



MEMORANDUM

DATE: July 14, 2014
TO: Transportation Commission and HPTE Board of Directors
FROM: Office of Policy and Government Relations, Office of Communications, Office of Major Project Development, High Performance Transportation Enterprise
SUBJECT: Summary of Public Input on I-70 East Financing Public Meetings—Vision Stage

Over the last several weeks CDOT and HPTE staff have worked together to build awareness and seek input regarding future financing options for I-70 East. This “visioning stage” outreach, which is required per Executive Order D 2014-010, involved several different meeting formats, including:

- **Online Public Meeting – ongoing**
 - From June 24 - July 9 – 1,643 visitors to the newly created <http://cdotexpresslanes.info/> on CDOT's website that features information and polling questions on express lanes and the new era of transportation. Also includes a page on what's next for the I-70 East project and the possibility of a P3.
- **Telephone Town Hall – June 25th**
 - 5,196 outgoing calls made
 - Averaged 500 – 600 individuals on call through hour-long meeting
 - See attached breakdown of participation, survey results, and questions asked
- **Public meeting in project area – July 8th**
 - More than 80 attendees, including three members of city council and two state senators
 - Meeting provided four opportunities for attendees to provide input.
 1. Approx. 20 boards explaining the I-70 East project, the role of HPTE, and I-70 East financing options. Staff available at boards to answer questions.
 2. Four small group discussion tables staffed by CDOT and HPTE (comments/questions recorded).
 3. Open public input and question session involving all attendees (comments/questions recorded).
 4. Surveys and comment sheets distributed to participants (comments/questions recorded).
- **Meetings with elected officials and staff at City of Denver, City of Commerce City, City of Aurora, and General Assembly members– June/July meetings focused on financing process**

This memo and its attachments include the feedback CDOT and HPTE received at these meetings, including the questions that were asked (answers will be posted to the CDOT website in the coming weeks). This visioning-stage outreach is the first in a series of financing-related meetings and outreach planned for I-70 East and many of the concepts surrounding design-build and public-private partnerships were entirely new to participants. Given this, CDOT and HPTE did not hear strong concern with or objection to the possibility of a public-private partnership from the majority of participants. Most of the questions were focused on better understanding what a public-private partnership means and the need for and role of express toll lanes.

Should the Transportation Commission decide to take the next steps toward pursuing a possible public-private partnership for I-70 East, a second set of public meetings will be held prior to the release of the Request for Qualifications (RFQ). As we continue to consider the P3 approach, future input around specific aspects of the transaction (e.g. HOV or not) will be relevant and important.



HPTE Online Poll Results
<http://cdotexpresslanes.info/>
 As of July 11

Question 1 - As the state continues to explore new options for transportation choices funding and partnerships which approach do you think is most reasonable?

#1 - Focus on maintaining the current system using existing available funds without adding new capacity.	14	11.48%
#2 - Pursue projects that add new, tolled Express Lanes next to existing free lanes to increase capacity, manage traffic congestion, provide reliable travel times, increase choice to travelers, and pay for part of their own maintenance.	23	18.85%
#3 - Pursue tolled Express Lanes as described in answer #2, and when we can add value, partner with private companies to finance, build, operate, and maintain the highway in order to gain more project and long-term maintenance reliability without additional cost to the taxpayer.	40	32.79%
#4 - Increase the state gas tax or sales tax to pay for more free lanes.	45	36.89%

Question 2 - Which feature of Express Lanes would you like to know more about?

1. Who is allowed to use an Express Lane?	8	11.59%
2. How do I pay to drive in an Express Lane?	7	10.14%
3. How do I get into the Express Lane?	8	11.59%
4. How/where do I get a toll transponder?	5	7.25%
5. Does my current transponder work for any Express Lane in Colorado?	9	13.04 %
6. How can I use the Express Lane without paying a toll?	26	37.68%
7. Other:	6	8.70%

Other responses included (verbatim):

- Do Express Lanes have a positive or negative environmental impact?
- How we can avoid having express lanes?
- I already use the Express Lanes and E470.
- Light Rail from Boulder to Denver IS the solution!
- No tolls!!!
- What justifies express lanes over free flowing lanes when no one has a transponder and won't pay a toll?

