

2015 Fact Sheet



FASTRACKS AT A GLANCE

- FasTracks is RTD's 2004 voter-approved plan to expand transit across the Denver metro region.

RAPID TRANSIT

- 122 miles of new light and commuter rail • 18 miles of bus rapid transit (BRT)
- 57 new transit stations
- Enhanced bus/rail connections with conveniently timed transfers

PARK-n-RIDES

- 31 new Park-n-Rides • 21,000 new parking spaces at rail and bus stations

ENHANCED BUS NETWORK

- FastConnects improves suburb-to-suburb bus service
- New bus routes and route adjustments provide convenient connections

TRANSIT FACILITIES

- Enhancements improve passenger safety, convenience and transit use
- More security measures at stations
- More shelters and information at stations and Park-n-Rides

FASTRACKS TIMELINE

- 2013: West Rail Line opened
- 2014: Denver Union Station Bus Concourse opened
Free MetroRide opened
- 2016: East Rail Line to Denver International Airport opens
Gold Line to Arvada and Wheat Ridge opens
I-225 Rail Line through Aurora opens
Northwest Rail Line segment one to south Westminster opens
U.S. 36 Bus Rapid Transit service opens
- 2018: North Metro Line to Thornton opens

FUTURE PROJECTS

- Central Extension • Southeast Extension
- Southwest Extension • Northwest Rail to Longmont

FASTRACKS IS GOOD FOR THE ECONOMY

- \$5.3 billion has been invested or committed to date across the region
- Every \$1 invested in transit infrastructure translates into a \$4 dollar return over 20 years
- Creation of 13,000 direct full-time jobs since 2005

For more information or to request a presentation, call 303.299.6990



RTD FasTracks PROGRESS MAP



LEGEND

- Under Construction
- Completed
- Pre-FasTracks
- Future Construction
- Station

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EAGLE P3 PROJECT AT A GLANCE

- Eagle P3 is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The \$2.2 billion project comprises the East Rail and Gold lines, the first segment of the Northwest Rail Line to Westminster, procurement of 54 commuter rail cars and a commuter rail maintenance facility, all scheduled for completion in 2016.
- P3, or public-private partnership, is an innovative financing and delivery method in which a public entity partners with the private sector. The private team invests its own money and assumes much of the risk on the project. That allows the public entity to spread out large upfront costs while preserving public cash for early construction.
- Funding for Eagle P3 comes from federal grants and loans, RTD sales taxes and the contractor's financial contribution. The project received a \$1.03 billion Full Funding Grant Agreement from the Federal Transit Administration.
- RTD entered into a 34-year agreement with Denver Transit Partners (DTP) under which it will pay DTP to operate and maintain the system; DTP repays its private financing from that amount, much like home mortgages are repaid.

PROJECT OVERVIEW

- **East Rail Line:** a 22.8-mile electric commuter rail corridor between Denver's Union Station and Denver International Airport that will pass through east Denver and Aurora, and include intermediate stations at 38th•Blake, 40th•Colorado, Central Park, Peoria, and 40th Ave & Airport Blvd•Gateway Park. The name will change to the **A** Line.
- **Gold Line:** an 11.2-mile electric commuter rail corridor between Union Station and Ward Road in Wheat Ridge that will pass through northwest Denver, Adams County and Arvada, and include intermediate stations at 41st•Fox, Pecos Junction, Clear Creek•Federal, 60th & Sheridan•Arvada Gold Strike, Olde Town Arvada, Arvada Ridge and Wheat Ridge•Ward. The name will change to the **G** Line.
- **Northwest Rail Line:** a 6.2-mile first segment running between Union Station and Westminster Station near 71st Avenue and Lowell Boulevard. This will be called the **B** Line.
- **Commuter rail maintenance facility (CRMF):** located at 5151 Fox St., where vehicles serving the four FasTracks commuter rail corridors will be repaired, cleaned and stored.

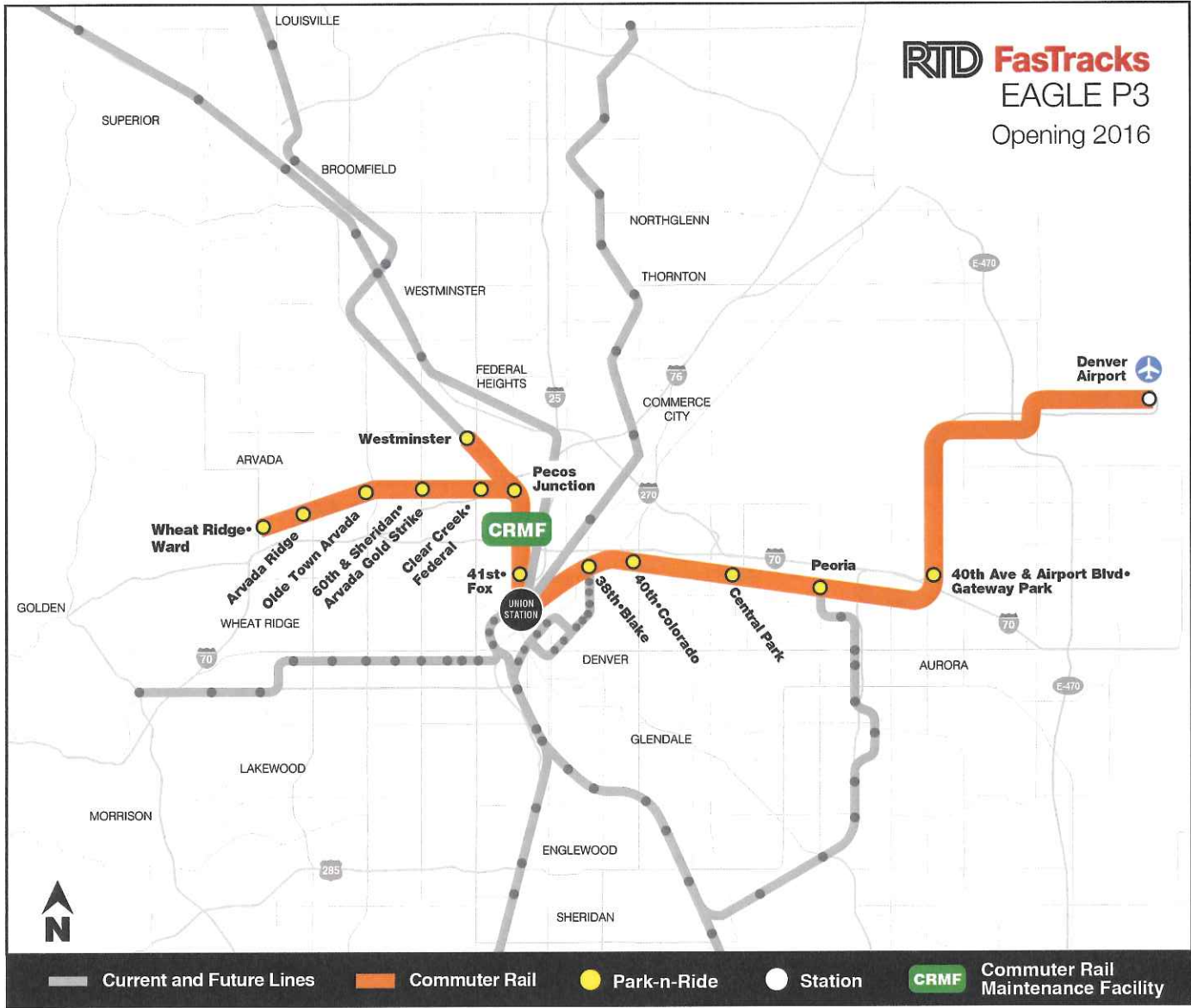
PROJECT FUNDING: \$2.2 billion, including \$1.03 billion in federal funds and \$450 million in private financing.

EP3 PROJECT SCHEDULE

- 2009: RTD released Request for Proposals.
- 2010: Final proposals received; RTD Board of Directors selected Denver Transit Partners as P3 team; Phase I Notice to Proceed issued.
- 2011: \$1.03 billion federal grant awarded; Phase II Notice to Proceed issued.
- 2016: Project opens.

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EAST RAIL LINE AT A GLANCE

- The East Rail Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- Once completed, it will be a 22.8-mile electric commuter rail line between Denver's Union Station and Denver International Airport (DIA).
- RTD FasTracks is building six stations on the line: 38th•Blake, 40th•Colorado, Central Park, Peoria, Airport & 40th Blvd•Gateway Park and Denver Airport.
- Construction began in August 2010 and the line is scheduled to open in 2016 as the A line. It is part of the larger Eagle P3 project that is also building the Gold Line and the first segment of the Northwest Rail Line.

PROJECT OVERVIEW

- 1997: Plans for rapid transit between downtown and DIA began when RTD conducted an investment study to determine recommendations for commuter rail, light rail, highway widening and transportation management.
- 2003: RTD FasTracks and the Colorado Department of Transportation initiated an Environmental Impact Statement (EIS) process to study improvements to the I-70 East Corridor.
- 2007: Federal Transit Administration (FTA) officials selected the East Rail and Gold lines for a public-private partnership pilot program, which gave birth to the Eagle P3 project.
- 2009: RTD FasTracks released a final EIS; received an FTA Record of Decision, completing the environmental process; and released a Request for Proposals seeking private partners to design, build, finance, operate and maintain the East and Gold rail lines.
- 2010: RTD FasTracks selected Denver Transit Partners as Eagle P3's contractor for a 34-year concession.
- 2011: Eagle P3 received a \$1.03 billion Full Funding Grant Agreement from the FTA, the largest awarded to date at that time by the Obama administration.
- 2014: The last rail was laid and the first commuter rail vehicles arrived in Denver. Testing and commissioning begins in spring 2015.

EAST RAIL LINE FAST FACTS

- Length: 22.8 miles
- Vehicle: Electric Commuter Rail
- Stations: 6
- Parking Spaces: 3,529 (opening day), 7,900 (2030)
- Service Frequency: 15 min (6 a.m. - 8 p.m.) / 30 min (early a.m., late p.m.)

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GOLD LINE AT A GLANCE

- The Gold Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The 11.2-mile electric commuter rail line will connect Denver's Union Station to Wheat Ridge, passing through northwest Denver, Adams County and Arvada.
- The line will feature seven stations: 41st•Fox, Pecos Junction, Clear Creek•Federal, 60th & Sheridan•Arvada Gold Strike, Olde Town Arvada, Arvada Ridge and Wheat Ridge•Ward.

PROJECT OVERVIEW

- 2006: RTD FasTracks began a transit-alternatives study that resulted in an Environmental Impact Statement (EIS).
- 2007: The Federal Transit Administration (FTA) selected the Gold and East Rail lines for its public-private partnership pilot program, giving birth to the Eagle P3 project.
- 2009: RTD FasTracks released a final EIS; received an FTA Record of Decision, signaling the completion of the environmental process; and released a request for proposals to seek a private partner to design, build, finance, operate and maintain the Gold and East rail lines.
- 2010: RTD FasTracks selected Denver Transit Partners as its Eagle P3 contractor and concessionaire under a 34-year contract.
- 2011: Eagle P3 received a \$1.03 billion Full Funding Grant Agreement from the FTA, the largest awarded by the Obama administration at the time. Construction began.
- 2016: Line opens to the public as the **G** Line.

GOLD LINE FAST FACTS

- Length: 11.2 miles
- Vehicle: Electric commuter rail
- Stations: 7
- Parking Spaces: 2,300 (opening day), 2,890 (2030)
- Service Frequency: 15 min (6 a.m. - 6:30 p.m.) / 30 min (early a.m., late p.m.)

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RTD Fastracks
Gold Line
Opening 2016



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Photo courtesy of Kiewit/James Jensen Photography



DENVER UNION STATION AT A GLANCE

- Denver's Union Station is part of RTD's 2004 voter-approved FasTracks plan to expand transit service across the Denver metro region.
- As the intermodal hub for the region, Union Station integrates RTD's light rail and commuter rail lines, Amtrak rail service, regional buses, taxis, shuttles, and bicycle and pedestrian access. This includes an eight-track commuter rail station; a 22-bay underground bus facility; and relocation of the Union Station Light Rail Station near the freight rail Consolidated Main Line.
- The new Free MetroRide complements the 16th Street FREE MallRide as another way to move people between Union Station and the Civic Center area to provide easy, convenient bus and rail connections.
- The Union Station historic building was renovated into a boutique hotel, restaurants and retail establishments while maintaining the character of the Great Train Hall.

