



Central 70 GES Low Income Program Development Study

HPTE Board of Directors Update

October 20th, 2021



Agenda

1. Project background and groups
2. Public involvement, Scope and schedule
3. Case studies
4. Survey
5. Program selection criteria and options
6. Key challenges
7. Next steps

Program Background: Federally Mandated

“ Eligible residents of Globeville, Elyria, and Swansea will be provided mitigation for the financial burden of access to the tolled express lane through either free transponders, pre-loading of tolls, or other means determined prior to the opening of the tolled express lane. Eligibility and the duration of the program are expected to be determined based on factors including, but not limited to, residency, financial burden, number of vehicles per resident or household, etc. ”

Source: I-70 East ROD, 2017

Geographic eligibility: Globeville, Elyria and Swansea neighborhoods
TBD through this study: Other eligibility factors (financial burden, cars per household, etc.)
Program duration
Mitigation measure(s) for financial burden of tolled express lanes

Project Groups

Steering Committee

- HPTE
- CDOT Region 1
- CDOT DTD
- FHWA
- DRCOG
- HPTE BOD
- E-470
- NETC

Stakeholder Advisory Group

- Denver Public Schools
- Two Community Representatives
- City and County of Denver

Special Interest Groups

- Council Member CdeBaca's office
- Council Member Ortega's office
- Registered Neighborhood Organizations (RNO)
(additional organizations as identified by NETC)

What Steps Have We Taken So Far?

Interviews with other departments of transportation and toll agencies that have or are implementing a low-income program.

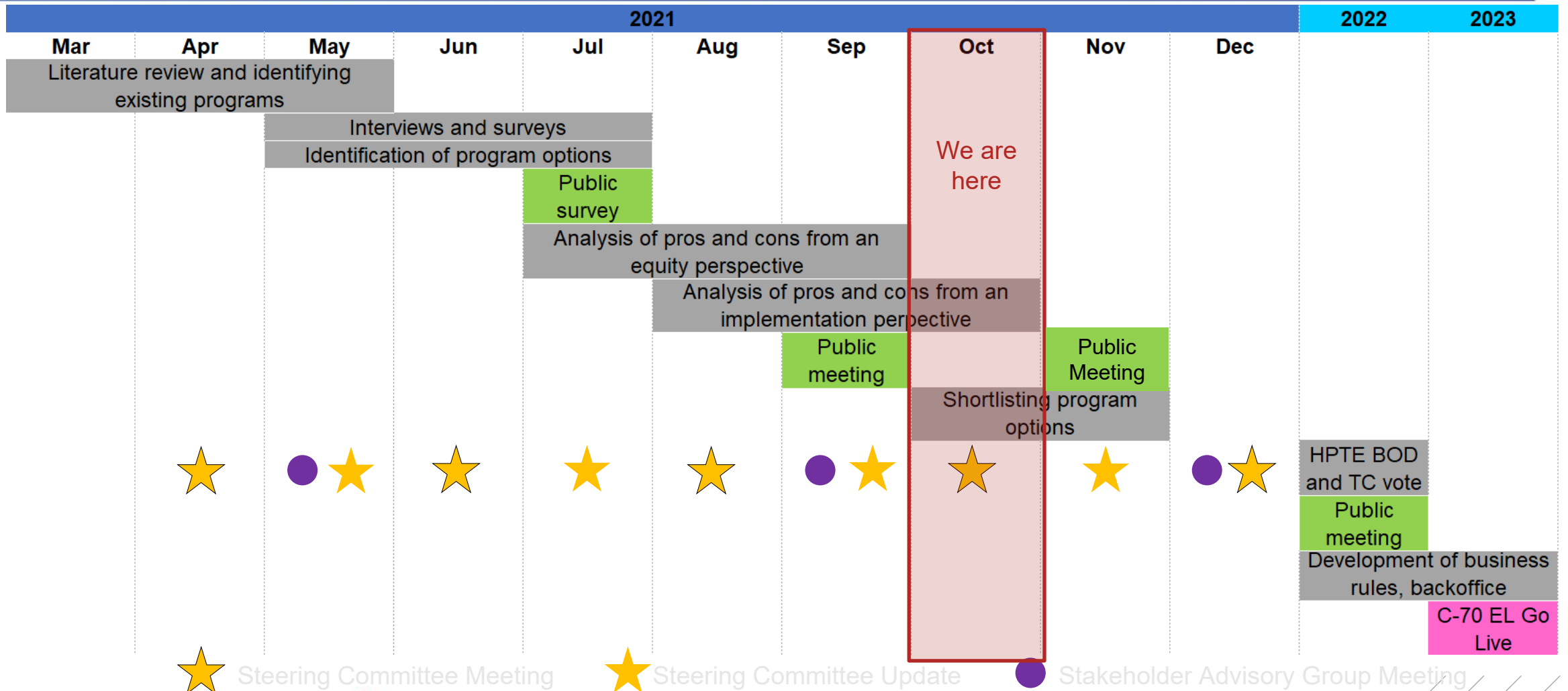
Two Stakeholder Advisory Group meetings

First of three public meetings held in September

Four Steering Committee meetings

Public survey consisting of 30 questions and available in Spanish and English **conducted in GES** which received **275 responses**

