



Presentation to the Transportation Legislation Review Committee

August 10, 2012



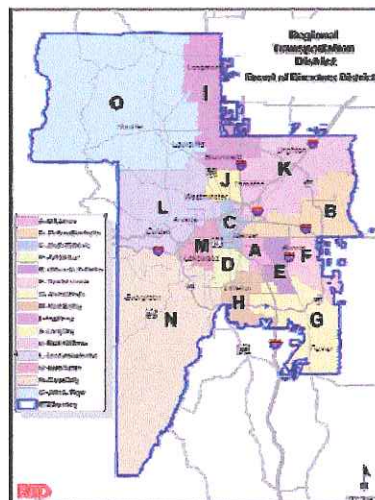
Agenda

- Overview of RTD
- Cost Recovery/Productivity Ratios
- Contracted Bus Service
- FasTracks Update

Service Area

RTD

- 8 counties or portions thereof:
 - Adams
 - Arapahoe
 - Boulder
 - Broomfield
 - Denver
 - Douglas
 - Jefferson
 - Weld
- 40 municipalities
- 2,348 square miles
- 2.8 million people (approximately 57% of Colorado population)



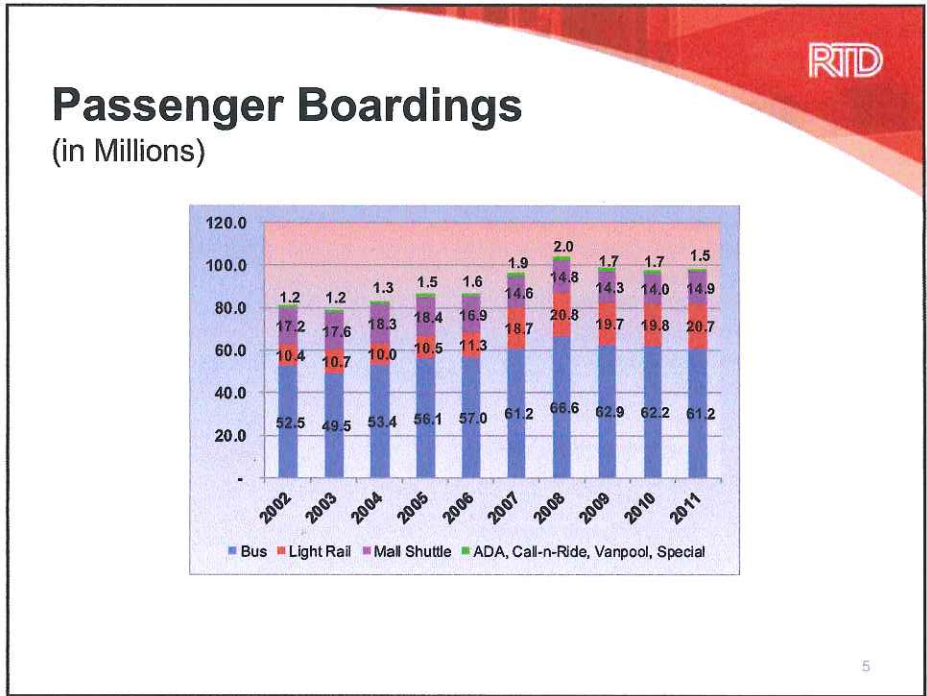
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Scope

RTD

- 98.3 million passengers in 2011
- 325,900 average weekday boardings
- 1,535 rolling stock vehicles
 - 969 buses
 - 172 light rail
 - 327 Access-a Ride
 - 42 Call-n-Ride
- 148 scheduled bus routes
- 9,698 bus stops
- 35 light rail track miles
- 74 Park-n-Rides
- Over 2,500 employees
- FasTracks
 - 93.4 miles of commuter rail
 - 28.2 miles of light rail
 - 18 miles bus rapid transit
 - 21,000 parking spaces
 - Denver Union Station
 - \$4.2 billion in projects currently under contract or under construction

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RTD

Passenger Boardings (in Millions)