PROJECT OVERVIEW

- 2001: RTD purchased the site in accordance with a jointly funded Intergovernmental Agreement among RTD, the City and County of Denver, the Colorado Department of Transportation and the Denver Regional Council of Governments.
- 2002: The Union Station project team was established to develop a master plan, rezone the site for Transit Oriented Development and produce an Environmental Impact Statement (EIS). This master plan serves as the blueprint for redeveloping and preserving Denver's historic Union Station and the 19.85 acres of surrounding land.
- 2006: The Union Station Neighborhood Company, a joint venture of Continuum Partners LLC/East West Partners, was selected as the master developer team.
- 2008: The Denver Union Station Project Authority was created to manage the redevelopment project. The Federal Transit Administration signed the Record of Decision for the EIS.
- 2009: Kiewit Western Co. was selected as the design-build contractor for the transit project.
- 2010: Construction at Union Station began.
- 2011: The new light rail station opened at the west end of Union Station.
- 2012: RTD awarded a contract to Union Station Alliance to redevelop the historic Union Station building.
- 2014: Grand opening ceremonies for the Union Station Bus Concourse were held on May 9. Service began out of the new bus concourse and Market Street Station closed permanently on May 11.

For more information or to request a presentation, call 303.299.2675





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FREE METRORIDE AT A GLANCE

- The Free MetroRide (formerly the Downtown Denver Circulator) is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the metro Denver region.
- Phase One opened in May 2014, providing service between Union Station and Civic Center Station. A long-range plan extends it to a turnaround near the Denver Art Museum.
- The new, high-frequency service accommodates the increase in ridership to downtown Denver destinations after new transit services began at Union Station.
- The route from Union Station heads out on 19th Street, then turns south on Broadway to 16th Avenue. On the return trip, it heads north on Lincoln and takes 18th Street back to Union Station. The service stops every two to three blocks.
- The service operates in mixed traffic, but includes priority measures to ensure travel times are consistent, including fare-free boarding, separate bus stops (some with bus bulbs) and use of an HOV/bus/bike lane on 19th Street at peak hours.
- Bus stops have visible markers with a color scheme making them distinguishable from other RTD stops. Branded buses have a matching color scheme.

PROJECT OVERVIEW

- 2004: The RTD FasTracks plan identified a need for additional transit between Union Station and Civic Center to complement the 16th Street Free MallRide.
- 2005: The City and County of Denver completed its Downtown Multimodal Access Plan, identifying 18th and 19th streets as a new route for a downtown Denver circulator service.
- 2010: RTD completed a long-range service plan that defined operations, route and transit priority measures, including bus bulbs.
- 2011: RTD completed preliminary traffic and engineering analysis of bus bulbs.
- 2012: RTD announced the circulator will open in 2014 with peak-period service only and a shortened route with a long-range plan for all-day operations and service to the Golden Triangle when funding or ridership warrant.
- 2013: Phase One final design and construction began.
- 2014: Phase One opened in May 2014.

FREE METRORIDE FAST FACTS

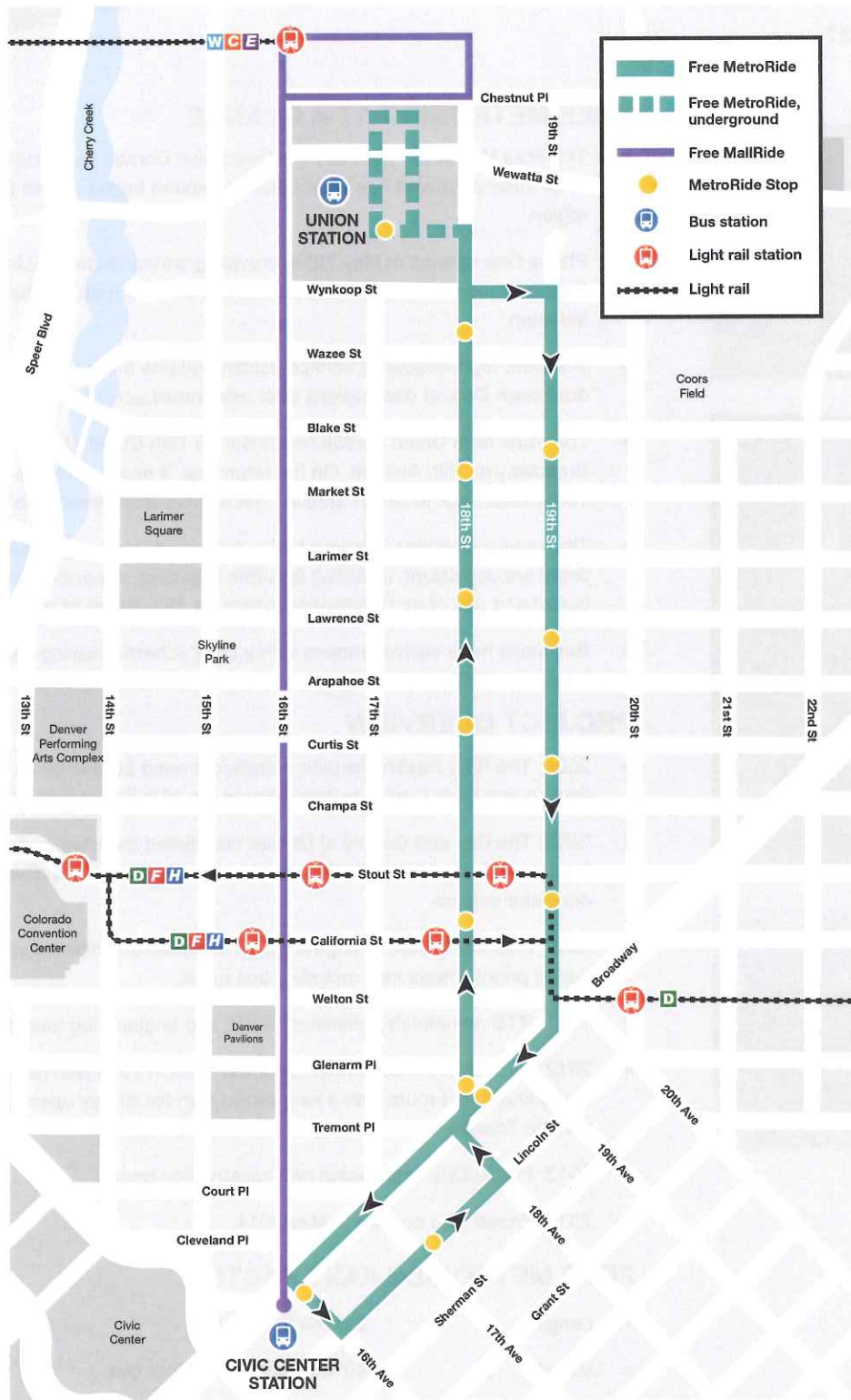
- Length: 3 miles roundtrip
- Vehicle: 60' articulated, low-floor bus
- Stops: 14
- Service Frequency: Peak rush hours (M–F, 6–9 a.m. and 3:30–6:30 p.m.)

For more information or to request a presentation, call 303.299.2675



Free MetroRide

Opening spring 2014



Free MetroRide service will run every 5 minutes during peak rush hours:
6–9 a.m. and 3–6 p.m., Monday – Friday



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U.S. 36 BUS RAPID TRANSIT AT A GLANCE

- U.S. 36 bus rapid transit (BRT) is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The line encompasses 18 miles of express and high-frequency bus service between downtown Denver and Boulder, passing through Westminster, Broomfield, Superior and Louisville.
- The line's six stations include U.S. 36•Sheridan (formerly U.S. 36•Westminster Center); U.S. 36•Church Ranch; U.S. 36•Broomfield; U.S. 36•Flatiron; U.S. 36•McCaslin; and U.S. 36•Table Mesa.
- BRT elements will improve travel time, reliability and customer experience. These elements include express lane extensions, queue jumps at highway ramps, enhanced shelters with canopies, ticket vending machines, and programmable information displays with real-time bus information.
- Named the "Flatiron Flyer," the BRT line will offer riders their choice of limited-stop and all-station service.

PROJECT OVERVIEW

- 2001: BRT project began as part of the U.S. 36 Major Investment Study on BRT and commuter rail technologies.
- 2006-2010: The project's first phase was the first element of the FasTracks program to be completed and included new bus pullouts and a pedestrian bridge at U.S. 36•McCaslin; a new Park-n-Ride and bus pullouts at U.S. 36•Church Ranch; and a new Park-n-Ride, bus pullouts and pedestrian bridge at U.S. 36•Broomfield.
- 2013-2015: The Colorado Department of Transportation, in partnership with RTD, is building the express lanes project. Extension of the express lanes between Federal Boulevard to Table Mesa Drive is underway. The project also includes bus bypass lanes at Sheridan, Church Ranch, McCaslin and Flatiron; transit signal priority at intersections; and BRT vehicles. The first milestone for this phase of the project was the opening of the pedestrian bridge and bus pullouts at Table Mesa in 2013.
- 2016: RTD's BRT service will open to the public.

U.S. 36 BUS RAPID TRANSIT FAST FACTS

- Length: 18 miles
- Vehicle: Bus rapid transit
- Stations: 6
- Parking: 1,278 new spaces
- Service Frequency: 4-15 min (peak) / 15 min (off-peak)

For more information or to request a presentation, call 303.299.6921





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I-225 RAIL LINE AT A GLANCE

- The I-225 Rail Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The 10.5-mile light rail line through Aurora will provide regional connections to the East and Southeast rail lines.
- The line will feature eight stations: Peoria, Fitzsimons, Colfax, 13th Avenue, 2nd•Abilene, Aurora Metro Center, Florida and Iliff.
- From the existing Nine Mile Station to Peoria Street, the line will give passengers access to the Aurora City Center, the University of Colorado Anschutz Medical Campus, the Fitzsimons Life Science District and Denver International Airport via a transfer to the East Rail Line.

PROJECT OVERVIEW

- 2009: RTD completed the environmental planning process and its Board of Directors adopted the Environmental Evaluation.
- 2009-2012: RTD committed \$90 million to build the first segment from Nine Mile Station to Iliff Station.
- 2012: RTD and the Colorado Department of Transportation (CDOT) kicked off a project to widen the highway between Mississippi Avenue and Parker Road and construct elements of the I-225 Rail Line between the Nine Mile and Iliff stations.
- 2013: Construction on the full line began.
- 2014: CDOT completed the widening of I-225 from Parker Road to Mississippi Avenue, creating three lanes in each direction with an additional auxiliary lane.
- 2016: The full line will open to the public as the **R** Line.

I-225 RAIL LINE FAST FACTS

- Length: 10.5 miles
- Vehicle: Light rail
- Stations: 8
- Parking: 1,800 new spaces
- Service Frequency: 10 min (peak) / 15 min (off-peak)

For more information or to request a presentation, call 720.863.8505



RTD FaTracks
I-225 RAIL LINE
 Opening 2016



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NORTH METRO RAIL LINE AT A GLANCE

- The North Metro Rail Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The 18.5-mile electric commuter rail line will connect Union Station with Commerce City, Northglenn, Thornton and North Adams County.
- When completed, the line will feature eight stations: National Western Stock Show, 72nd, 88th, 104th, 112th, 124th•Eastlake, 144th and 162nd•State Hwy 7.
- Design and construction of the corridor from Union Station to 124th Avenue is underway; the remainder will be built as funds become available.