Scope and Schedule



Case Studies

LA Metro Express Lanes (CA)

VDOT Elizabeth River Tunnels (VA)

Metropolitan Transportation Commission (CA)

Washington State Transportation Commission (WA)

San Mateo County Express Lanes (CA)

Public Survey

- Open between June 25 - July 31
- 30 mostly multiple-choice questions
- Online and hard copy formats
- Incentives for completing the survey (\$50 gift cards - 6 winners each week in July)
- 275 responses received



CENTRAL 70 PROGRAM DEVELOPMENT STUDY

Are you a resident of Globeville or Elyria-Swansea? Each Friday in July, we will be giving away a \$50 gift card to residents who participate in the Central 70 Program Development Study survey. If you are a resident of Globeville or Elyria-Swansea, please provide us with your contact information so we can reach you.

This survey is designed for you to provide information about your travel patterns, neighborhood needs, and interest in high performance express lanes. The High Performance Express Lanes Program is a tolling program that provides access to the tolled express lanes for high performance vehicles. The program is being implemented in the Elyria-Swansea neighborhood.

The survey will take 15-20 minutes to complete. If you are interested in the survey, please answer the following questions:

<https://tinyurl.com/C70-GES>

ESTUDIO DE VIABILIDAD DEL DESARROLLO DEL PROGRAMA DE BAJOS INGRESOS DE CENTRAL 70 GES

¿Es usted un residente de Globeville o Elyria-Swansea y desea tener la oportunidad de ganar una tarjeta de regalo visa de \$50? Cada viernes del mes de julio de 2021, estaremos eligiendo a seis ganadores como agradecimiento por participar en la encuesta de estudio de desarrollo de programas de bajos ingresos de Central 70 Globeville y Elyria-Swansea (GES). Simplemente complete la encuesta a continuación y proporcione su información de contacto para que podamos comunicarnos con usted y entregarle su tarjeta de regalo si es elegido en el sorteo semanal.

Esta encuesta está diseñada para que los residentes de los vecindarios de Globeville y Elyria-Swansea entiendan sus rutas de viaje, y estén familiarizados con los carriles rápidos. Una División de Empresas de Transporte de Alto Rendimiento del Departamento de Transporte de Colorado utilizará los resultados de esta encuesta para desarrollar una lista de programas de bajos ingresos efectivos y facilita el costo para acceder a los carriles expres con peaje para las poblaciones de bajos ingresos en los vecindarios de Globeville y Elyria-Swansea.

