

C470 Town Hall Voice Messages and Resolution

ID#	NAME/PHONE	MESSAGE (#1-10 not location-specific; #11-19 Jefferson County; #20-26 Arapahoe; #27-35 Douglas County)	RESOLUTION
1	TONI TUCKER [REDACTED]	Hi my name is Toni. You called me when I was on vacation. I could not go to the meeting, but I would like to know what this is about, the coalition. Could someone call me at [REDACTED] or [REDACTED]. I would really appreciate that. Bye. 9/19/14	9/29/14: Ms. Toni Tucker indicated she is a retired person with a fixed income. She was glad to hear (via this telephone call) that the proposal will leave the existing lanes free of charge and that there will be a choice to use the toll lane(s) or not.
2	DEBBIE SCOTT [REDACTED]	My name is Debbie Scott last night and left me a message. I do take C-470 now and then and would like to talk to someone please. My number is [REDACTED]. 9/12/14	9/29/14: Ms. Scott indicated that she does not support additional toll facilities. She uses E-470 to get to the airport and once took the E-470 continuation north to I-25, which was very expensive. To address the cost issue, she suggested that regular toll facilities who prepay could receive a discount. She noted that if this were done through employers, like RTD discounts, only workers at major employers would benefit. In that case, maybe something should also be offered to small firms and the self-employed.
3	DAVE DRUMEN [REDACTED]	You can call my number [REDACTED] Dave Drumen if you have another phone call on C-470 toll road. It is a better number for me. Thank you. So my name is Dave Drumming and my phone number is [REDACTED]. And my opinion is that they are saying they need this toll road because of more people and more houses and everything like that. It is my opinion that if we are going to have more growth then the developers and new people need to pay their portion of it because they are causing all of the congestion. The people that are already here shouldn't have to pay for a toll road. The growth needs to pay its way upfront so that improvements that need to be made can be paid for. Please call me at [REDACTED]. Thank you.	9/29/14: Mr. Drumen reiterated his voice message that the needed road expansion fueled by growth should be paid for by developers and the new residents to the degree feasible. He was glad to hear that the proposed C-470 improvements will offer the choice to stay in the free lanes.
4	MERLIN KLOTZ [REDACTED]	Good evening this is Merlin calling. I'm puzzled not that I dispute the conclusions that the coalition has reached but with the 300,000 current residents of Douglas County, projected to soon to be 500,000, being major users of C-470 corridor why is Douglas County not part of the coalition? Do they disagree with these conclusions? Something is missing in this puzzle. I'd like to know. [REDACTED] or [REDACTED]. Thank you.	9/29/14: Mr. Kelson stated he had not heard Douglas County listed as a Coalition member during the telephone town hall, but may have been mistaken. Doug Eberhart indicated that possibly there had been a verbal omission, and that there is a recording that can be checked. In any event, yes, Douglas County is not only
5	GAYLE POTTER [REDACTED]	This Gayle Potter. I got a phone call and I'm sorry I missed your town hall meeting. My telephone number is [REDACTED]. Bye.	9/30/14: When contacted, Ms. Potter said she had not been able to listen to the telephone town hall but was interested in finding out what transpired. Doug Eberhart directed her to the project website where she could listen to a recording of any or all three of the telephone town hall events.
6	DICK [REDACTED]	My name is Dick. What I don't understand is Governor Ritter took and got fees on our car registration for increasing of taxes and I think you are a fool if you put in a HOV lane, you should just widen the road and let that take care of it. That is my thought. Thank you. [REDACTED].	10/1/2014 – Dick reiterated his points made at left. Doug Eberhart explained that currently CDOT does not foresee a P3 approach to this project, although that decision has not been finalized. Doug explained how the project has changed since the 2006 EA. Randy expressed opposition to Colorado Boulevard access and Doug indicated that the current Proposed Action no longer provides access there.
7	DON KELSON [REDACTED]	Don Kelson at [REDACTED]. Thank you.	9/29/14: Mr. Kelson indicated he did not recall leaving the message and in any case has no questions regarding C-470 at this time.