Boardings	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total	81.3	79.0	83.0	86.5	86.8	96.4	104.2	98.6	97.7	98.3
% Change in Boardings										
Bus	-6.1%	-5.8%	7.9%	5.0%	1.6%	7.4%	8.8%	-5.6%	-1.1%	-1.5%
Light Rail	14.9%	2.1%	-6.3%	4.8%	7.8%	65.4%	11.3%	-5.3%	0.9%	4.4%
Mall Shuttle	4.0%	2.4%	3.9%	0.6%	-7.9%	-13.7%	1.4%	-3.5%	-2.2%	6.8%
ADA, Call-n-Ride, Vanpool, Special	0.6%	-1.7%	6.0%	13.1%	10.7%	16.7%	7.8%	-14.7%	-2.7%	-9.9%
Total	-1.7%	-3.0%	5.1%	4.1%	0.5%	11.0%	8.1%	-5.4%	-0.9%	0.7%

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Cost Recovery Ratio Calculation

(SB 154 of 1989)

SB154 Revenue:

- Farebox Revenue (exclusive of ADA)
- Advertising Revenue
- Federal Operating Grants
- Federal Formula Bus Grants
- Other Operating Revenue
- Investment Income

SB154 Costs:

- Operating and Administrative Costs
- Depreciation on Operations Assets
- Excluding: ADA Costs
 - Rapid Transit Planning
 - Interest Payments on Rapid Transit Assets

Cost Recovery Ratio* = SB154 Revenue/SB154 Costs

* See following page for Cost Recovery Ratios

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Cost Recovery Ratios

(SB 154 of 1989)

<u>Year</u>	<u>Actual</u>	<u>Statutory Requirement</u>
2006	42.1%	30.0%
2007	52.8%	30.0%
2008	48.9%	30.0%
2009	49.4%	30.0%
2010	48.7%	30.0%
2011	54.9%	30.0%

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Operating Revenue Recovery Ratio Calculation

RTD

Operating Revenue:

- Farebox Revenue (exclusive of ADA)
- Advertising Revenue
- Other Operating Revenue

Costs:

- Operating and Administrative Costs
- Depreciation on Operations Assets
- Excluding: ADA Costs
 - Rapid Transit Planning
 - Interest Payments on Rapid Transit Assets

$$\text{Operating Revenue Recovery Ratio}^* = \text{Operating Revenue} / \text{Costs}$$

* See following page for Operating Revenue Recovery Ratios and Farebox Revenue Recovery Ratios

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Revenue Recovery Ratios

RTD

Year	All Operating Revenue ¹	Farebox Revenue
2006	20.0%	19.0%
2007	21.5%	20.3%
2008	22.9%	21.6%
2009	25.9%	24.8%
2010	30.0%	28.8%
2011	29.7%	28.5%

¹ Includes farebox, advertising and other operating revenue

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Contracted Bus Service Summary

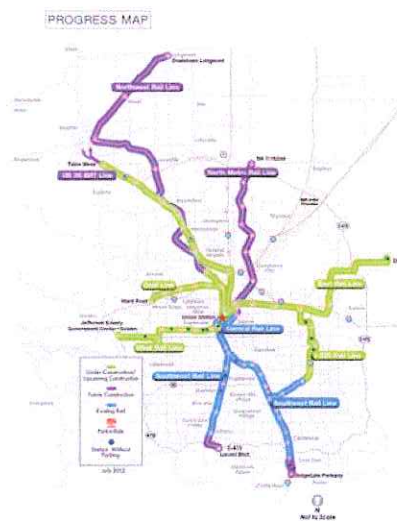
RTD

- 57.6% of RTD bus services are operated by private contractors
- Contracted services include:
 - Fixed route = 46.6% contracted
 - access-a-Ride = 100% contracted
 - call-n-Ride = 100% contracted
- RTD may statutorily contract up to 58% of bus services

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The RTD FasTracks Plan

RTD



- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new park-n-Rides; over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station
- 50+ new rail and/or BRT stations for Transit Oriented Communities opportunities

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FasTracks Guiding Principles

RTD

- Ensure every step contributes to the full vision
- Focus money available to the greatest good
- Spend public money wisely
- Maximize outside funding before going to taxpayers
- Deliver key investments in all corridors