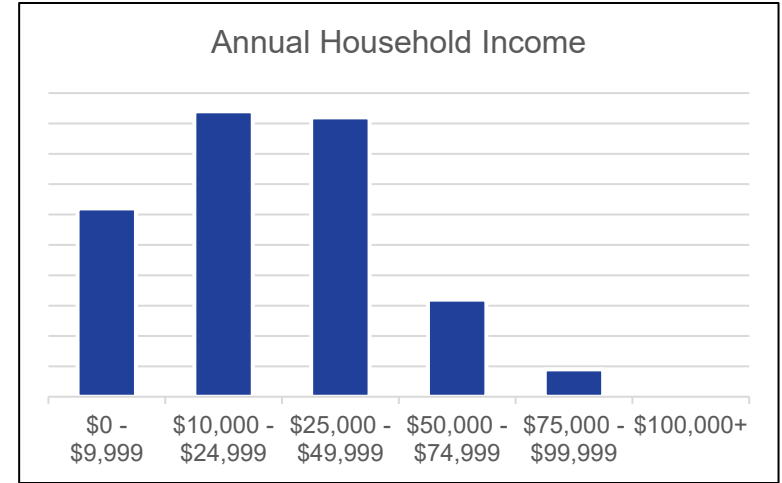
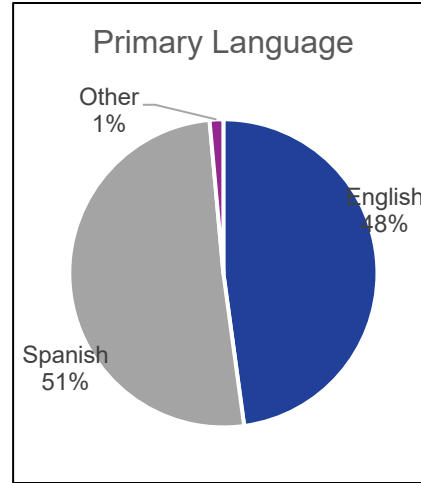
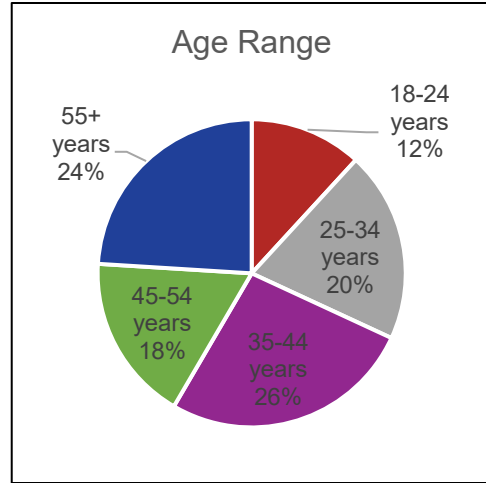
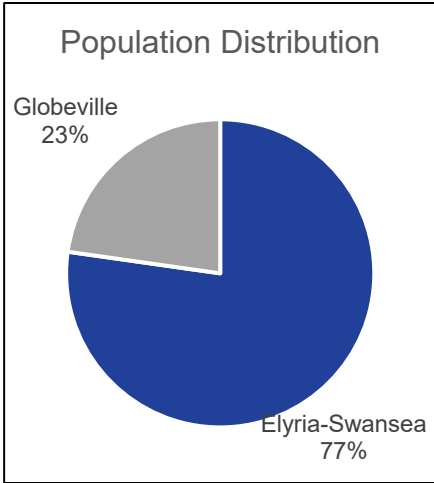
La encuesta les tomará entre 15 y 20 minutos en completarla. (For English, click here - <https://tinyurl.com/C70-GES-LowIncomeStudy>). Para determinar si es elegible para realizar la encuesta, responda las siguientes dos preguntas:

Public Survey Outreach

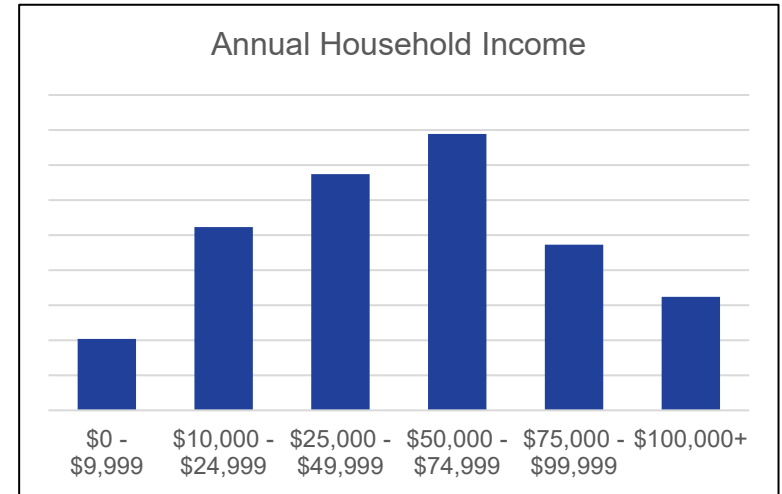
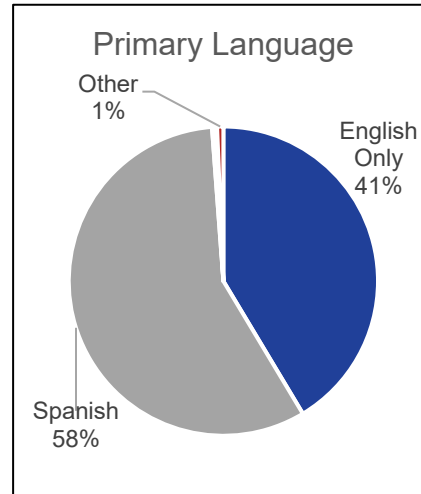
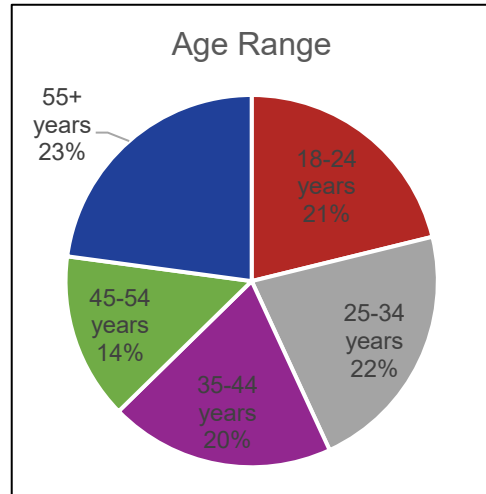
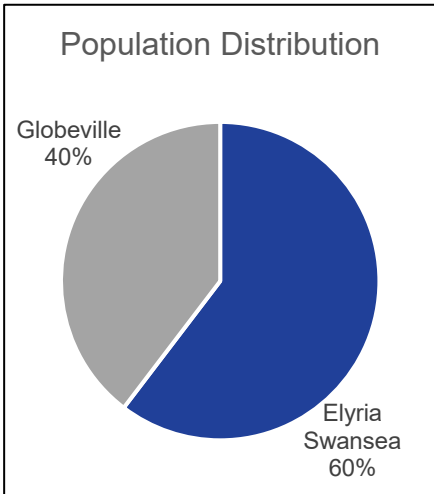
- **Community Events**
 - 15 events/NETC community office hours to promote the survey and encourage participation.
- **Hard copies**
 - Provided at select **pickup/drop off locations** in GES: rec centers, libraries, and community partner organizations.
 - Community members collected hard copies.
 - Survey flyer included in the **NETC quarterly newsletter**, mailed to every 80126 household.
- **Online**
 - **Facebook ad** was created promoting the survey to residents of GES using geotargeting.
- **Amplification**
 - Survey distributed to **RNOs and Councilwomen Ortega and CdeBaca** to distribute to their networks and via social media feeds.
 - Flyer also included in the weekly **Grow Haus food boxes** (approximately 1600 flyers sent multiple times to around 600 households)