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8	BEA WILHITE [REDACTED]	Good morning. This is Bea Wilhite. My telephone number is [REDACTED]. I was away last evening when we received the information by phone that there would be a town hall meeting. I would like to listen to the dialogue that occurred. I would like a call back so I can be connected to listen to what happened on the town hall meeting last evening. Thank you very much.	9/29/14: Ms. Wilhite is concerned about safety on C-470 west of the toll lanes project area. She says that traffic always slows in the vicinity of the Morrison interchange, where the road seems to narrow down. She stated that the area is particularly dangerous in the wintertime with icy conditions. A single car sliding sideways on C-470 at the bridge can back up traffic for miles. She recommends that CDOT consider spot widening in this area.
9	STAN ANDERSON [REDACTED]	Yeah I was just inquiring about the configuration for the toll lanes in the inside lanes. Would it not be more prudent because of all the egress and access to put that toll lane on the outside instead? My name is Stan Anderson and I can be reached at [REDACTED]. Thanks.	9/29/14: Doug Eberhart explained to Mr. Anderson that the majority of projected future traffic will be in the free lanes, not the toll lanes. Putting the toll lanes on the inside will minimize the number of people who have to merge across lanes to reach that portion of the facility. Mr. Anderson indicated that he supports raising the Colorado gasoline tax to pay for road improvements because the money would stay in our state and not go back to Washington DC where the Federal government would take a cut of it. He said that he would favor widening the nearby parallel arterial streets, especially County Line Road, where there are businesses that could benefit from additional traffic. He noted that the Santa Fe flyover would represent an obstacle to continuation of County Line Road westward at Santa Fe.
10	NO NAME NO PHONE NUMBER	The government is supposed to pay for our roads, but it isn't what not make it mostly open and when you do charge a toll, charge a lot so the people that want to pay and use it are paying for all of the costs? That's what I think. Thanks.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.
11	CHRIS [REDACTED]	Hi, I believe it was Commissioner Peterson that brought up that high efficiency vehicles would be allowed. I'm assuming this is going to work the same way as the I-25 portion, the express toll lanes from Denver, north to basically the Boulder Turnpike, to where multi-passenger vehicles would be allowed at no charge as well as motorcycles. If that is a correct assumption, I also wonder if there has been any discussion around electrical plug-in vehicles being included in that? I don't mean the average hybrid, I mean only plug-in electric cars? So, not every Prius on the road would get to go into the express toll, but the electric cars are much more efficient than even motorcycles, so I wondered if there's any thought there? If you need to get a hold of me, [REDACTED]. That number I'm on right now is [REDACTED]. My name's Chris – thank you very much.	9/29/14: Mr. Chris Akner (spelling?) was under the impression that the C-470 proposed action included HOV lanes, based on a comment he heard about HOVs by Commissioner Peterson. Doug Eberhart explained that the proposal calls for toll-funded lanes, not HOV lanes. Mr. Akner asked whether there are any HOV or clean car toll exemptions on private E-470, and learned on this call that there are not. Mr. Akner suggested that as an air quality improvement strategy, the use of electric vehicles could be encouraged by giving them a toll exemption.
12	DON [REDACTED]	Yes, this is Don. I'm sorry I couldn't wait any longer. I got two points, one is history seems to be repeating itself. They tried this in California and failed miserably, and CalTrain had to take in and buy up that extra HOV lane and open it to the public. Secondly, Governor Lamm when he sold C-470 instead of I-470, said that this would not be a problem to the State. Looks like history again is going to bite us instead of taking care of us like it should. [REDACTED]	10/1/14 Mr. Don Wynkoop reiterated his two points noted at left. Upon exploring the California comment in conversation, it was determined that Mr. Wynkoop was referring to HOV lanes. He thought that HOV lanes were proposed on C-470 but Doug Eberhart explained that they are toll lanes, and that the potential for HOV3+ exemptions was still under consideration by CDOT. Mr. Wynkoop also was not aware that the existing lanes would remain free and that only the new lanes would be tolled. He felt that having this choice would be acceptable.