PROJECT OVERVIEW

- 2001: RTD completed an investment study to evaluate north I-25 transit from Denver to Brighton.
- 2005: RTD conducted a scoping study to build on previous analyses of the corridor.
- 2006: RTD began an Environmental Impact Statement (EIS) process to analyze transit options for the corridor. The EIS built on previous transit alternative studies, possible adverse implementation impacts and subsequent mitigation.
- 2009: RTD purchased most of the North Metro Rail right-of-way from Union Pacific Railroad for \$119 million.
- 2011: RTD issued a final EIS, identifying community benefits and possible impacts of a new transit service in the area; the team received a Federal Transit Administration Record of Decision.
- 2012: RTD committed funding to build the project's first phase from Union Station to the National Western Stock Show Station.
- 2013: RTD received an unsolicited proposal to build the line, opened a competitive bidding process, and later awarded a design-build contract to Regional Rail Partners (RRP) to complete the line to 124th•Eastlake, with options to extend it as funds become available.
- 2014: North Metro Rail Line broke ground in March; design of the project reached 60 percent completion in September; and North Metro received rail delivery and completed tie-in work at Union Station in November.

NORTH METRO RAIL LINE FAST FACTS

- Length: 18.5 miles, 12.5 miles under construction
- Vehicle: Electric commuter rail
- Stations: 8 total, 6 under construction
- Parking: 3,850 total spaces, 2,520 under construction
- Service Frequency: 20 min (peak) / 30 min (off-peak)

For more information or to request a presentation, call 303.299.2895





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SOUTHEAST RAIL EXTENSION AT A GLANCE

- The Southeast Rail Extension is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The extension will expand the Southeast Rail Line 2.3 miles from Lincoln Station to RidgeGate Parkway in Lone Tree.
- The expansion encompasses three new stations: a Kiss-n-Ride at Sky Ridge Avenue near Sky Ridge Medical Center; one at the future Lone Tree City Center; and a 2,000-slot Park-n-Ride at RidgeGate Parkway.
- The project has completed the Environmental Assessment (EA) needed to qualify for the Federal Transit Administration's (FTA) New Starts grant funding.
- In July 2014, the RTD Board authorized a \$207 million extension of the existing Southeast Light Rail Line farther south into Lone Tree. This action keeps the extension in the pipeline to receive a potential federal grant from the FTA.
- Stakeholders in the southeast have committed to contributing \$35 million to \$40 million in cash, right-of-way and other items to get the light rail extension project completed.

PROJECT OVERVIEW

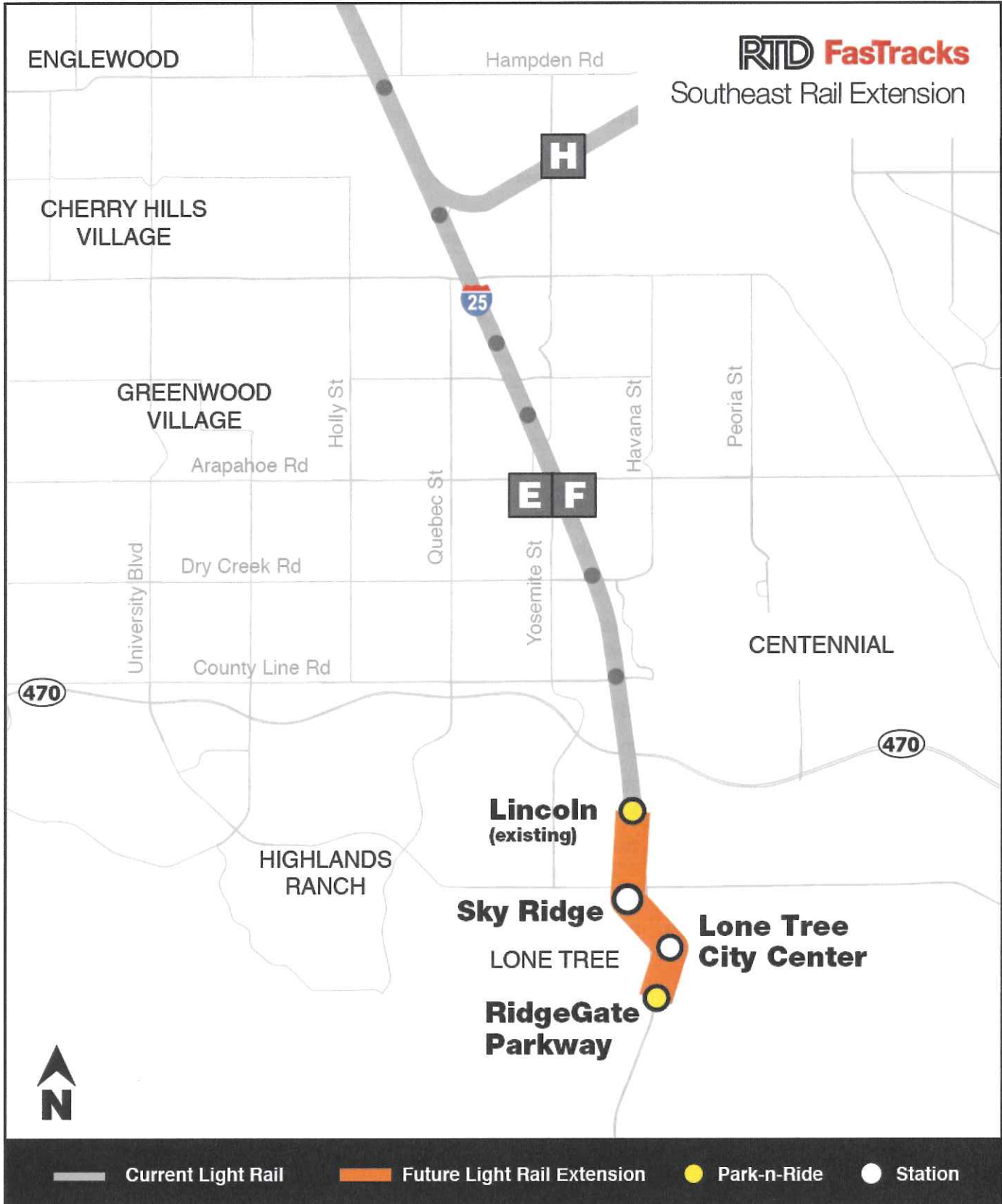
- 2008: RTD FasTracks conducted an Environmental Evaluation (EE) to determine ideal alignment, station locations, potential environmental impacts and a companion mitigation plan.
- 2010: Final EE and 30 percent of basic engineering completed.
- 2011: Project team began an EA based on the EE to pursue federal funding.
- 2012: Team begins New Starts application process. RTD engineering begins work on advanced basic engineering and coordination of the project scope with stakeholders.
- 2013: Project accepted into the FTA's New Starts grant development phase and RTD FasTracks will submit additional information for further review over the next two to three years.
- 2014: The FTA signed the Finding of No Significant Impact, which concludes the EA undertaken to fulfill the requirements of the National Environmental Policy Act, a requirement for eligibility for federal funding.

SOUTHEAST RAIL EXTENSION FAST FACTS

- Length: 2.3 miles
- Vehicle: Light rail
- Stations: 3
- Parking: 1,300 new spaces
- Service Frequency: 6 min (peak) / 7.5 min (off-peak)

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SOUTHWEST RAIL EXTENSION AT A GLANCE

- The Southwest Rail Extension is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The project will extend the Southwest Light Rail Line 2.5 miles from Mineral Station to Lucent Boulevard in Highlands Ranch.
- The line's new end-of-line station, C-470•Lucent, will include another 1,000 parking spaces.
- Project design and construction will begin when funding is available.

PROJECT OVERVIEW

- 2008: Environmental planning and basic engineering began.
- 2008-2010: Environmental Evaluation (EE) conducted, including an analysis of alternative alignments and station locations; potential impacts; and recommendations to minimize and mitigate impacts.
- 2010: Final EE issued; 30 percent of basic engineering completed.
- 2013—Present: RTD continues to work with stakeholders to secure funding and determine how to complete the extension sooner rather than later.

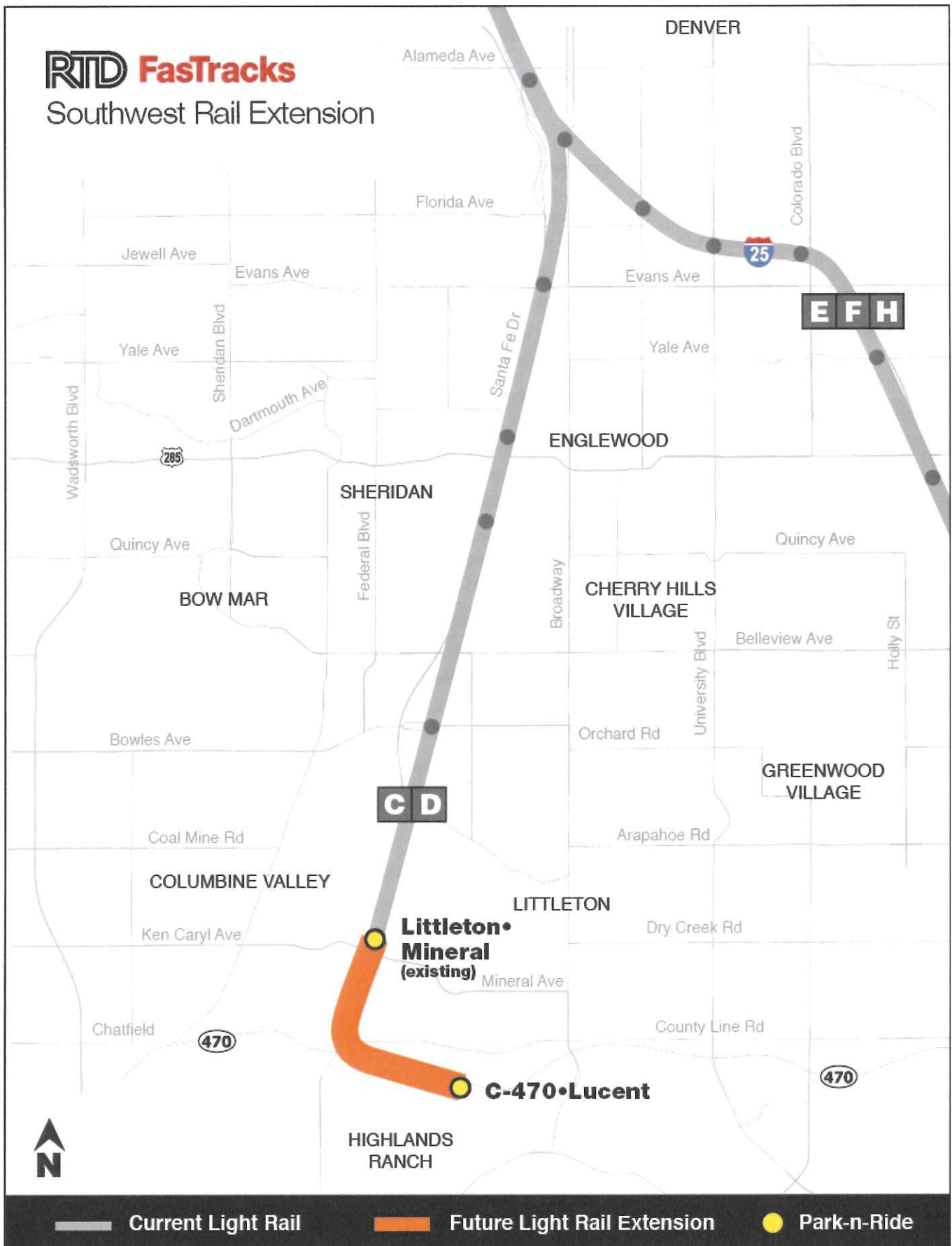
SOUTHWEST RAIL EXTENSION FAST FACTS

- Length: 2.5 miles
- Vehicle: Light rail
- Stations: 1
- Parking: 1,000 planned spaces
- Service Frequency: 5 min (peak) / 10 min (off-peak)

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RTD FaTracks
Southwest Rail Extension



— Current Light Rail — Future Light Rail Extension ● Park-n-Ride

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CENTRAL RAIL EXTENSION AT A GLANCE

- The Central Rail Extension (CRE) is part of RTD's 2004 voter-approved FaTracks plan to expand transit across the Denver metro region.
- The CRE will provide rail service between the existing Central Rail Line at 30th•Downing and the East Rail Line at 38th•Blake. This will serve as a way for commuters in central downtown to connect with the line to the airport.
- Two new stations are proposed: 33rd•Downing and 35th•Downing.
- Service will be provided by single light rail vehicles that complete round-trips, in-traffic transit operations between 30th•Downing and 38th•Blake.