Survey Representativeness

Respondent Characteristics



Neighborhood Characteristics



Survey: What Were The Key Takeaways?

Category	Takeaway
Car ownership	7% do not own a car, 25% have a car-lite household
Preferred alternative mode	27% would not take alternative mode, 26% would use transit (bus and/or light rail)
Travel mode	72% drive alone, 13% use the bus, 4% use light rail
Use of I-70	84% use it at least once a week. 45% use it less than 5 times a week.
Toll Tag	83% do not have an ExpressToll Tag.
Banking	55% do not have a credit card and 30% do not have a bank account

Public Meeting #1 Residents' Feedback

- **Program eligibility**
 - Consider raising the income cut-off from 185% FPL or removing it entirely
 - Everyone in the neighborhood should get the benefit irrespective of their income
- **Transponder option**
 - Transponders shouldn't be restricted to one per household
- **Consider residents who do not own cars or do not have a bank account**
- **Program should last at least 10 years**, but preferably for the life of the Central 70 contract (30 years)
- **Education in English/Spanish** of how each service works & a way for residents to have access to the options locally
- Transit pass benefit will not be effective if **transit service in the neighborhood** is sub-standard. There are currently three bus routes that run through GES.
- Fund a **shuttle system** connecting Globeville to Elyria-Swansea
- Neighborhood needs more **sidewalk and bike lane improvements**

Council Members Feedback

- **A percentage of C-70 Express Lane revenue should be earmarked for equity related programs in GES**
- **Additional revenue could fund the shuttle bus**
- **Raise the income threshold for eligibility**
- **Community involvement in budgeting discussions**
- **Transponder program should be ongoing and not one-time**
- **Program should be in perpetuity**
- **Displaced residents should continue to receive benefits**

Low-Income Toll Program Considerations

Eligibility

- Residence within a geographic boundary
- Income threshold based on Federal Poverty Guidelines

Enrollment

- Frequency
- In-person or online

Verification

- Enrollment in another program
- Proof of residence and household income
- Concerns for undocumented residents