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13	RANDALL [REDACTED]	Yeah, I think raising gas taxes isn't going to be favorable by any means, because they're already having problems with gas prices cause it's going up. So to raise our gas taxes to get funding for this project is kind of, I don't want to say ludicrous, but it's definitely going to be unfavorable. The other comment I'd like to make is I'd like to see a graphic drawing, if there is one on 470 project? If there's one online I'll go online and see if there's anything on it so we can see how wide the lanes are going to be, how many lanes they're going to be, when the project is close to being completed, or if there's just going to be an HOV lane. The one lady was talking about earlier the access going in and out, that was in the Houston, Texas area. They have HOV lanes that allow you to go in and out of your toll lanes, so uh anyways, that's my comment. My number – oh you got it – [REDACTED]. My name is Randall. Thank you.	9/29/14: When contacted, Randall was very busy. He provided an e-mail address so that he could be sent a diagram of the proposed typical sections. The typical section display board information was e-mailed to Randall at [REDACTED] at 2:19pm.
14	NO NAME NO PHONE NUMBER	I just want to take a moment to thank you all for your very hard work on this project. I can really tell that you've put a really thorough analysis into this and I do trust that you will do great work with this. Thank you.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.
15	JERRY [REDACTED]	Yes, I'd like to leave a comment. I have lived in this County for 35 years, I've watched people re-build the road 3 times, (inaudible) Chatfield, between Wadsworth and Garrison. We've lost half our Sheriff's Department, you want a 53% tax increase on Foothills, okay? People voted down the paramedics, which is wrong. I think we need new Commissioners – we need new blood. In my own personal opinion, I don't think you people know how to budget things. In 1988, I went into a warehouse at the Jefferson County School District and they had a 50,000 square foot warehouse; not one person in there, not one particle in there. So, answer that. Why are you doing this with the taxes? What is the problem? I don't understand. You people don't know how to budget or not. I'm not trying to be critical, I'm being honest. This is ridiculous – this is insanity. One gentleman said we pay the highest Federal taxes... my god we got wonderful schools out here... more and more and more and more. Tax, tax, tax, tax, tax. I think you people need to go to school. Class 101 in my opinion. Jerry [REDACTED]. Maybe this needs to hit the newspaper – big time. Okay? Thank you very much for your time; I'll wish you the best. This county needs improvement. People at the Motor Vehicles say they want to keep their job, they keep their mouth shut. I don't like hearing this, this is not good. Goodnight.	NO CALLBACK NEEDED. The caller stated he wanted to leave a comment. He did not ask a question or request a call back. His comment was that there are too many taxes. There was no specific question or comment regarding C-470.
16	JOHN NO PHONE NUMBER	Hi, this is John. I just wanted to thank you for the opportunity to voice our opinion. Um, I'm retired... I'm very much opposed to toll roads and toll lanes – anything like that. This should be financed with the needed number of lanes but from other sources, and it may take some effort on your part. For example, I voted for the marijuana law to help fund our infrastructure ... not just education but all of our infrastructure. I would be not opposed to changing that law. I think it's wrong to have stuff earmarked for one person/purpose such as education, because then people can't use it where it's most needed, and I think our infrastructure is extremely important – more important than education probably because you can be very educated but if you don't have very good infrastructure to support jobs, you don't get jobs for these people. So ... anyhow, it's just not flexible to have money earmarked for one purpose. It needs to be ... people need to be able to use it where it's most needed. But I'm totally against tolls – I think you need to go back and try changing the law or do something else to raise money. Bye.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.

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17	JOHN ANDERSON NO PHONE NUMBER	Hi, I'm against the toll road. I read sometime back about a year ago that the toll road from I-25 to the airport that we have today is the most costly toll road, per mile, in the United States, and I'm afraid it's going to get away from us. So I don't think we should have a toll road. We should widen the road as we can, and just let it go. Let it go from 470 to I-25, and I don't see any reason to have a toll road. This way, the people that are in charge can handle everything and control it. Once you have a toll road, you don't control it at all, because they've had some little scandals from and some things from I-25 to the airport about over-charging and penalizing people and all this kind of stuff, so you take it out of the hands of the people who know what they're doing with building the road for our counties here and let it go with that. For instance, I think the one that goes to Boulder is way out of hand when you sign a contract for 50 years. For a toll, I think that's just plain asinine that you would let somebody outside the realm of running the area – the people that know it – to do that. Not somebody on the outside. For 50 years?! It almost sounds unreasonable – completely. Thank you. John Anderson.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. Is it possible that Roger Sherman's computer software would have recorded the incoming phone number? The HPTE will decide an appropriate funding and operating plan for this C-470 facility. Their staff has indicated that they do not anticipate using a P3 approach, so the highway would not be turned over to any third party for any length of time.