PROJECT OVERVIEW

- As part of the planning process, an Environmental Evaluation (EE) was conducted, including an analysis of alternative alignments and station locations, identification of potential impacts, and a recommendation for ways to minimize any impacts throughout the corridor.
- 2010: RTD Board of Directors adopted the EE for the Central Rail Extension.
- 2013: The CRE underwent further analysis, including a study to identify the most feasible transit route and operating plan to provide a direct connection between 38th•Blake and downtown Denver.
- 2014: The CRE mobility study is complete and provided several options for consideration. Once final funding is identified, final design and construction will begin. In the meantime, basic engineering design started and is expected to be 30 percent complete in 2015.

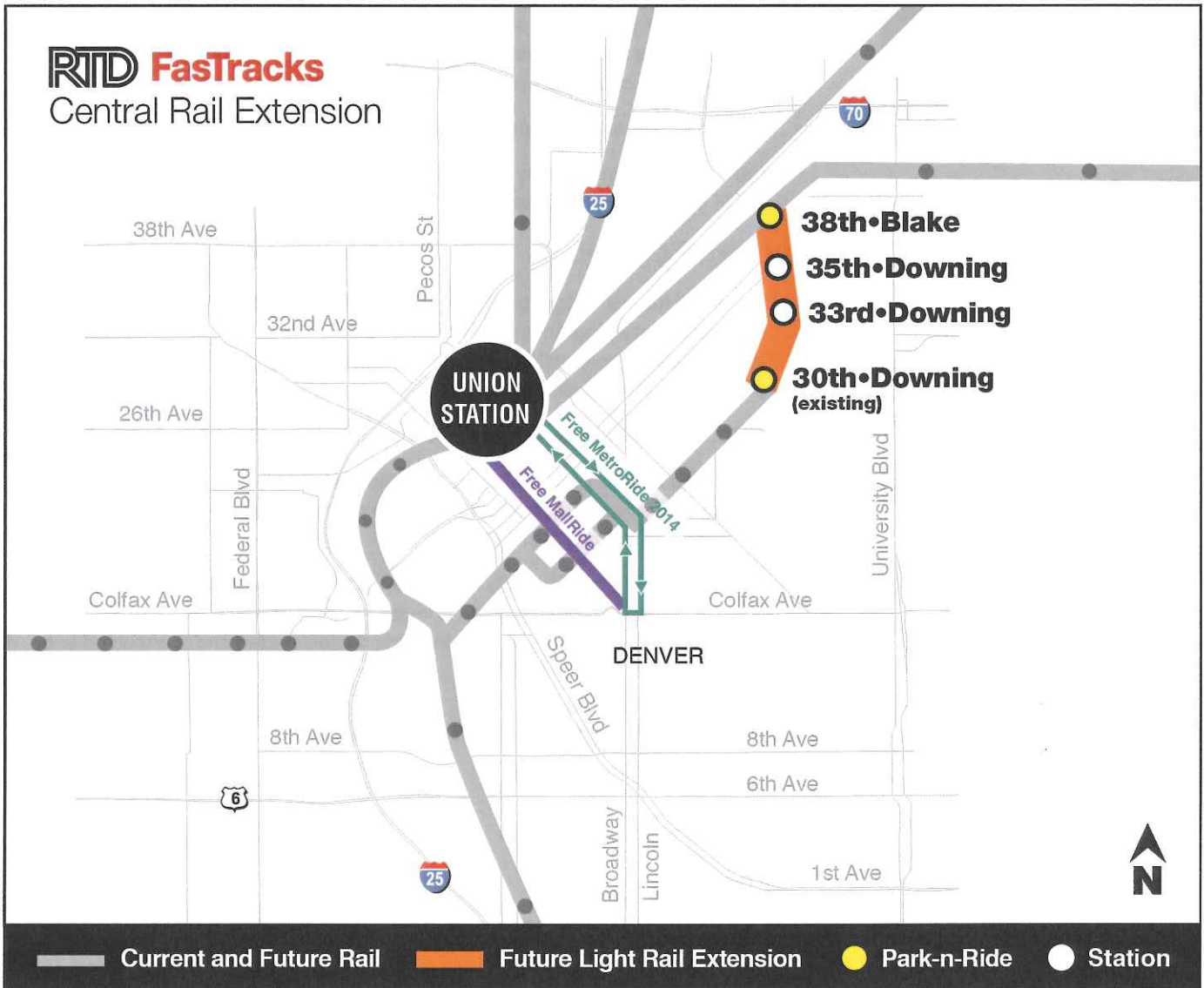
CENTRAL RAIL EXTENSION FAST FACTS

- Length: 0.8 miles
- Vehicle Type: Light rail
- Stations: 3

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RTD FaTracks
Central Rail Extension



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NORTHWEST RAIL LINE AT A GLANCE

- The Northwest Rail Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit across the Denver metro region.
- The proposed 41-mile diesel commuter rail corridor would operate between Denver's Union Station and Longmont, passing through north Denver, Adams County, Westminster, Broomfield, Louisville, Boulder and Boulder County.
- The line's seven proposed stations are: Westminster (under construction), Church Ranch, Flatiron, Louisville, Boulder Transit Village, Gunbarrel and downtown Longmont.

PROJECT OVERVIEW

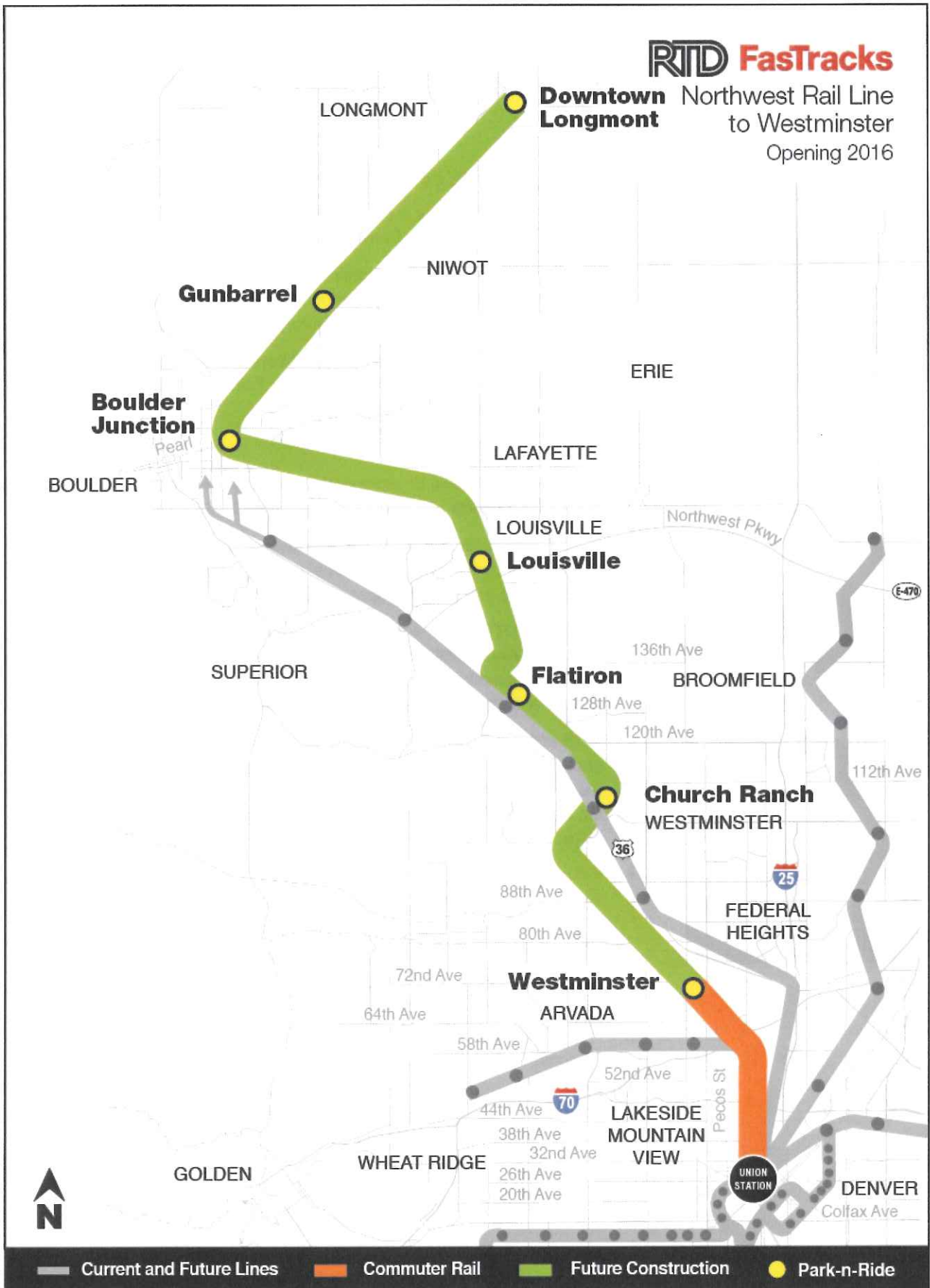
- 2010: RTD FasTracks Environmental Evaluation was completed, identifying the benefits and effects of implementing transit on BNSF Railway right-of-way.
- 2012: Construction of the first 6.2-mile electrified segment between Union and Westminster stations began as part of the Eagle P3 project set to open in 2016; it will operate as the B Line upon completion.
- 2013-2014: RTD FasTracks and its contractor completed the 15-month-long Northwest Area Mobility Study to determine the best mobility options for northwest communities including, the feasibility of building the Northwest Rail in phases and providing arterial bus rapid transit.
- 2015-2016: RTD FasTracks earmarked \$17 million to build the first phase of the end-of-line station in Longmont under a construction-ready plan; RTD will use the station for bus transfers then upgrade to a rail/bus facility after it completes the Northwest Rail. Construction of the station will begin in 2015 and end in 2016.
- Future: RTD FasTracks will begin construction on the line between Westminster and Longmont when funding becomes available.

NORTHWEST RAIL LINE FAST FACTS

- Length: 41 miles
- Vehicle: Diesel commuter rail
- Stations: 7
- Parking: 4,393 new spaces
- Service Frequency: 30 min (peak) / 60 min (off-peak)

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WEST RAIL LINE AT A GLANCE

- The West Rail Line is part of RTD's 2004 voter-approved FasTracks plan to expand transit service across the Denver metro region.
- The West Rail Line is the first light rail line to open under the FasTracks program.
- The 12.1-mile light rail transit system extends from Denver's Union Station to Jefferson County Government Center, traversing through Denver, Lakewood and Golden.
- There are 11 stations along the line: six with parking (Decatur•Federal, Sheridan, Lakewood•Wadsworth, Oak, Federal Center and Jefferson County Government Center•Golden); and six walkup/Kiss-n-Ride stations (Auraria West, Knox, Perry, Lamar, Garrison and Red Rocks College).

