignoring the environmental impacts and eliminating community friendly alternatives. The currently proposed options for the northwest corridor do not address the concerns of the communities impacted and offer little to conserve the beauty and natural resources of the region. Instead, options conceived and backed by special interest groups, engineered to stimulate industrial expansion and destined to promote urban sprawl are the only remaining alternatives.

This project will cost anywhere from \$500 million to a billion dollars... All of the options currently being considered affect Golden significantly with little or no provisions to address the preservation of the natural beauty of this area, the needs of the citizens, and the interests of the communities this expansion is intended to serve.

Studies have shown that expanding Colorado highway 93 and arterial areas along Indiana and McIntyre in Arvada to 4-lanes are more-than-adequate cost-effective solutions to addressing the traffic needs of area industry and communities in this sector of the greater Denver area. CDOT has rejected these options in favor of a single super slab toll road.

I commute along highway 93 every day, and I guess that I am one of the many

people this expansion is intended to serve. Traffic along Colorado highway 93 is less congested than any commute along interstate 70 or interstate 25, and it offers all of the beauty, wildlife and scenery that define Colorado. My morning commute to Broomfield and Boulder along the mountains of the Front Range routinely have me driving along herds of deer and elk, and admiring scores of eagles and hawks that soar in the great expanse and backdrop of the Colorado Rocky Mountains. I am fortunate; it feels as if I am driving thru the scenery of a post card on my way to work every day. The currently proposed options for the northwest expansion of C470 will scar the region, influence the behavior of area wildlife, and forever ruin the beauty and tranquility of this area.

The Colorado Department of Transportation has spent several years and more than \$10 million of taxpayer money on the Northwest Corridor project. Highway projects of the magnitude currently proposed often-lead to uncontrolled growth and urban sprawl... The natural resources of the area; the wildlife, the air quality, and the beauty of the parks and open space will be irrevocably damaged by the expansion as it is currently proposed and I implore you to help us in preventing this from occurring.

FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date, Your budget is divided between Federal-aid funding to State and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship. Your Role is to provide leadership in defining future transportation systems and to "Raise the bar" on highway and transportation system performance.

The current options being considered for this region and the motivation behind them are contradictive to the charter of the FHWA and the preservation of Colorado's resources and the needs and concerns of communities in the region. Please lend your support in opening the options being considered to offer a solution that will minimize the impact to the natural resources and better serve the residents and industry in the area.

Most respectfully,

John Tufano  
Concerned citizen  
Registered voter and  
Colorado taxpayer