18	RANDY [REDACTED]	Hello. My name is Randy, and I live right on 470, and I've been listening to these plans for this additional lane for probably 4 or 5 years. I know there's been studies done that indicate that a third toll lane will really do nothing to alleviate the traffic, so I'm curious why you're pursuing that direction. My thought would be, it would be much better to add a third lane, that would be a free lane, because then all traffic would get the benefit of the additional lanes to drive, and would alleviate the traffic problem. Or, if a toll lane is still the thought, I would suggest that you add two additional lanes each direction, and pay with both of them with the one toll lane, so you'd have one toll lane and basically one additional free lane (tax-paid lane). Basically, you're going to have to re-build every overpass anyway. If you're going to go to that much work, you might as well add two more lanes instead of just one. I just really don't believe one lane, toll or otherwise, is really going to alleviate the problem. So anyways, just my comment, if you're going to re-do all those bridges, put two lanes each way. And if one of them needs to be a toll lane, then that would probably be fine. Thank you very much. Yeah, I just wanted to let you know that I consider this a corrupt form of government. What you're doing is awful. You're taking away the right to vote for the citizens, and creating another corrupt way for you to make money. After C-470 and the Boulder Turnpike debacle, you people should know better, and I hope the voters react to this and vote you all out of office because that's what you deserve. Thank you. This is Randy, [REDACTED].	9/30/2014: Doug Eberhart left a voice message for Don at 2:30 pm., leaving contact information in case Randy has any questions about the C-470 project. [On the answering machine tape, it sounds as if Randy's last name may be Rand or something similar to that...]
19	TAMMY NO PHONE NUMBER	Hi, my name is Tammy, and I just want to thank you for including us for this beginning process of the 470 toll process. I realize certainly that we can't please everybody, and to give everyone options for ways of getting around this busy town of ours is wonderful. I do live just off of 470 and Wadsworth, and just want to point out – I'm sure you've already researched it but if you haven't – try merging onto 470 coming off of Wadsworth during rush hour is very difficult, and I'm just curious since that toll road could end there, what happens to all that traffic merging back into two lanes when it's already a difficult merge? So, I hope that you'll look at that also in your preliminary planning. Thanks again.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. Merge movements for express lane ingress and egress have been studied thoroughly in the development of the proposed action. Access/egress locations have been determined based on safety and revenue needs.
20	KATIE NO PHONE NUMBER	Hi this is Katie. My question regarding C470 going west bound is I have noticed that east bound isn't used as widely and I know people use Lincoln Road and Arapahoe Road and some other east-west routes to get to Parker and I have seen how Lincoln is so congested and other roads are congested and I'm concerned that if you start charging tolls it is really going to push all of the west bound traffic into the neighborhoods and outlying areas because people do not want to pay the toll. It is expensive and there are so many other ways to get into Highlands Ranch that it is really going to cause problems. What kind of studies have you found looking at east bound traffic to show you that it will be a good idea on the west bound side?	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.

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21	NO NAME (MAYBE KATIE CONTINUED)	I'd like to pass along a thought that on the east coast whenever they have implemented a toll they have never been removed. We don't want to turn into New York City, please, or Philly. As one who was born and raised there, don't bring them to Colorado.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. Currently, CDOT anticipates that C-470 express lane tolls would be collected permanently with no expiration.
22	MIKE [REDACTED]	Yes, I'd like to leave a question. First, how many people are polled tonight on this call? Secondly, based on that number, if 67% of them I believe is the correct number who said they would never use the toll, and another 22 or 23 said they would barely use it, would there be some consideration to possibility look at a lower toll in order to get more participation and use of the toll lanes which could generate more revenue. If you would like to respond to that, my name is Mike at [REDACTED]. Thank you.	9/29/14: At 2:40 pm Doug Eberhart left a detailed message on Mike's answering machine. He indicated that during the night when this question was asked, a total of 108 persons responded to the poll question. Other persons had the opportunity to respond but did not do so.