PROJECT OVERVIEW

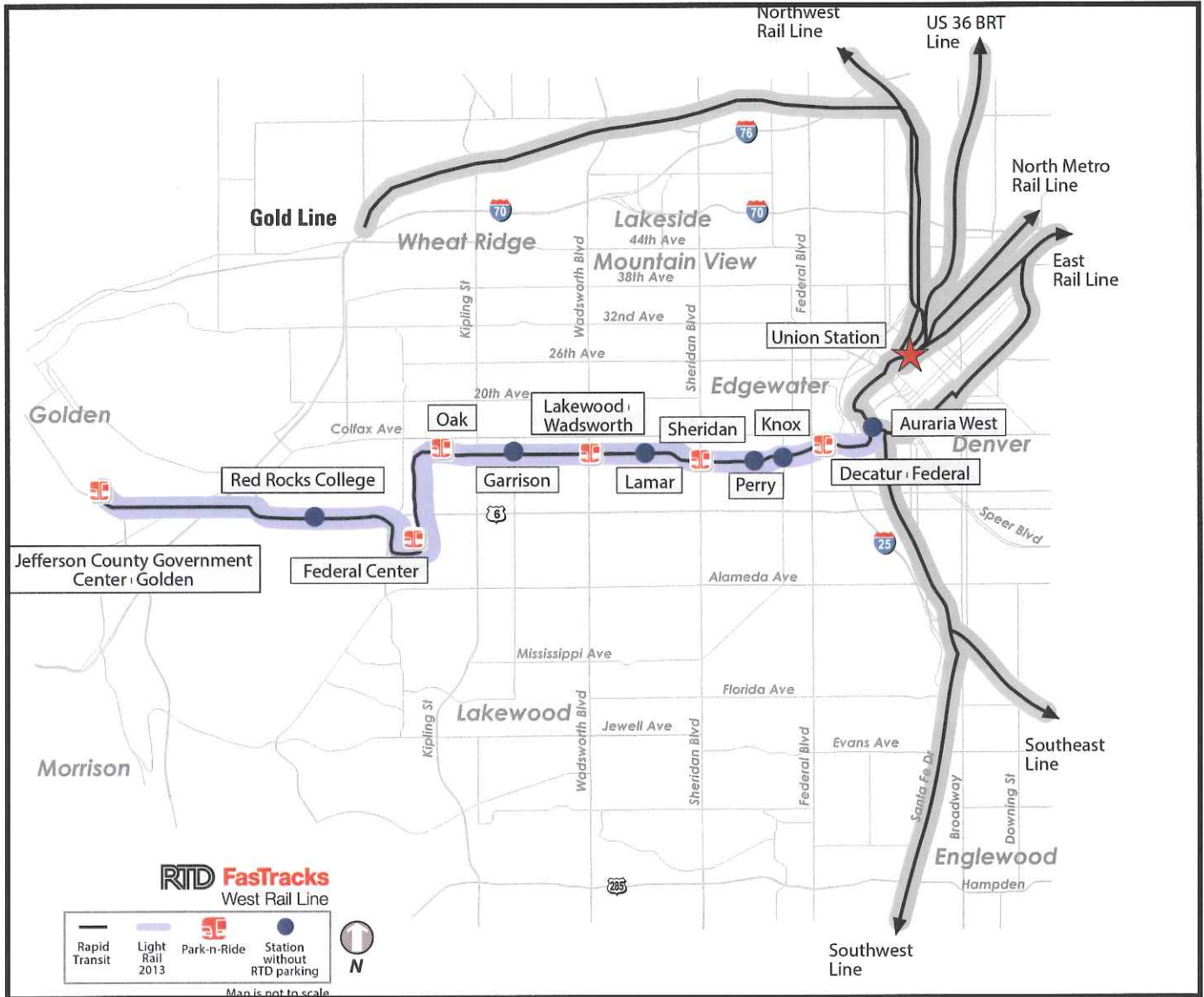
- Construction elements included: 20 at-grade crossings, 10 light rail bridges, three street bridge reconstructions, three pedestrian bridges, two light rail tunnels, one pedestrian tunnel and 4.26 miles of bike paths.
- RTD's West Line construction added more than \$300 million to the local economy.
- At the height of construction, employee numbers reached more than 600 people. More than 85 percent were hired locally.
- West Rail Line contractors directly conducted business with more than 600 businesses/vendors, 94 percent were local.
- 2013: The West Rail Line opened eight months ahead of schedule on April 26.
- 2014: Art installations on the West Rail Line were finalized for eight separate commissions at Knox, Perry, Lamar, Oak, Federal Center, Red Rocks and Jefferson County Government Center•Golden stations; 34 relay houses along the West Rail Line were wrapped with artists designs.

WEST RAIL LINE FAST FACTS

- Length: 12.1 miles
- Vehicle: Light rail
- Stations: 12
- Parking: 4,959 spaces
- Service Frequency: 7.5 min (peak) / 15 min (off-peak)
 Denver to Federal Center
 15 min (peak and off-peak)
 Federal Center to Jefferson County
 Government Center•Golden

For more information or to request a presentation, call 303.299.2257





Updated 1/15/2015

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Regional Transportation District
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Commuter Rail Maintenance Facility Fact Sheet



Large bifold doorways allow commuter rail vehicles to enter the maintenance building with overhead power.



Up to 80 electric rail cars can be serviced in this massive facility.



A state-of-the-art operations control center will allow dispatchers, train operators and security to effectively communicate.

OVERVIEW

- The commuter rail maintenance facility (CRMF) is located at 5151 Fox St. in Denver's Globeville neighborhood.
- The facility is used to maintain, clean and store the vehicles that will serve the East Rail Line, Gold Line, Northwest Rail Westminster Segment and the North Metro Line.
- Approximately 240 operators, mechanics and other staff will be housed in the 230,000-square-foot facility.
- The CRMF can service up to 80 electric rail cars and is equipped with state-of-the-art training and conference rooms, staff break room and lockers.
- The facility's Operations Control Center (OCC) acts as the brain of the commuter rail network with train dispatch, public announcement and security systems, positive train control and the radio communication systems that keeps everyone connected.

SUSTAINABILITY

- The facility is working to receive a Leadership in Energy and Environmental Design (LEED) Silver Certification, which demonstrates environmental stewardship and social responsibility.
- Sustainable features of the CRMF include:
 - Efficient mechanics and lights for a 32% energy savings
 - Water-efficient plumbing fixtures for a 39% reduction in water usage
 - Radiant floor heating served by an 89% efficient water boiler
 - Specially designed windows that prevent thermal transfer



For more information or to request a presentation, call 303.299.6990.



RTD FasTracks

Commuter Rail
Maintenance Facility

Opening 2016



Updated 9/11/2014

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Commuter Rail Vehicle Fact Sheet



The rail cars are assembled in Hyundai Rotem USA's Philadelphia plant, including placement of RTD's branding.



The vehicles are spacious with large seats, luggage towers, bicycle racks, overhead storage and widened wheelchair access.



Rendering of commuter rail car vehicle.

OVERVIEW

- RTD's commuter rail vehicles are heavier and travel faster than light rail vehicles, but operate in a similar way, using overhead electric lines.
- The vehicles will travel up to 79 miles per hour, go longer distances and make fewer stops than a typical light rail system.
- Sixty-six vehicles were purchased to serve the East Rail Line to Denver International Airport, the Northwest Rail Line to Westminster, the Gold Line to Arvada/Wheat Ridge and the North Metro Rail Line to Thornton.
- The vehicles have large seats with headrests, overhead storage, luggage racks, bicycle racks.
- Passengers will be able to walk directly from the station platform onto the vehicles without climbing stairs, as each door offers level boarding. This means each vehicle entrance is accessible to wheelchairs, rolling luggage, bicycles, strollers and other large items.
- The steel car bodies were manufactured at Hyundai Rotem's plant in South Korea, then shipped to the company's plant in Philadelphia for fitting and assembly of various components including wheel trucks, brakes, seats, etc.
- The vehicles will be maintained, serviced and cleaned at the commuter rail maintenance facility (CRMF) at 5151 Fox St. in Denver's Globeville neighborhood.

FAST FACTS

Dimensions:	85 ft. long, 10.5 ft. wide, 12.6 ft. high
Weight:	70 tons (empty)
Maximum Speed:	79 mph
Seats:	91
Total capacity:	232 (including standees); 2 wheelchair spaces per car
Motor power rating:	620 horsepower per vehicle
Power source:	25,000 volts AC on an overhead electrical system

For more information or to request a presentation, call 303.299.2000

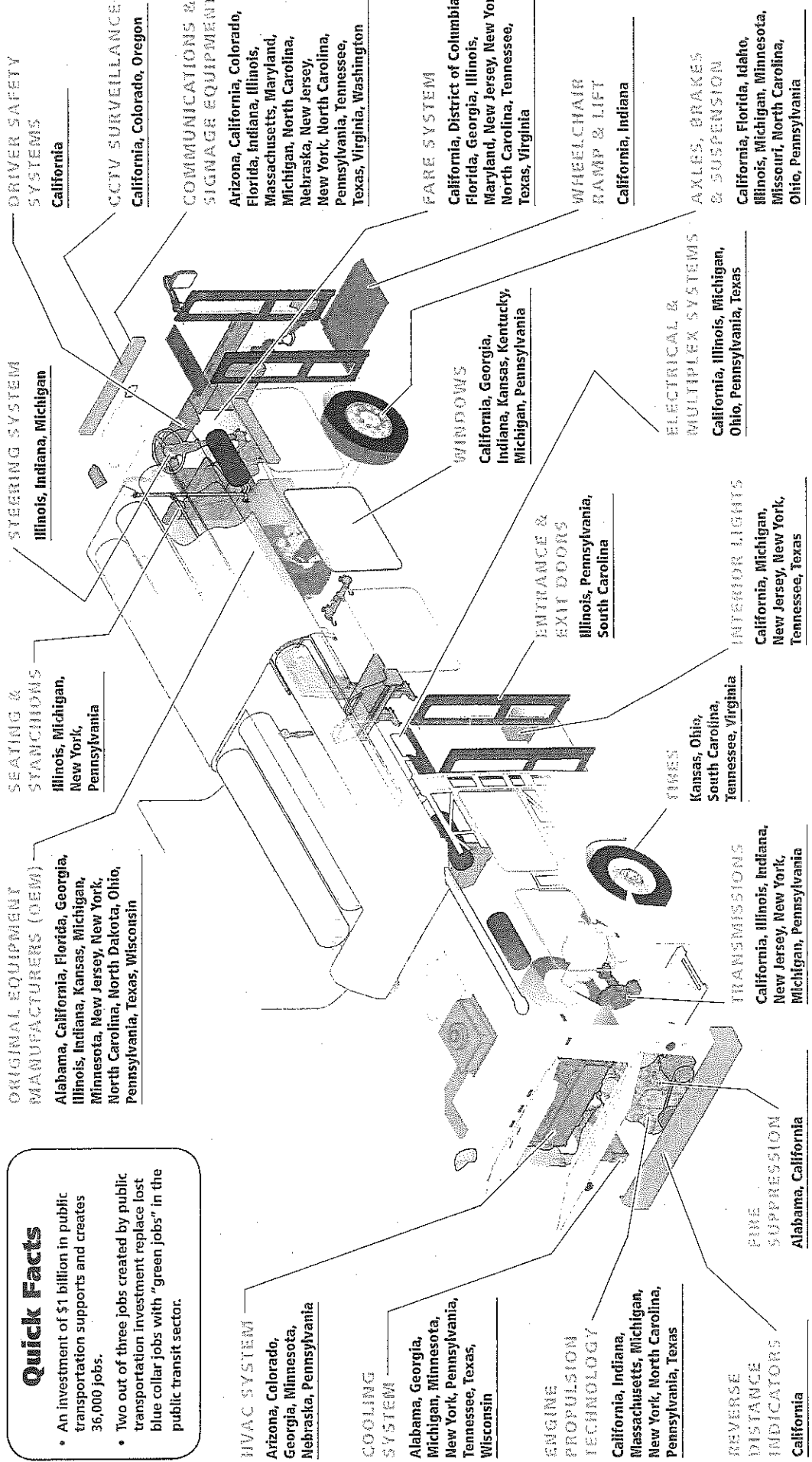


Bus Manufacturing = Jobs Across America

Putting Americans to work, building stronger communities, and helping create a more energy-efficient America