Question 3 - Which of the following perceptions do you believe about a Public Private Partnership?

1. A private company will "own" the roadway.	9	8.74%
2. Private companies can charge drivers whatever amount they want to travel the roadway.	13	12.62%
3. A private company will make an excessive profit.	18	17.48%
4. It will cost taxpayers too much.	12	11.65%
5. It will cost drivers too much.	21	20.39%
6. A toll will be charged for driving in lanes that used to be free.	20	19.42%
7. Other:	10	9.71%

Other responses included (verbatim):

- A private co. will work in partnership to build a new toll lane which will be optional and pay the private company and the state to maintain the road's quality.
- As long as existing free lanes are maintained, p3s are a great alternative due to lack of funding.
- Fee set by government gets road but faster and cg
- Inequality.
- It provides CDOT with financial flexibility to repair and replace infrastructure that is beyond it's useful life
- It's all negotiable and determined by agreements
- Light Rail from Boulder to Denver IS the solution!
- Private companies will be able to limit our democratically elected government's future actions regarding transportation choices improvements and alternatives.
- Taking jobs from state employees.
- There will be little if any accountability for the P3's nor will there likely be adequate oversight. Private enterprise is skilled at squeezing someone for \$20 when they normally would have spent \$5.

Question 4 - Which public engagement mile marker are you most likely to participate in?

1. An electronic public (or phone/online) meeting (like this one tonight) about why the I-70 East project is being considered for a Public-Private Partnership (P3).	26	38.81%
2. Attending an in-person public meeting to discuss why the I-70 East project is being considered for a Public-Private Partnership (P3).	14	20.90%
3. After HPTE has had time to consider the pros and cons in pursuing a P3 but before entering into a contract with a private partner attending an in-person public presentation by each potential partner about what they b	16	23.88%
4. A public meeting explaining the details and public benefits of the final agreement after it has been signed.	8	11.94%
5. Other:	3	4.48%

Other responses included:

- A high speed rail option between Denver & Grand Junction.
- An online forum is highly desirable as is a way to voice my concerns electronically. I travel a lot for work (and work odd hours in my line of work) and just because I'm out of state during a meeting doesn't mean I don't care or don't have any questions of my own.
- Don't sign secret contracts without overview from state legislators.

**I-70 East Financing
Telephone Town Hall
6-25-14
Questions/Comments Received***

*Questions listed by category. There was not adequate time to address all of these questions during the call; however answers will be posted to the CDOT website.

Overall Project

- Does CDOT only deal with main highways? What you are going to do with potholes in the rest of state, particularly Denver?
- Have you considered monorails? They are faster, cheaper and safer.
- Has any thought has been given to reversible lanes as opposed to planned lanes?
- What is an improvement on I-70E?
- Where can I get on and off during construction?
- Is there going to be an overpass at Chambers over Smith Road and a new train going to the I-70 exit?
- Would you consider an elevated I-70?
- What way will it be extended? Will there be a park above?
- Why haven't I heard about the I-70 project before?
- Where can I get a copy of DRCOG model of the traffic flow?
- Concerning the new station that is coming to Montebello - what positive impact will that station have?
- How does expanding I-70 benefit the people aside from making roads less congested?

Neighborhood Impact

- Has it already been decided? What about the neighborhood? Has that been considered?
- Heard it was better and cheaper to buyout neighbors. Did you explore it?
- With the housing market the way it is, and affordable housing, how is this going to impact the neighborhood people around I-70?
- What is the impact on property values?
- How does the realignment affect the Coliseum? How does it impact the Coliseum?
- How will existing traffic be handled during construction?
- What are the plans for current traffic during construction?

Express Lane/Tolling/Financing Issues

- Considering the “Cut and Cover” suggestion - why should we spend over a billion to connect two communities that have never been connected? Why not move the school?
- Are you going to start charging for driving on 36 and I-70 to get back and forth to work?
- If you have Express Lanes, can you get in and out? (i.e. Colorado to 25).
- Can we receive federal money for a portion of the project?
- I don't think paying a toll is a viable solution. What percentage of that money will be federal funds?
- If a person wanted to donate to this project, where would they send the check?
- If a toll is implemented, will that make a difference? Or would it be better for rail which was voted down a few years ago?
- How will it be paid for?
- How much would the sales tax on gas need to be to increase paying for project?
- Since 70 is an Interstate highway, why isn't it federal dollars?
- Toll roads on I-70 - why don't you allow the trucks on the toll roads during certain times when highways are backed up?
- Instead of continuing to create toll roads, why don't you use something like the emissions fund to the entire state?