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FasTracks Status

RTD

- 81 miles of new rail and bus transit currently in construction or about to begin construction
- West Rail Line – 93% complete
- Denver Union Station – 63% complete
- East Rail Line/Gold Line (EAGLE)– property acquisitions and utility relocations underway
- I-225 Line – construction of first segment (Nine Mile to Iliff) underway
- U.S. 36 BRT – construction of express lanes is underway

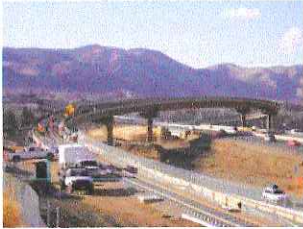



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RTD

West Rail Line

- 12.1-mile Light Rail Project, terminates at JeffCo Government Center
- 12 Stations and 4,959 new parking spaces
- Revenue Operation Date: 4/26/2013
- Overall Project Completion 95%
- Construction Completion 95%
- In August, RTD successfully completed the cutover at Colfax to CPV line to Sports Authority Field @ Mile High & Pepsi Center. This is RTD's most challenging cutover to date.
- Successfully opened the newly completed Federal Center Station in Lakewood, increasing parking access from 646 spaces to 1,000.

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RTD

West Rail Economic Impacts

- Through December 2011, RTD West Rail Line added more than \$295 million to the local economy

• DTCG Wages Paid	\$39 million
• Equipment, services and supplies	\$73 million
• Subcontractors	\$183 million
- At the height of construction, employee numbers reached more than 600 people
 - More than 85 percent are hired locally.
- DTCG is directly conducting business with 550 businesses/vendors
- 94 percent of these business have local offices.
- Contractors on the West Rail Line employ local certified Disadvantaged Business Enterprises (DBE)
 - Forecasted to exceed 18 percent participation goal by at least 3 percent
 - DTCG has subcontracted to more than 70 firms who employ crews and purchase supplies from local distributors

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Denver Union Station Status

RTD

- \$480 million project
- Multimodal hub integrating light rail, commuter rail, Amtrak, buses, taxis, shuttles, bikes and pedestrians
- Partners include RTD, Colorado Dept. of Transportation, City and County of Denver, Denver Regional Council of Governments, Master Developer
- RTD negotiating contract for redevelopment of historic building
 - Boutique hotel, restaurants, retail
- Transit hub will open in 2014



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Eagle P3 Project

RTD

- Includes East Rail Line, Gold Line, a segment of Northwest Rail (to south Westminster) and commuter rail maintenance facility
- Project Funding – \$2.1 billion
 - \$1.03 billion funded by federal grant
 - Nearly \$500 million in private equity funding
- East Rail Line groundbreaking – Aug. 2010; Gold Line – Aug. 2011
- Northwest Rail groundbreaking – June 2012
- Opening scheduled in 2016



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Eagle P3 Project

RTD

- First transit P3 of this magnitude in the U.S.
- RTD retains ownership of assets
- Availability payment model
- 34-year contract
 - 6 years design/build
 - 28 years operate/maintain
- Concessionaire agreement includes incentives and penalties
- More public entities are turning to P3s to build out their projects



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I-225 Light Rail Line

RTD



- 10 ½ mile light rail extension
- 8 stations
- Starts at existing Nine Mile Station
- Serves the Aurora City Center
- Serves the Anschutz / Fitzsimons Campus
- Provides additional mobility to military veterans and transit dependents
- Provides regional connectivity to East Commuter Rail Line at the Peoria Station

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I-225 Unsolicited Proposal

- March 8 – RTD received an unsolicited proposal from Kiewit Infrastructure Company for the I-225 Light Rail Project
- May 8 – RTD advertised a Request for Proposals (RFP) to provide a Design-Build approach to construct the I-225 Rail Line beyond the Liff Station with a financial solution that is within RTD's financial capacity
- June 14 – RTD received competitive bids from two teams:
 - Kiewit Infrastructure
 - Balfour Beatty/Ames JV
- July 3 – Staff recommends the Kiewit proposal to the RTD Board
- July 24 – RTD Board formally approves Kiewit proposal