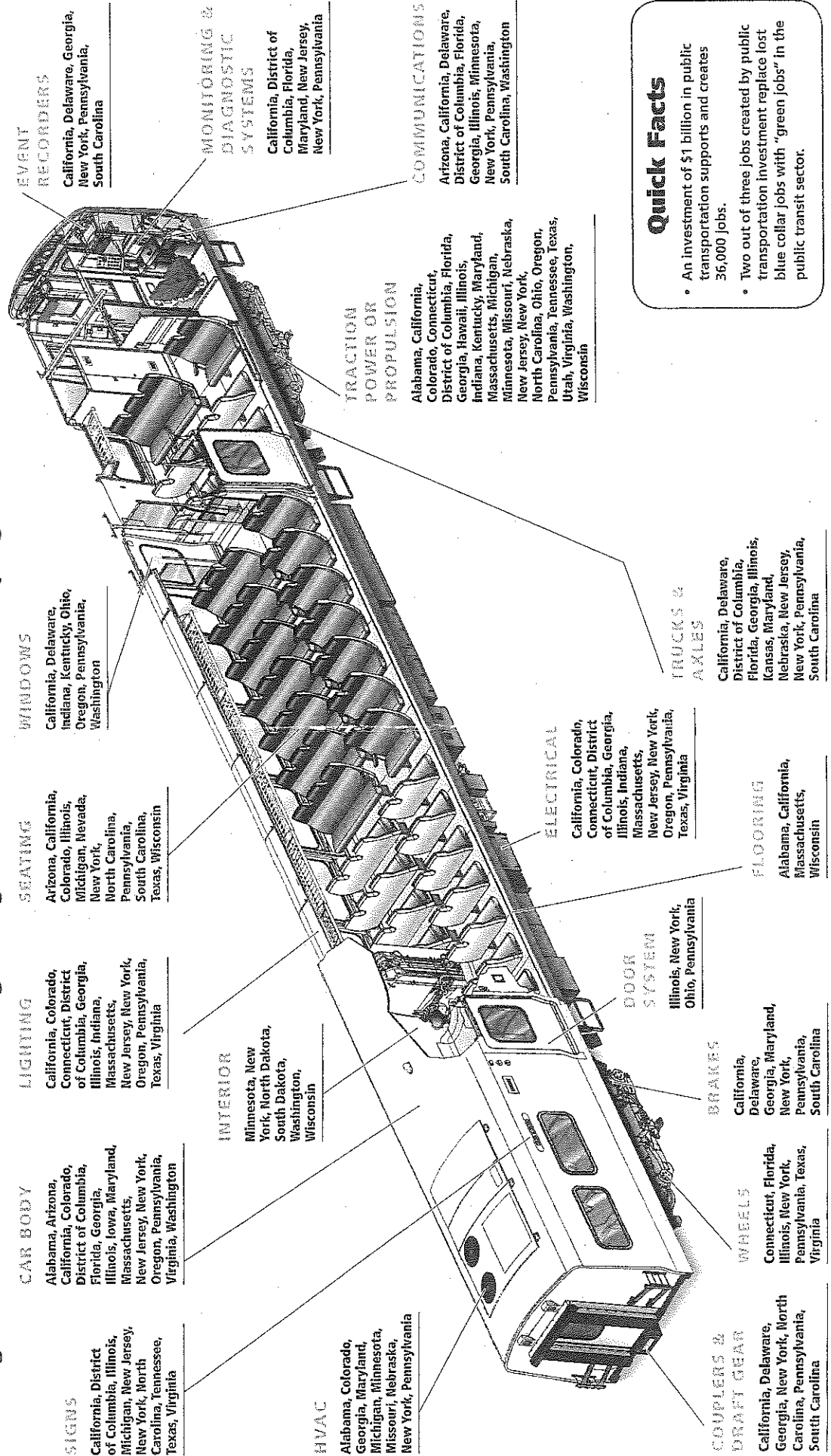
Quick Facts

- An investment of \$1 billion in public transportation supports and creates 36,000 jobs.
- Two out of three jobs created by public transportation investment replace lost blue collar jobs with "green jobs" in the public transit sector.



Rail Manufacturing = Jobs Across America

Putting Americans to work, building stronger communities, and helping create a more energy-efficient America



Quick Facts

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Introduction

The Regional Transportation District was created in 1969 by the Colorado General Assembly to develop, operate, and maintain a mass transportation system for the benefit of 2.87 million people in RTD's District. The 2,340 square mile District includes all or parts of eight counties: the City and County of Denver, the City and County of Broomfield, the counties of Boulder and Jefferson, the western portions of Adams and Arapahoe Counties, the northern portion of Douglas County, and small portions of Weld County annexed by Brighton, Longmont and Erie. RTD's governing body is a 15-member directly elected Board of Directors, with each Director elected by district for a four-year term. Each Director District contains approximately 180,000 residents.

The Directors are:

District A ... Bill James	District F ... Tom Tobiassen	District K ... Paul Daniel Solano
District B ... Barbara Deadwyler	District G ... Gary Lasater	District L ... Lorraine Anderson
District C ... Ernest Archuleta	District H ... Kent Bagley	District M ... Natalie Menten
District D ... Jeff Walker	District I ... Judy Lubow	District N ... Tina Francone
District E ... Claudia Folska	District J ... Larry Hoy	District O ... Chuck Sisk

General Manager...Phillip A. Washington

RTD Statistics (As of January 2015)

- Service Area population - 2.87 million
- Cities and towns served - 40 municipalities in 6 counties plus 2 city/county jurisdictions
- Square Miles in service area - 2,340
- Weekday regular fixed-route scheduled miles - 118,385 (includes LRT and Mall Shuttle)
- Annual regular fixed-route service miles operated - 45,246,715 (includes LRT)
- Active bus stops - 9,751
- Park-n-Ride facilities - 77 with 30,090 parking spaces
- Total number of regular fixed routes - 137
 - Local - 65 Express - 14 Regional - 17 Limited - 11
 - skyRide - 5 Boulder City Local - 13 Longmont City Local - 4 Light Rail - 6
 - Misc - 2 (Mall Shuttle, Art Shuttle)
- Special Services - *Access-a-Ride*, Bolder/Boulder (RunRide), BroncosRide, BuffRide, Call-n-Rides (Arapahoe, Belleview, BelMar, Brighton, Broomfield, Dry Creek, Evergreen, Federal Heights, Golden, Green Mountain, Highlands Ranch, Interlocken/Westmoor, Lone Tree, Longmont, Louisville, Meridian, North Inverness, Orchard, Parker, South Inverness, South Jeffco, and Thornton/Northglenn), CU/CSU Football Game, Race for the Cure, RockiesRide, Senior Ride, Shopper's Special, and Van Pool (DRCOG Commuter Services).

Active Fleet

- Total buses (All are wheelchair lift-equipped) - 1,011
 - RTD-owned and operated - 577
 - RTD-owned, leased to private carriers - 434
- Peak-hour buses required - 789 AM, 821 PM (Jan. Runboard)
- Average age of fleet - 9.2 years (Revenue)
- Annual diesel fuel consumption (RTD-operated buses only) - 5.548 million gallons (last 365 days)
- Access-a-Ride cutaways - 323
- Call-n-Ride Ride cutaways - 53
- Light Rail Service
 - Vehicles - 172
 - Miles of track - 48
 - Active Stations - 46

Ridership - December 2013 - November 2014

- Average weekday boardings - 344,381
(including approx. 44,442 Mall shuttle boardings; 90,752 LRT boardings; and 2,325 Access-a-Ride boardings)
- Annual boardings - 104,932,002
(including approx. 13,605,545 Mall shuttle boardings; 26,535,698 LRT boardings; and 675,726 Access-a-Ride boardings)

Financial

	<u>2014 Amended</u>	<u>2015 Adopted</u>
• Base System, interest & depreciation excluded	\$443 million	\$443.4 million
Base System + Fastracks Operating Budget* (interest & depreciation excluded)	\$460.2 million	\$461.8 million
* Includes West Rail Line, DUS Bus Concourse, Free MetroRide for Fastracks portion		

Staff

- Budgeted Number of Employees:
 - RTD Total - 2,664
 - Salaried - 735
 - Represented - 1,929
- Private Contractors:
 - Fixed Route Total - 1,043
 - Paratransit (ADA & Call-n-Ride) Total - 630



Southwest Corridor Light Rail Line

Project Overview

- In 1992, RTD began the Southwest Corridor Alternatives Analysis/Major Investment Study to evaluate possible alternatives for rapid transit along South Santa Fe Drive between downtown Denver and the City of Littleton.
- In March 1994, the RTD Board of Directors selected light rail transit with a southern terminus at Mineral Avenue in the City of Littleton as the preferred technology and alignment. In July 1994, the Metropolitan Planning Organization (the Denver Regional Council of Governments - DRCOG), through the Senate Bill 208 process, ratified that recommendation.
- In September 1994, RTD received permission from the Federal Transit Administration (FTA) to begin Preliminary Engineering (PE) and the preparation of an Environmental Impact Statement (EIS) for the Southwest Corridor Light Rail Project. The Preliminary Engineering was completed in early 1996.
- In September 1995, the RTD Board of Directors approved spending \$3.9 million to complete the Final Design of the Southwest Corridor Light Rail Project pending a Record of Decision (ROD) by the FTA. In January 1996, the final EIS was submitted to FTA and the ROD was issued in March 1996.
- On May 9, 1996, U.S. Secretary of Transportation, Federico Peña, signed a \$120 million Full Funding Grant Agreement (FFGA), allowing RTD staff to begin Final Design. Final Design was completed by RTD's in-house design staff in December 1997, saving \$2.3 million compared to professional consultant proposal resulting in outstanding design and praise from the Federal Review Team. To demonstrate multi-modal cooperation, the Federal Highway Administration (through DRCOG and the Colorado Department of Transportation) provided flexible highway-to-transit funding in the amount of \$18 million. The FFGA was paid in full in 2001.
- Southwest Light Rail Line groundbreaking occurred on January 21, 1997, and construction began with utility relocation. The Southwest Light Rail Line opened to the public on July 14, 2000, with revenue service beginning on July 17, 2000.
- Ridership has exceeded the projected forecast of 8,400 riders per weekday and averaged 17,900 riders, in April 2002, at the five stations---113 percent over projections. Total light rail system ridership was projected at 22,400 and reached a high of 41,690 average weekday boardings in September 2006. Steady ridership growth continued through 2006 when the Southeast Light Rail line opened.
- To meet ridership demands, RTD purchased 12 additional light rail vehicles which were delivered in 2002 and increased service on the Southwest Corridor in conjunction with the opening of the Central Platte Valley light rail line in April 2002.

System Characteristics

- 8.7-mile length (Broadway & I-25 to Mineral Avenue)
- 5 stations (Evans, Englewood, Oxford, Littleton/Downtown and Littleton/Mineral)
- Entire corridor double-tracked
- Reserved right-of-way
- 7.5 minute average weekday headways
- 10 minute average night, weekend and holiday headways
- Park-n-Rides at 4 stations - 2,600 parking spaces
- Entirely grade separated

System Costs Ridership

- Prior Corridor Expenditures \$17.9 million
- Project Cost excluding Prior Expenditures (year of expenditure) \$159.8 million
- Total \$177.7 million
- Average Weekday Ridership Projections:
 - Year 2000 projection 8,400
 - Year 2015 projection 22,000
- Ridership: December 2013 - November 2014
 - Average weekday ridership on the C and D Lines: 26,771
 - Total ridership: 8,254,844

Southwest Corridor Light Rail Line





Southeast Corridor

Project Overview

- The Southeast Corridor Light Rail Line is 19 miles long. It runs along the west side of I-25 from Broadway in Denver to Lincoln Avenue in Douglas County, and in the median of I-225 from I-25 to Parker Road in Aurora, connecting the two largest employment centers in the Denver region.
- In 1995, CDOT, RTD and the Denver Regional Council of Governments (DRCOG) began conducting a Major Investment Study (MIS) in an effort to find the best solution to the ever-growing problem of congestion in the southeast corridor. In 1998, CDOT, RTD, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) joined forces to conduct an Environmental Impact Statement (EIS). The Record of Decision was issued in March 2000.
- In May 2001, the project was named the Transportation Expansion (T-REX) Project, and the Southeast Corridor Constructors team, a joint venture of Kiewit Construction and Parsons Transportation Group, was selected as the design-build contractor.
- The Transportation Expansion (T-REX) Project was a \$1.67 billion highway expansion and light rail project directed by the Colorado Department of Transportation and the Regional Transportation District. In addition to widening I-25 and I-225 in the southeast corridor of the Denver metro area and building a light rail transit line, T-REX built several bridges and interchanges, improved drainage, enhanced bicycle and pedestrian access, and provided transportation management elements.
- Of T-REX's total \$1.67 billion budget, the light rail portion was \$879 million, and the highway portion was \$795 million. T-REX was funded through voter-approved bond issues. In 1999, voters approved separate RTD and CDOT bond issues. In November 2000, RTD also received a Full Funding Grant Agreement (FFGA) for \$525 million from the FTA.
- On September 24, 2001, T-REX celebrated its groundbreaking, and construction began in early October.
- In 2004, construction of the Elati Light Rail Maintenance Facility was completed.
- Construction was completed in September 2006. After final testing of the light rail system, the Southeast Corridor Light Rail opened ahead of schedule and under budget on November 17, 2006.