22	NO NAME [REDACTED]	Yes, I want to know if the positions on this board, for the C-470 corridor, are paid positions. My number is [REDACTED].	9/29/14: When this phone number was called, a woman answered and called her husband Pete to the phone, as he was the person who had asked this question. Pete came to the phone and reiterated the question at left. Doug Eberhart explained that this toll facility would be administered by HPTE, a subdivision of CDOT. The HPTE staff consists of salaried State employees. There would be no new board created for the C-470 corridor. Pete had just experienced a damaging hail storm moments earlier. Doug left his name and phone number in case Pete had other questions to ask at a more convenient time.
24	QUINCY NO PHONE NUMBER	I actually have a comment. My name is Quincy. I really don't think that two lanes going in one direction and one lane going in the other is going to solve any kind of traffic issue at all. It is a fluke. The Boulder turnpike is a classic example of failed ideas of traffic management. I seriously believe C-470 has enough space to add at least three lanes to each side. I seriously believe is time for this city to update itself and have the look and the style of a major city instead of these rinky-dink transportation ideas. It was a bad idea to build light rail out to Park Meadows Mall when DIA was built. It should have gone to DIA first thing. Park Meadows isn't that important. That could have been built last. When the southern corridor expands even more when the population grows one lane is not going to make a dent to anything concerning traffic. Thank you.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. CDOT faces a funding shortfall of \$118 million for its proposed interim project, and does not have money to add three lanes in each direction.
25	SAM NO PHONE NUMBER	Hi this is Sam again with a follow-up question. This is to the mayors again, my question is this...is it fair for only the rich people to use the express toll lanes and not the people who are on fixed incomes and maybe can't afford a \$6 charge for the road. Is that fair? Are we building roads again that only the rich can afford to be travelling on and the people who can't afford it just have to sit and wait. Is that fair? That is my question and that's what you are proposing. And I think you are wrong. Thank you very much.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.
26	THERESA CONLEY NO PHONE NUMBER	Hi this is Theresa Conley. I have been listening for about a half-hour to the town hall meeting but to attend to other obligations. I think it is great that you are having the town hall meeting but it feels very much like the answers from your experts are canned and really don't get into the depth that the callers are asking for. For example, one gentleman asked why wasn't the cost of this put into just expanding the lanes to the existing C-470 corridor and again I felt the caller's couldn't comment or ask further questions on their initial questions. It seemed very obviously they were cut off and there was a sense of very canned answers and I don't think we are getting to the meat of the questions and that is very worrisome. As a resident of Centennial that goes on that highway multiple times every single day I really feel like there should be more in-depth, more detailed, less nuanced answers from our public officials and CDOT. This is a huge project and it is going to affect a lot of us. I think there are some real rational questions that are being asked so please take them seriously and answer them in authentic, non-canned manner. Thanks so much.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. The limited time available for the telephone town hall meetings did not permit in-depth discussion with follow-up questions. However, during each town hall event, the C-470 project staff indicated the time, date and location of upcoming open house public meetings where opportunities for in-depth discussion would be provided. A Google search found two apparently prominent Theresa Conleys in the Denver region. One is a litigation attorney and another a Denver University faculty member. Perhaps local elected officials would be familiar with this person.

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27	ADA LOVING [REDACTED]	Ada Loving. [REDACTED]. I just wanted to make a comment. I am very excited that you are planning to put some toll lanes on C470; I think it makes the most sense and it will enhance the usefulness of the highway for the public. Thank you. Bye, bye.	NO CALLBACK NEEDED. The caller made a comment and did not ask a question or request a response.
28	NO NAME NO PHONE NUMBER	I let your operator know that I think the tallying for your thing was way off; because you had everybody punch a, b, or c. The a/b/c/ on my phone are all the same number; the a/b/c/ on my son's phone are all different numbers. So if we each, if he was tallying and I was tallying you would get mixed results. You probably need to check that out and check the tally again and have everyone vote again because everybody probably picked out different numbers and different alphabets, it needs to be 1, 2, or 3 instead of a, b, c, because everybody has different phones with different letters that equal different stuff. So your tally is really way off. If you really want to know what the people want to say you need to really get an exact tally of what we are saying and not just guessing and say o.k. we had a forum. Thank you and you have a great night.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED. This comment deals only with the technology used at the town hall meetings, and is not a C-470 question or comment. The instructions actually were for the caller to press a number, not a letter. The telephone input exercise was not designed to be a scientific poll.