P3 Statements/Questions

- If you decide to use a private partnership to fund the project, will foreign money be considered?
- If you use a private a company, will the project be similar to Hwy 36?

Environmental/Health Comments

- How are you going to protect the people from dirt and dust affecting their health from construction?
- How will you handle the air pollution?
- Where are the fumes going to go when you cover the section of I-70? What are you going to do with the fumes?

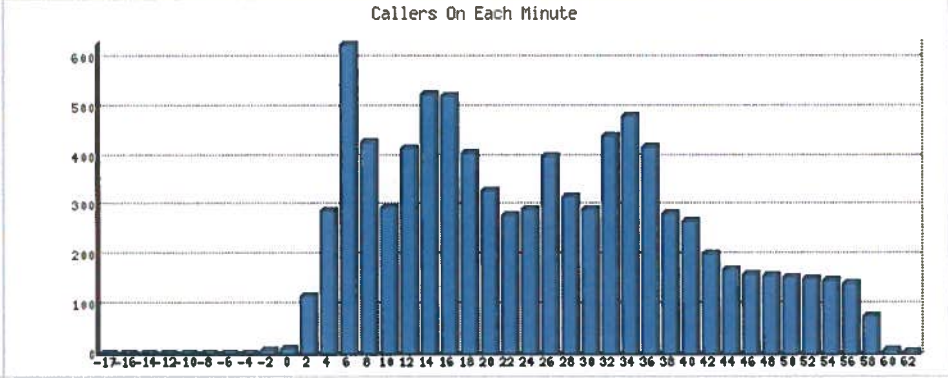
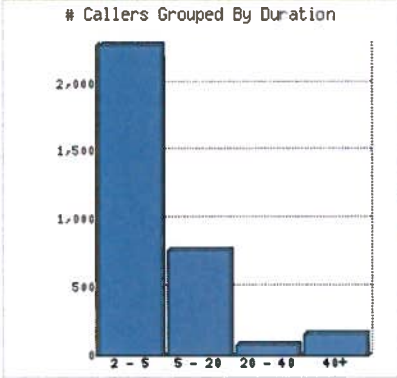


CRL ASSOCIATES, INC



5,228 Attendees						
Attendees	Peak Attendees	Entered Queue	Screened	Contributed	Went Live	Voicemails
5,196 (Outbound) 22 (Inbound) 7 Hosts 3 Screeners	913	42	39	1	23	5

Minutes and Totals			
TeleForum Length	Type	Total Minutes	Avg Minutes
59 minutes	Direct Connect	25,612 (1,783 Inbound)	7



Recap

CDOT (Website) **CDOT**

Polls

Question	Time Asked	Responses																												
#1 - As the state continues to explore new options for transportation choices, funding and partnerships, which approach do you think is most reasonable?	19:10	<table border="1"> <thead> <tr> <th>Answer</th> <th>Key</th> <th>Votes</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Focus on maintaining the current system using existing funds</td> <td>1</td> <td>26</td> <td>29%</td> </tr> <tr> <td>Pursue projects that add new, tolled Express Lanes</td> <td>2</td> <td>18</td> <td>20%</td> </tr> <tr> <td>Pursue tolled Express Lanes with private sector partners</td> <td>3</td> <td>27</td> <td>30%</td> </tr> <tr> <td>Increase the state gas tax or sales tax.</td> <td>4</td> <td>18</td> <td>20%</td> </tr> <tr> <td>Total Votes:</td> <td></td> <td>89</td> <td></td> </tr> </tbody> </table>	Answer	Key	Votes	%	Focus on maintaining the current system using existing funds	1	26	29%	Pursue projects that add new, tolled Express Lanes	2	18	20%	Pursue tolled Express Lanes with private sector partners	3	27	30%	Increase the state gas tax or sales tax.	4	18	20%	Total Votes:		89					
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#3 - Which of the following do you believe about a Public-Private Partnership?