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Kiewit Proposal Highlights

- Constructs entire I-225 corridor to Peoria Station by November 2015
- Opens to public in mid-2016
- A lump sum \$350 million design-build contract
- Incorporates Alternative Technical Concepts that reduce cost
- Right-of-Way (ROW) team includes local companies
- Excellent project safety record, well beyond industry averages
- Extensive design-build experience with proven history of success; including T-REX and DUS
- Proven design and construction management approaches
- Proposes to exceed the 25% SBE and 8% WIN goals

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Benefits of Completing I-225 Now

- Kiewit's hard bid came in under our internal estimate and allows us to complete an entire corridor.
- The contractor's completion date ties in ideally with the opening of the East Corridor to the airport.
- Provides regional connectivity:
 - To DIA and to the Anschutz/Fitzsimons Medical Campus including the VA Hospital, which will serve approximately 60,000 military veterans and their families
- Taking advantage of the I-225 opportunity contributes to the completion of the whole FasTracks vision.

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US 36 Bus Rapid Transit (BRT)

- Phase I Transit Improvements began in 2005; completed in 2010
 - McCaslin Park-n-Ride and pedestrian bridge
 - Church Ranch Park-n-Ride
 - Broomfield Park-n-Ride and bridge
 - Slip ramps/bus pullouts
- Combined improvements shave 15 minutes each way for Denver-Boulder bus commuters
- Express lanes under construction
 - Complete January 2015



Photo Courtesy of Parsons



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Other Project Updates/ Hot Button Items

- **North Metro**
 - Final design to 72nd to begin this summer
- **Southeast Extension**
 - RTD beginning federal New Starts grant application process
- **Central Extension**
 - Streetcar study continues
- **Southwest Extension**
 - Relocation of Union Pacific track is next step
- **Northwest Rail**
 - Groundbreaking held on first segment to Westminster
 - RTD is evaluating how to address mobility and accessibility in Northwest area via a study
- **US36 BRT**
 - Fulfill RTD remaining commitment in the future as funds become available

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Opportunities for Acceleration

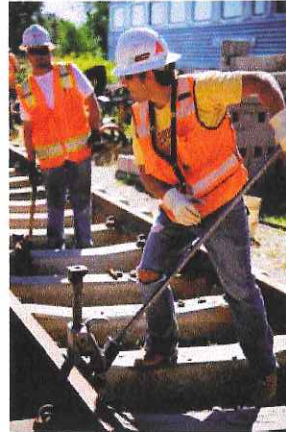
- **Successful future sales tax election**
 - Potential RTD initiative
 - Potential RTD/CDOT initiative
- **Better than expected sales tax revenues**
- **Additional grants, unsolicited proposals or public-private partnerships**
- **Current construction projects completed under budget**
- **Partnering with our stakeholders to make every dollar count through**
 - Early agreement on project scope and no additional changes during construction
 - Timely reviews and permit approvals
 - Maximizing opportunities for local match

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Workforce Initiative Now (WIN)

RTD

- Collaborative partnership led by RTD, in conjunction with Community College of Denver, Denver Transit Partners, and Urban League of Metro Denver
- Leverages existing training providers to identify, assess, train and place community members, including military veterans, into careers in transportation and mixed-use development projects
- RTD's FasTracks program provides a starting point on the Eagle P3 Project



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FasTracks by the Numbers

RTD

- 81** miles of new rail and bus transit are currently in construction or under contract to begin construction
- \$2 B** Number of dollars injected into the local economy by end of 2011
- 7,000** Average number of jobs that will be created annually during peak construction
- 600** Number of estimated jobs on the West Rail Line
- 2,500** Number of direct and indirect jobs created during Eagle P3 construction
- \$1.5 B** Estimated amount of federal funds to be received
- \$150 M** Amount per year in wages and salaries that FasTracks is estimated to add to the metro Denver economy once construction is complete
- \$4.2 B** Project totals, currently under construction or under contract

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FasTracks Moving Forward



- RTD Board has decided not to pursue sales tax election at this time
- Continue to implement \$4.2 billion in investments across the region
- RTD will continue to aggressively pursue alternative funding for FasTracks (grants, public-private partnerships, unsolicited proposals)
- Further define the northwest area mobility plan
- RTD is committed to completing the entire FasTracks program

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Questions?

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