Light Rail System Characteristics

- 19 miles of light rail, 15 miles along I-25 from Broadway to Lincoln Avenue, and four miles along I-225 to Parker Road.
- 13 light rail stations (Louisiana Pearl; University of Denver; Colorado; Yale; Southmoor; Bellevue; Orchard; Arapahoe@Village Center; Dry Creek; County Line; Lincoln; Dayton; and Nine Mile).
- Park-n-Rides at all stations except for the Louisiana Pearl station, which features a neighborhood plaza built over the Louisiana Pearl Light Rail Station, nicknamed "The Louisiana Lid." The Park-n-Rides provide a total of over 7,000 parking spaces along the Southeast Corridor.
- New light rail maintenance facility with new communications and control system and 34 new light rail vehicles.
- Extensive bus feeder system to transport light rail riders to and from the stations.
- The art-n-Transit program showcases a separate theme at each station with functional art, such as windscreen benches, decorative ironwork, trash receptacles, and shelters. Commissioned art has also been provided at each station.
- Frequency of Trains:
 - Trains from Lincoln Avenue to Downtown Denver
 - 10 minute average peak headways
 - 15 minute average off-peak/weekend headways
 - Trains from Nine Mile to Downtown Denver
 - 15 minute average peak headways
 - 15 minute average off-peak/weekend headways

Light Rail Estimated Ridership

- Average Weekday Ridership Projections:
 - Year 2009 projection 33,800
 - Year 2020 projection 38,100
- Ridership: December 2013 - November 2014
 - Average weekday ridership on the E, F, and H Lines: 45,209
 - Total ridership: 13,771,639



RTD Central Platte Valley Light Rail Line

Project Overview

- Central Platte Valley (CPV) light rail extension connects with the Central Corridor near Colfax Avenue and runs from that point to Union Station in Lower Downtown.
- Rail stations are in service at the Auraria West Campus; near Sports Authority Field at Mile High; at the Pepsi Center/Elitch Gardens; and at the CPV terminus at Union Station in LoDo.
- The CPV extension serves all the major professional sports venues (football, hockey, basketball, and baseball) in the region.
- In March 2000, the Federal Transit Administration issued a Finding of No Significant Impact, thereby approving the CPV's Environmental Assessment.
- The CPV extension necessitated an expansion of the 16th Street Mall Shuttle service from Market Street Station to Union Station to allow transfers between the light rail line and the shuttle. A partial extension to Wynkoop Street opened in September 2001, with the full extension to Union Station becoming operational when the light rail system opened.
- The CPV extension, newly designated as the "C" line, opened to the public on April 5, 2002, with revenue service beginning April 7. In 2006, service on the CPV extension was supplemented with the addition of the "E" line from the Southeast light rail line.
- The Central Platte Valley extension is a good example of a private-public partnership. The cost for completing the CPV extension was covered by the following contributions:

Denver Regional Council of Governments (DRCOG)	\$19.60 million
City and County of Denver	\$ 5.00 million
RTD	\$19.25 million
Private stakeholders - Cash (Broncos, Rockies, Six Flags/Elitch Gardens, Lower Downtown, Auraria, Pepsi Center, and Trillium)	<u>\$ 2.55 million</u> \$46.40 million
Donated transit easements	<u>\$ 1.40 million</u>
Total project cost	\$ 47.80 million

- The CPV extension was the third consecutive light rail project RTD has completed on time and within budget.

System Characteristics

- 1.8 mile length
- 4 stations
- Double-tracked
- Train frequency:
15-minute weekday peak/off-peak and weekend service; more frequent service is provided for special events, such as Broncos, Nuggets, Rockies and Avalanche games.
- Ridership: December 2013 - November 2014
Average weekday ridership on the C, E, and W Lines: 30,562
Total ridership: 6,083,959

Central Platte Valley Light Rail Line





Central Corridor Light Rail Line

System Overview

RTD light rail began revenue service on October 7, 1994. RTD's first light rail line, the Central Corridor, runs from 30th Avenue and Downing through the Five Points Business District and downtown Denver, by the Auraria campus and then along railroad right-of-way to I-25 & Broadway.

The light rail line is 5.3 miles long and in 1999, its last full year as a stand-alone route, carried an average of 16,118 riders each weekday. A bus transfer station and Park-n-Rides are located at 30th and Downing, Alameda, and I-25 and Broadway stations. The Southwest Corridor (opened 2000) and the Southeast Corridor (opened 2006) extended the corridor farther south, connecting to the Central Corridor at I-25 & Broadway Station. Local and limited bus service along Broadway and Lincoln is frequent, averaging 3 minutes in the peak and 15 minutes in the off-peak.

This light rail line was funded entirely by RTD -- no tax increase and no federal dollars were necessary. This line was funded with an existing use tax, RTD's capital reserve, and bonds issued by the District.

There are three Park-n-Rides on the Central Corridor light rail line. The I-25 & Broadway Station Park-n-Ride provides 1,308 parking spaces. Alameda Station Park-n-Ride opened in August 1996 with 302 spaces. Current redevelopment is occurring at this station that removes these 302 spaces. However, the developer is providing 100 spaces within the nearby development. The adjacent Broadway/Marketplace provides 221 spaces. The 30th and Downing Station Park-n-Ride has 27 parking spaces.

In December 2004, the two light rail stations serving the Colorado Convention Center and DCPA at 14th/California and 14th/Stout were combined into one station by the City and County of Denver in partnership with RTD as part of the Colorado Convention Center expansion project. This move gives light rail patrons internal access to the Convention Center.

System Benefits

- Provides the central connection of the planned regional light rail system
- Removed approximately 430 bus trips/day from downtown city streets on opening day
- Reduces air pollution and traffic congestion
- Provides an opportunity for economic development in commercial areas along the transit line
- Established RTD's commitment to rapid transit

System Characteristics

- 5.3-mile length (30th/Downing to Broadway@I-25)
- 13 stations
- Proven standardized technology
- Overhead electrical power
- Ground-level tracks
- Fully accessible to persons with disabilities
- Spine of regional light rail system
- Up to 55 mph speeds
- Frequency of trains
 - South of 10th/Osage
 - every 3 minutes (rush hour)
 - every 5 minutes (mid day)
 - every 5 minutes (nights, weekends, holidays)
 - 10th/Osage to Downtown Denver
 - every 4 minutes (rush hour)
 - every 7.5 minutes (mid day)
 - every 7.5 minutes (nights, weekends, holidays)
 - 30th Downing to Downtown Denver
 - every 15 minutes (all times)

System Costs

- Gross Capital Costs (year of expenditure) \$116.5 million

Central Corridor Light Rail Line





FREE MallRide shuttle service

FREE MallRide fleet

The Regional Transportation District (RTD) operates a free shuttle bus service along downtown Denver's 16th Street Mall a 1.42 mile-long transit and pedestrian mall. The original shuttle fleet was comprised of 26 three-door, low-floor buses, which have now been replaced with 36 ultra-low emission hybrid-electric vehicles. These four-door vehicles carry up to 115 passengers. During 2012, two newer prototype vehicles were added for in-service testing.

FREE MallRide service

The FREE MallRide is available every day from as early as 5:00 a.m. on weekdays with the last complete round-trip leaving at 1:21 a.m. from Union Station. Service is sometimes so frequent - as often as every 1 1/2 minutes during rush hours - that shuttles are seldom out of sight.

The FREE MallRide stops at every intersection along the 1.42 mile-long mall from RTD's Union Station at one end of the mall to RTD's Civic Center Station at the other end, with a total traveling time of approximately 14.5 minutes. Major connections for bus service can be made at RTD's Civic Center and Denver Union Stations located at either end of the 16th Street Mall.

FREE MallRide connections to Light Rail

In 2011, the FREE MallRide was extended to a new light rail station built to accommodate the West Rail Line which opened in 2013. At Union Station the FREE MallRide currently connects with RTD's C, E, and W Light Rail Lines, making stops at popular sports and entertainment venues in the Central Platte Valley before heading south and west. The FREE MallRide also connects at the 16th/Stout and 16th/ California Light Rail stations along the 16th Street Mall with RTD's D, F and H Light Rail Lines, providing service to the Five Points area (D Line) and to the southwest (D Line) and southeast (F and H Lines) metro areas.

Heart of downtown

The atmosphere of the 16th Street Mall and the ease of movement provided by the FREE MallRide create a dynamic center for activity. The Mall itself was designed as an outdoor plaza, allowing for unique food and gift carts, outdoor dining, outdoor events and open seating for socializing or a game of chess. The FREE MallRide's frequent service allows for easy travel to and from places of employment and some of the area's finest restaurants, shops and entertainment venues, including:

- Auraria Higher Education Campus (through direct connection with Light Rail)
- Colorado Convention Center
- Coors Field
- Denver Pavilions
- Denver Performing Arts Complex and Theater District
- Five Points Historic District (through direct connection with Light Rail)
- Larimer Square
- Pepsi Center (through direct connections with Light Rail)
- The Shops at Tabor Center
- Elitch Gardens (through direct connection with Light Rail)
- Plus hotels, art galleries, boutiques, coffee houses, bookshops, brewpubs and nightclubs.

The Civic Center Station is near the State Capitol, Denver City and County government offices, Denver Public Library, Denver Art Museum and the Colorado History Museum. RTD's Denver Union Station, which houses Amtrak, is near Coor's Field.

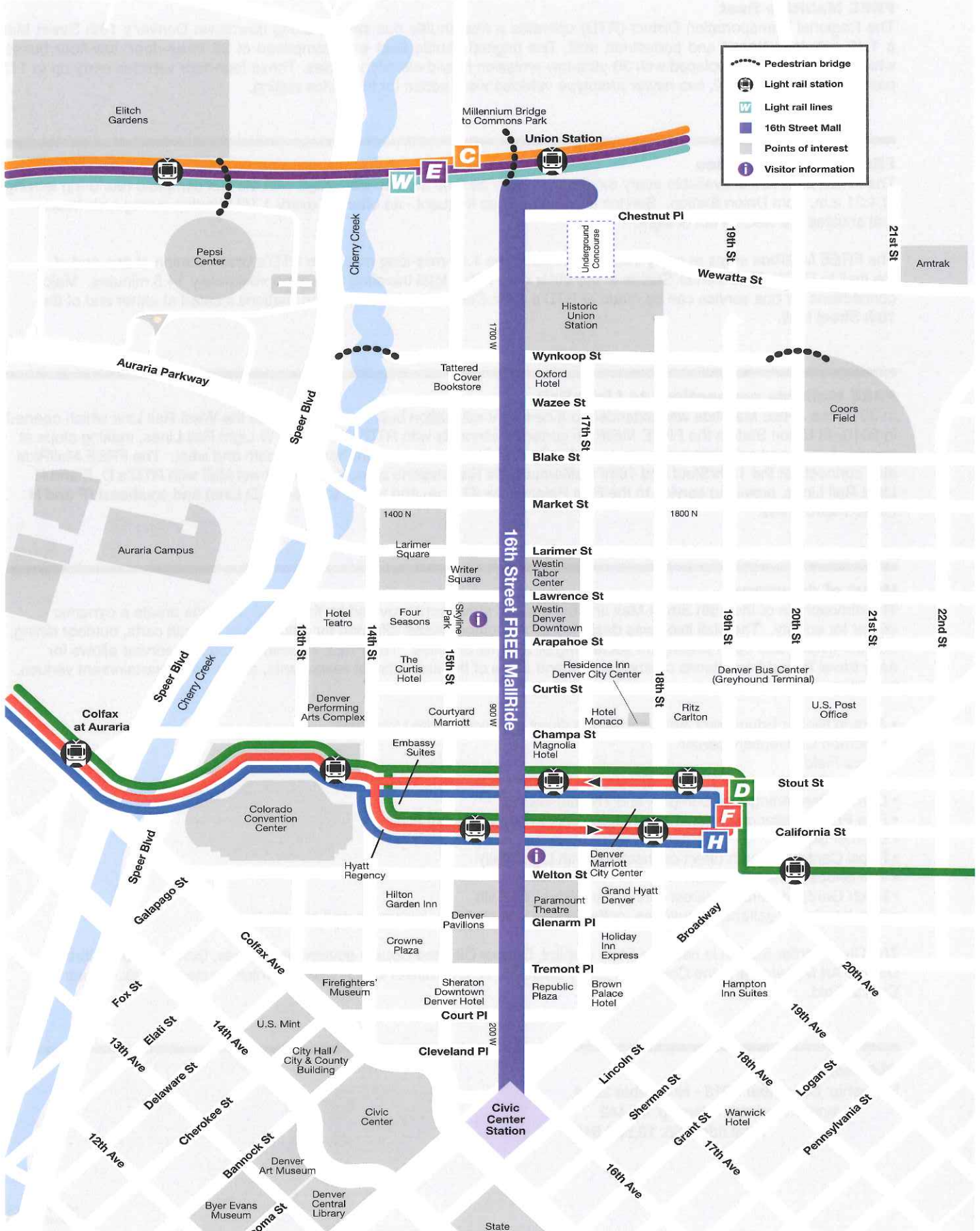
Ridership

Ridership: December 2013 - November 2014

Average weekday ridership: 44,442

Total ridership: 13,605,545

FREE MallRide shuttle service





Downtown Express (I-25 HOV)

Project Overview

The Downtown Express consists of 6.6 miles of bus/high-occupancy vehicle (HOV) lanes running from downtown Denver to US 36. Downtown Express lanes are reversible with vehicles moving with rush hour traffic southbound in the morning and northbound in the evening. A Traffic Management System (TMS), which includes changeable signs, traffic gates, and closed-circuit television, provides a safety feature to the barrier-separated lanes.