19:29

		Total Votes: 69		
	Answer	Key	Votes	%
	A private company will "take over" the roadway.	1	5	9%
	Private companies can charge drivers whatever amount they want.	2	4	7%
	A private company will make an excessive profit.	3	6	10%
	It will cost taxpayers too much.	4	11	19%
	It will cost drivers too much.	5	14	24%
	A toll will be charged for driving in lanes that used to be free	6	18	31%
		Total Votes: 58		

#4 - Which public engagement mile marker are you most likely to participate in?

19:39

		Total Votes: 61		
	Answer	Key	Votes	%
	An electronic public (or phone/online) meeting.	1	30	49%
	An In-person public meeting to discuss why considering P3.	2	13	21%
	After HPTE considers pros/cons, but before enter into contract.	3	15	25%
	A public meeting explaining details after agreement is signed.	4	3	5%
		Total Votes: 61		

#5 - As the state continues to explore new options for transportation choices, funding and partnerships, which approach do you think is most reasonable?

19:46

		Total Votes: 41		
	Answer	Key	Votes	%
	Focus on maintaining the current system using existing funds.	1	16	39%
	Pursue projects that add new, tolled Express Lanes.	2	6	15%
	Pursue tolled Express Lanes with private sector partners	3	11	27%
	Increase the state gas tax or sales tax.	4	8	20%
		Total Votes: 41		

Broadcasts

TeleForum Broadcast (Id 400037) - TeleForum: CDOT TeleForum 6/25 (ID 11457) (xx) (Direct Connect)

Status: Archived

Graph



Code	Result	Count	Percent
1002	Live Answer	11,469	34 %
1009	Answering Machine	12,328	37 %
1006	Busy	175	1 %
1005	No Answer	3,779	11 %
1008	Fax	576	2 %
1003	Operator Intercept	5,048	15 %
1004	No Ring	112	0 %
1998	After Call Deadline	62	0 %
1995	Outside of Curfew	5	0 %
Total		33,554	

I-70 East Financing Public Meeting 7-8-14 Questions, Comments and Survey Results*

**Questions listed by category. Most of these questions were answered during the meeting, however full answers will be posted to the CDOT website.

Overall Project

- I agree with the project and the bridge needs to be taken care of.
- I can appreciate the logistics of this whole project.
- How far does the project stretch?
- I cannot imagine this would happen in my lifetime.
- A covered park is ridiculous.
- Why save the dog food plant, it smells.
- How is this all going to work with the bridges?
- When will this project start? When will the project get done?
- What about creating art for displays pre/post construction?
- Can we use the youth to create this art work?
- Are lanes being added for this?
- Don't agree with 10 lanes.
- How can CDOT justify 10 lanes given the new driving habits of millennial generation?
- Can we minimize the number of lanes?
- What are the two extra lanes for?
- How will these roads and environment be maintained?
- Has CDOT updated the traffic model from 2005? Is light rail ridership included in the model?
- How does this help Colorado?
- What are we going to do about travel during the construction?
- What about the noise of the construction?
- What about the traffic noise after the roads are put in?
- How will the bridge be dealt with?
- How will the railroad tracks be dealt with?
- How can I get involved? Where can I go for more information?
- Why is CDOT doing this?
- Will anyone be able to throw anything off the side of the bridge?
- Are these plans set in stone?
- Will we have a vote about the outcome?
- How many homes will be torn down?
- Why do we need this now?
- What about EIS?
- What steps are being taken to preserve the original design?
- Is there a training program for the project?

Neighborhood Impact

- Growth will be good for this community.
- How is the community going to be affected by all this?
- Why are we not talking about the Vasquez exit?
- How is the roundabout being implemented?
- Is the city pushing for the roundabout or is CDOT?
- Will homes near the project receive improvements?
- What homes will be affected?
- Is this project going to impact the school?
- Is the motel going to stay?
- How do we find out if our homes are going to be affected?
- Who will take care of the park and will it be safe?
- Will there be new sidewalk accesses for pedestrians?
- How is this going to improve quality of life in the surrounding areas?

