

**John Tayer's comments at Dec. 16th DRCOG Hearing on
Proposal to add the Jefferson Parkway to the Fiscally Constrained Plan.**

I am speaking to you today in my role as the RTD Board representative for almost the entire portion of Boulder County, west of Longmont.

As a resident of the Northwest region, I am not here to question the need to complete the beltway – though I see no justification for it from a transportation perspective.

Nor, as Chair of the Boulder Chamber of Commerce, am I here to question the need to promote economic development – though I personally object to economic development that will spoil some of our regions greatest natural assets.

I AM here, however, as a passionate supporter of transit, including completion of the FasTracks system.

Consequently, I ask the DRCOG Board to vote AGAINST the proposed Jefferson Parkway toll road.

As has been noted, the Jefferson Parkway can only function if taxpayers pay upwards of \$1 billion toward additional infrastructure improvements in the areas around the toll road.

These costs would divert funds from other badly needed regional transportation improvements, such as the opportunity to make sorely needed investments in the US 36 Highway.

The entire Northwest region recently christened a plan for improving that stretch of roadway between Boulder and Denver, including HOV lanes that will accommodate a bus-rapid-transit system, as well as additional automobile capacity.

Yet CDOT barely has two pennies in its coffers to rub together in support of this vital multi-modal transportation investment . . .

So, for now, the plans for US 36 sit on the shelf at the same time that proponents of the Jefferson Parkway blithely ask the region to commit \$1 billion more in roadway improvements to relieve increased congestion on local roads, like Highway 93 and Indiana Street, that their project will generate.

Ladies and gentlemen of the DRCOG Board, it is ironic that the real engines of our future regional economy rest on the innovative technologies that world class research institutions and businesses, such as NREL, the School of Mines, CU, NCAR, NIST, IBM and Conoco Phillips, promise to bring to life.

Yet, today you are presented with the proposal for a primitive, old-school transportation investment to link these new economy assets, an investment that we know from experience will only serve to exacerbate our current mobility challenges.

We need to go forwards, not backwards, by rejecting the Jefferson Parkway proposal and saving the \$1 billion for investments in sustainable multi-modal links between our communities and the sources of our future economic prosperity.