29	DONALD GONZALES [REDACTED]	Hello. Will the tolls on the road be 24 hours a day or just the peak traffic hours? I assume you'll want them to be 24 hours a day because they are really a means to pay for the road. But I think that is bad. Donald Gonzales at [REDACTED].	9/29/14: Mr. Donald Gonzalez was reached at this telephone number and stated he had no recollection of leaving the message about C-470. He said he had no questions about C-470.
30	NO NAME NO PHONE NUMBER	Hi, I don't need a call back on this but it seems to me that some consideration to limiting growth in the area needs to be considered as well as how to handle increases. Thank you.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.
31	JIM [REDACTED]	I listened to all the questions and hoping to get mine in, didn't get through the queue; so I thought I would leave a message. I was just wondering if you had thought about the fact that high income affluent folks who can afford the toll and benefit from this new lane and, I am sorry I am riding an exercise bike; lower income less affluent folks won't be able to benefit from it. I understand removing a few cars for the rich people that use the lane will benefit everyone but it seems like the rise in use of tolls benefits the people who can afford it and has very little benefit for the people who can't. The use of public highways should benefit everyone. So that is my comment. My name is Jim at [REDACTED]. Thank you.	9/30/14: Jim lives in Arapahoe County near Broadway and commutes westward on I-70. He feels the proposed action would benefit affluent Douglas County residents more than the Arapahoe County working class. Doug Eberhart explained that there has been an ongoing public process through the C-470 Coalition, including Jim's city and county representatives, to gauge public support for a funding mechanism for C-470 improvements. Jim said that of the choices of sales, tax, property tax or tolls, he also thought tolls were the least objectionable. Doug noted that the proposed action includes auxiliary lanes that will help improve traffic flow for all motorists in the vicinity of interchange on-ramps and off-ramps. Jim had no further questions.
32	NO NAME NO PHONE NUMBER	First of all appreciate you guys having the call. That's great, good communication. Big thing would be where is the federal government in this; where is our congressman as far as helping us find funding through the federal government; it seems like it would be so easy to add a 3 rd lane onto C470; everything is built the bridges are there you'd just have to put in the extra lanes. So it seems crazy to be spending even more money for doing a toll road. That is my comment. Not really pleased with the approach. Thank you.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.
33	RON [REDACTED]	My question and comment are that Douglas and Arapahoe citizens, taxpayers, paid for and subsidized C-470 when it was initially built. If you go through with your proposed plan to create a toll road will those same taxpayers be rebated or receive a lower rate to use the toll lane or are we going to be expected to subsidize this project again so that people that don't live in this area have the benefit of using the same roadways and congesting those roadways further. I welcome a call back to discuss this. Ron at [REDACTED]. Thanks.	9/29/14: Doug Eberhart left a message on the answering machine at 2:05 pm. The machine indicated it was the Harvey residence, including Mr. Ron Harvey.

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34	MARY BRADLEY [REDACTED]	This is Mary Bradley. [REDACTED]. Last night the last name Bradley was brought up but there was a disconnection or something and you couldn't get through to me, is there a reason why you didn't try again, since I have been sitting here the whole time? But my question was what about a discount for seniors. I know RTD does, for light rail and bus, I travel that. It just seems to be a little high if a senior has to go to the doctor a couple of times a week and has to pay that every time. I am just curious is there going to be one lane you don't have to pay on, if you are willing to wait in line? Thank you.	9/29/14: Ms. Bradley was confused by receiving this callback. She seemed to think that there might be another town hall happening and she emphatically did not want to participate. She asked that her name be removed from our contact list and hung up.
35	NO NAME NO PHONE NUMBER	Hi, I just want to thank you very, very much for including me in town hall discussion. I am a senior; I read about it the first time this morning, I think it was in the newspaper. I had a lot of questions and I found tonight's discussion very enlightening and very informative and I'm saying go for it. Go ahead with it. I think as long as we have a choice to use the express lane or not use it, I think that is the most important factor in this whole project – we have a choice! And I like that. Thank you so much again for including me. Goodbye.	NO CALLBACK BECAUSE NO PHONE NUMBER PROVIDED.