Express Lane/Tolling/Financing Issues

- How much will this cost?
- What is the impact on the state's budget?
- Why can't we consider raising the gas tax?
- There doesn't seem to be that big of a gap between \$1.1B and \$1.8B
- Express lanes waste time.
- How do you propose to fill the gap between \$1.1 and \$1.8B? Do the tolls fill that gap?
- Can bridge money be used for other projects?
- How is bridge money used?
- Why are 10 lanes needed? Will revenue from 2 additional lanes fund the lanes?
- Will the toll lanes bring in revenue?
- Where do the funds from the tolls go to?
- How much will the tolls be for those who use it?
- Is this project going to be like US 36?
- What about transparency of funding?
- Will funding go in front of the legislature?

P3 Statements/Questions

- If you can't afford it why do it? If you can't afford it, don't build it.
- How can companies participate in all this?
- We should know the long-term costs of the project.
- People should pay attention to what happened on US36; people should know what their getting with their highways.
- 50-year terms are too long. Need to pay attention to that.
- Senate Bill 197 and Governor's Executive Order underscores need for more transparency and involvement by public in these decisions.
- Do we have truth in lending?
- Can we have clarity on spending?
- How does having a private investor change the costs to CDOT?

- Let us know final costs for project entirety?
- If 1/3 of the cost is coming from the private side, is that money coming from the tolls?
- How long will toll roads be in place with a P3?
- If the project will cost \$1.1B, how does private company participation affect the total?
- How does the private partner make their money? How much will they receive? How does the partnership work?
- Who will build the lanes?
- Who will maintain these lanes?
- How does the toll way differ from US 36?
- What is the relationship between CDOT with HPTE and the OMPD? Who does what?
- How long have these other agencies been established?
- How can outside organizations become private partners?
- Will there be a high set of standards set in place as far as maintenance is concerned?

Environmental/Health Comments

- How will the revenue be used for environment issues?
- What percentage of the cost of the project will fund air quality mitigation? Will CDOT pay to maintain HVAC system at elementary school and air quality mitigation for homes?
- How will the pollution be handled?

Meeting Format

- Thank you bringing this to the community; gives this community a chance to ask questions.
- I do not think this is a good way to explain the financing portion of the project to the community.
- Bringing in the Hispanic news as a communication avenue is very helpful.
- The materials don't explain anything, confusing.
- Like format with chance for everyone to speak and be heard. Should use this format at all meetings.

Survey Questions

Survey Results*

1. As the state continues to explore new options for transportation choices, funding and partnerships, which approach do you think is most reasonable?
 - Focus on maintaining the current system using existing, available funds, without adding new capacity 1
 - Pursue projects that add new, tolled Express Lanes next to existing free lanes to increase capacity, manage traffic congestion, provide reliable travel times, and pay for part of their own maintenance. 5
 - Partner with private companies to finance, build, operate, and maintain new capacity projects in exchange for future toll revenues. 4
 - Work statewide to increase either the gas tax, or a dedicated sales tax to pay for more transportation capacity. 0

2. Which feature of Express Lanes would you like to know more about?

- Who is allowed to use an Express Lane? 3
- How do I pay to drive in an Express Lane? 1
- How do I get into the Express Lane? 1
- How/where do I get a toll transponder? 1
- Does my current transponder work for any Express Lane in Colorado? 1
- How can I use the Express Lane without paying a toll? 2

3. Which of the following perceptions do you believe about a Public-Private Partnership?

- A private company will “own” the roadway.
- Private companies can charge drivers whatever amount they want to travel the roadway.
- A private company will make a profit. 2
- It will cost taxpayers too much. 2
- It will cost drivers too much. 1
- A toll will be charged for driving in lanes that used to be free. 1

4. Which public engagement mile marker are you most likely to participate in?

- A public (or phone/online) meeting about why the I-70 East project is being considered for a Public-Private Partnership (P3).
- A public meeting to discuss what kind of partner is best for the I-70 East project. 2
- Attending a public presentation by each potential partner about what they bring to the I-70 East project. 2
- A public meeting explaining the details and public benefits of the final agreement. 3

5. Would you like different or more formal presentation than the open house format we have structured?

- Yes 2
- No 3