Accessibility

- Technology
- Banking
- Program awareness

Program Selection Criteria

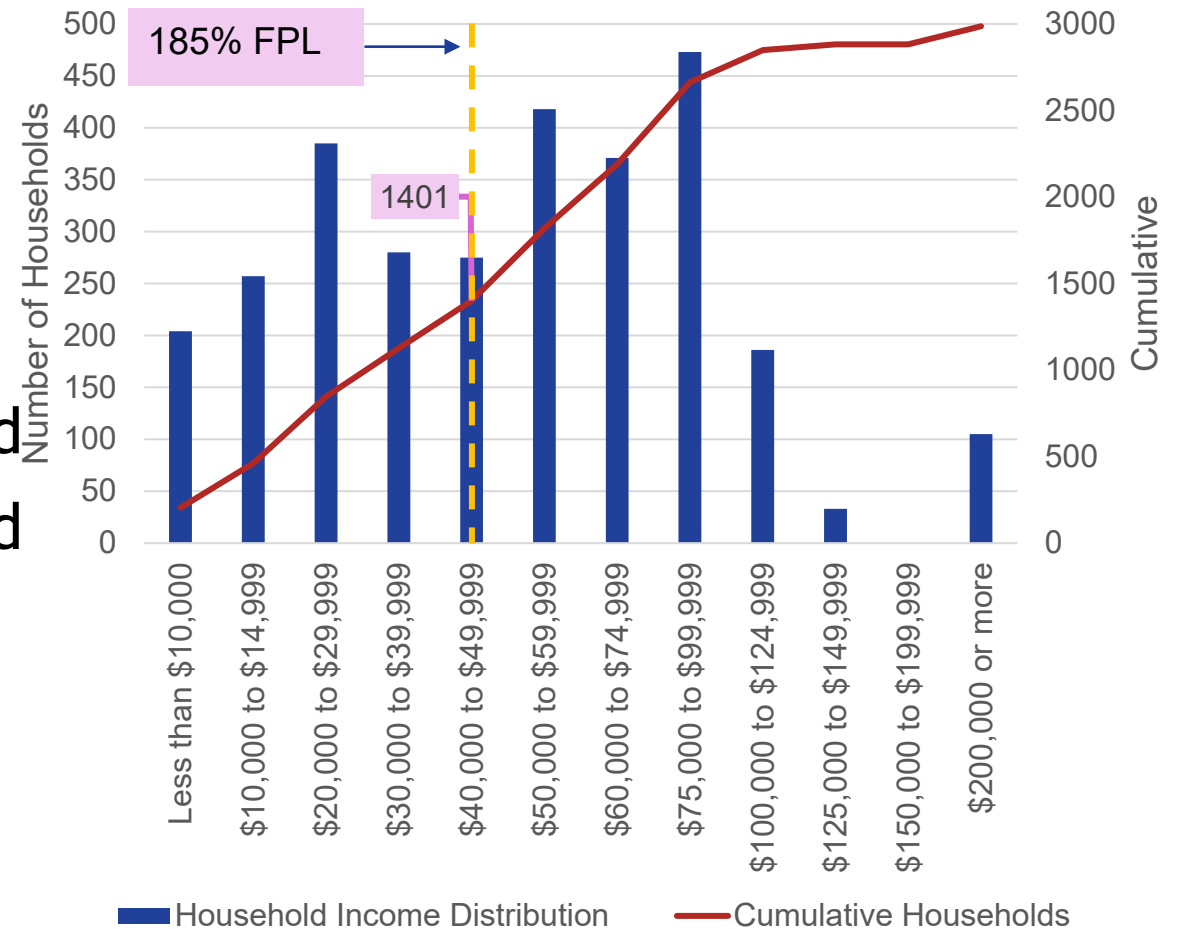
Eligibility:

Household income should be below 185% of Federal Poverty Level

- Below \$49,000 for a 4-person household
- Below \$40,625 for a 3-person household

43%, approximately 1,401 households, would qualify

Household Income Distribution in GES



Program Option Categories

1- Flat benefits

2- Neighborhood benefits

3- Frequency-based benefits (retired)

4- Waivers (retired)

5- Caps (retired)

Three Shortlisted Program Options

1.

Identify a popular program in GES expected to end after construction of Central-70 and continue to fund and manage it (e.g. RTD bus passes)

2.

Transponder with an initial balance (amount TBD)

3.

Combination of options 1 & 2

Key Challenges

Precedent: Whatever we choose will be setting a precedent for other corridors on the network including I-270

Project Funding: Revenue generated on Central 70 could be used to help cover some of the costs of the I-270 project

Low revenues: during three-year ramp up period (2023-2025)

Federal statutory constraints on use of toll revenue (pending legal advice)

Next Steps

Budget: Discussions with CDOT on the proposed level of funding for the program

Public Meeting #2 (virtual) November 16 (5:00 – 7:00 pm)

Final program selection presented at third public meeting

HPTE Board and TC discussion in January/February 2022 and subsequent request for approval the following month.

Questions?