The project included expansion of two RTD Park-n-Rides: Wagon Road Park-n-Ride, located at I-25 and 120th Avenue, and Thornton Park-n-Ride, located at I-25 and 88th Avenue. In addition, a bike and pedestrian path running along the south side of 20th Street, four acres of new parks on the east side of the Platte River, and two new community parks in the Highland Neighborhood on the west side of I-25 were also developed.

At the time the Downtown Express was the largest construction project ever undertaken by RTD; and it is also the first project that the Colorado Department of Transportation, the City and County of Denver, the Federal Transit Administration, the Federal Highway Administration and RTD constructed together.

On May 8, 2001, the bus/HOV lane was extended to Pecos Street and US 36 with the opening of the US 36 "Direct Connect." This \$148 million extension provides an additional 2.5 miles of barrier-separated, reversible HOV lane, allowing motorists to connect effortlessly from US 36 HOV lanes onto I-25 HOV lanes.

Construction to extend the bus/HOV lane north on I-25 to 78th Avenue was completed in October 2004. This extension provides an additional 2 miles of bus/HOV lane for I-25 traffic. On June 2, 2006, the Colorado Department of Transportation (CDOT) instituted a change in operations on the facility, converting the lanes to HOV/Tolled Express lanes, allowing Single Occupant Vehicles (SOV) access to the lanes by paying a toll.

Project Status

on weekdays the Downtown Express lanes carry approximately 11,000 cars and buses in both directions. This number includes 300 buses (with 7,200 passengers), 6,000 high-occupancy vehicles (with approximately 15,000 passengers), and almost 3,400 toll vehicles - for a total of over 27,600 passengers.

Benefits of the Downtown Express

- Shortens commute time
Bus/HOV commuters typically save as much as 5 to 10 minutes travel time during rush hour, with even greater savings when accidents or severe weather slow general auto traffic.
- Improves air quality
The travel time savings is attracting commuters from their cars to buses and HOV's, which will reduce carbon monoxide and particulate pollution in downtown Denver.
- Increases I-25 capacity
The two bus/HOV lanes can carry as many people as four general traffic lanes; increased HOV usage will reduce the number of cars in general.

Project Cost and Funding Sources

- Capital Cost \$228 million
- Funding
 - Federal Transit Administration..... \$70 million
 - Regional Transportation District \$ 54 million
 - Colorado Department of Transportation and
Federal Highway Administration..... \$ 84 million
 - City and County of Denver \$ 20 million



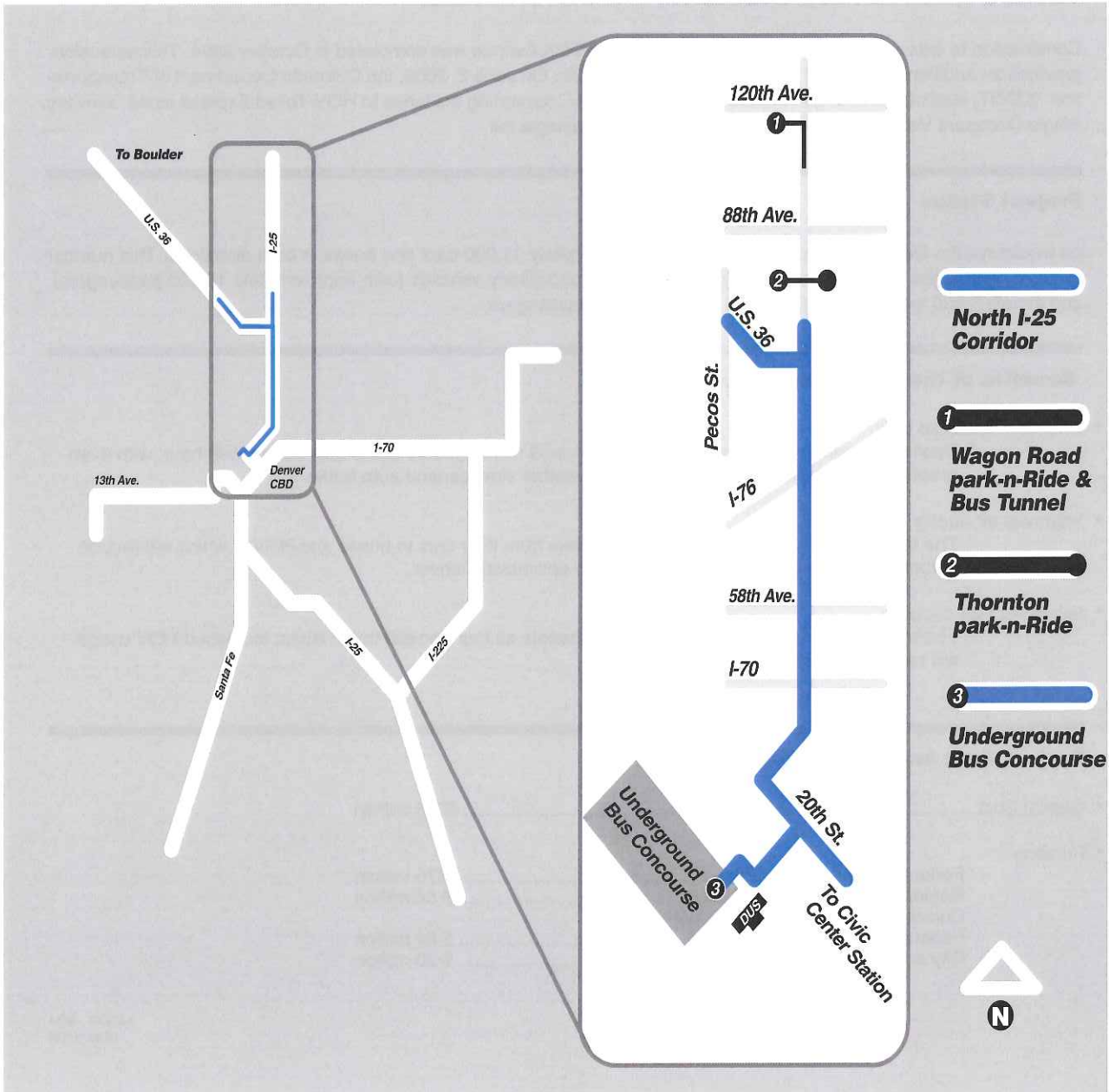
Downtown Express (I-25 HOV)

Coordination was required with the following groups and organizations to insure success of this project.

Colorado Department of Transportation
 City and County of Denver
 Federal Transit Administration
 Federal Highway Administration
 Adams County
 Denver City Council
 Denver Mayor's Office
 City of Northglenn
 City of Thornton
 City of Westminster
 Huron Heights Neighborhood

Highland Neighborhood
 Globeville Neighborhood
 Lower Downtown
 Downtown Denver, Inc.
 DRCOG
 Public Service
 DEFEND
 Metro Sewer
 Denver Water Board
 Burlington Northern Railroad
 D&RGW Railroad
 Union Pacific Railroad
 Urban Drainage and Flood Control
 Corps of Engineers
 Denver Union Terminal
 North Larimer Business District

State Engineers Office
 State Health Department
 Environmental Protection Agency
 Denver Planning Board
 AMTRAK
 Denver Urban Renewal Authority
 Glacier Park
 Denver Wastewater
 US West
 Platte River Greenway Foundation
 I-25 Interscape Program
 Denver Parks and Recreation
 Colorado State Patrol
 Denver Police and Fire Department
 State Historic Preservation Organization
 Colorado Baseball Commission





The easiest way to DIA

RTD's SkyRide bus service offers convenient, reliable and affordable transportation to and from Denver International Airport (DIA). SkyRide has 5 routes, convenient stops throughout the metro area, parking at 14 Park-n-Rides, luggage assistance, and comfortable over-the-road coaches. Buses depart about every 15 minutes during peak hours, with more than 170 arrival and departure times to and from DIA every day of the year.

SkyRide Routes

- Route AA provides hourly service from Wagon Road Park-n-Ride and 14 stops along 104th Ave. including the 104th Ave. and Revere Park-n-Ride.
- Route AB provides hourly service from Boulder, with stops at the CU Campus, and the 27th Way & Broadway, US 36 • Table Mesa, US 36 • McCaslin, US 36 • Broomfield and US 36 • Sheridan Park-n-Rides, and with weekday stops at the Stapleton and Airport Blvd & 40th Ave Park-n-Rides (PnR).
- Route AF provides hourly service beginning at the Denver Bus Center Station, with stops at Denver Union Station and the Airport Blvd & 40th Ave. Park-n-Ride.
Route AS provides service every 15-30 minutes from the Stapleton Park-n-Ride.
- Route AT provides hourly service from the Arapahoe at Village Center and Nine Mile stations, the Airport Blvd & 40th Ave. Park-n-Ride, and the stop at Colfax & Billings.

Parking

- SkyRide parking is available at the Airport Blvd & 40th Ave Park-n-Ride with 1,079 parking spaces; Arapahoe at Village Center Station has 817 spaces; US 36 • Broomfield PnR has 940 spaces; Nine Mile Station has 1,225 spaces; Stapleton PnR has 1,769 spaces; US 36 • Table Mesa PnR has 824 spaces; and US 36 • Westminster PnR has 1,310 spaces. Parking fees may apply - please visit rtd-denver.com or call 303.299.6000 for additional information.

Luggage

- SkyRide routes AA, AB, AF, AS and AT have storage space inside the bus for carry-on luggage, and under-coach storage for larger pieces. SkyRide drivers will assist with loading and unloading luggage in the under-coach bins.

Transfers

- Customers can transfer from regular service at the Stapleton and Airport Blvd & 40th Ave Park-n-Rides, Boulder Transit Center and Denver Union Station, the Denver Bus Center, and the Denver Tech Center. Transfers can be applied to the SkyRide fare.

SkyRide Prices

	Wagon Road, Nine Mile Station, Stapleton, Airport Blvd. & 40th Ave	Denver Downtown	Arapahoe @ Village Center Station, Boulder, US 36 • Broomfield, US 36 • Westminster
Cash One-Way	\$ 9.00	\$ 11.00	\$ 13.00
Cash Discount*	\$ 4.50	\$ 5.50	\$ 6.50
Advance Roundtrip (advance purchase only)	\$ 17.00	\$ 20.00	\$ 24.00
Monthly Pass	\$ 140.00 (Express)	\$176.00 (Regional)	\$176.00 (Regional)

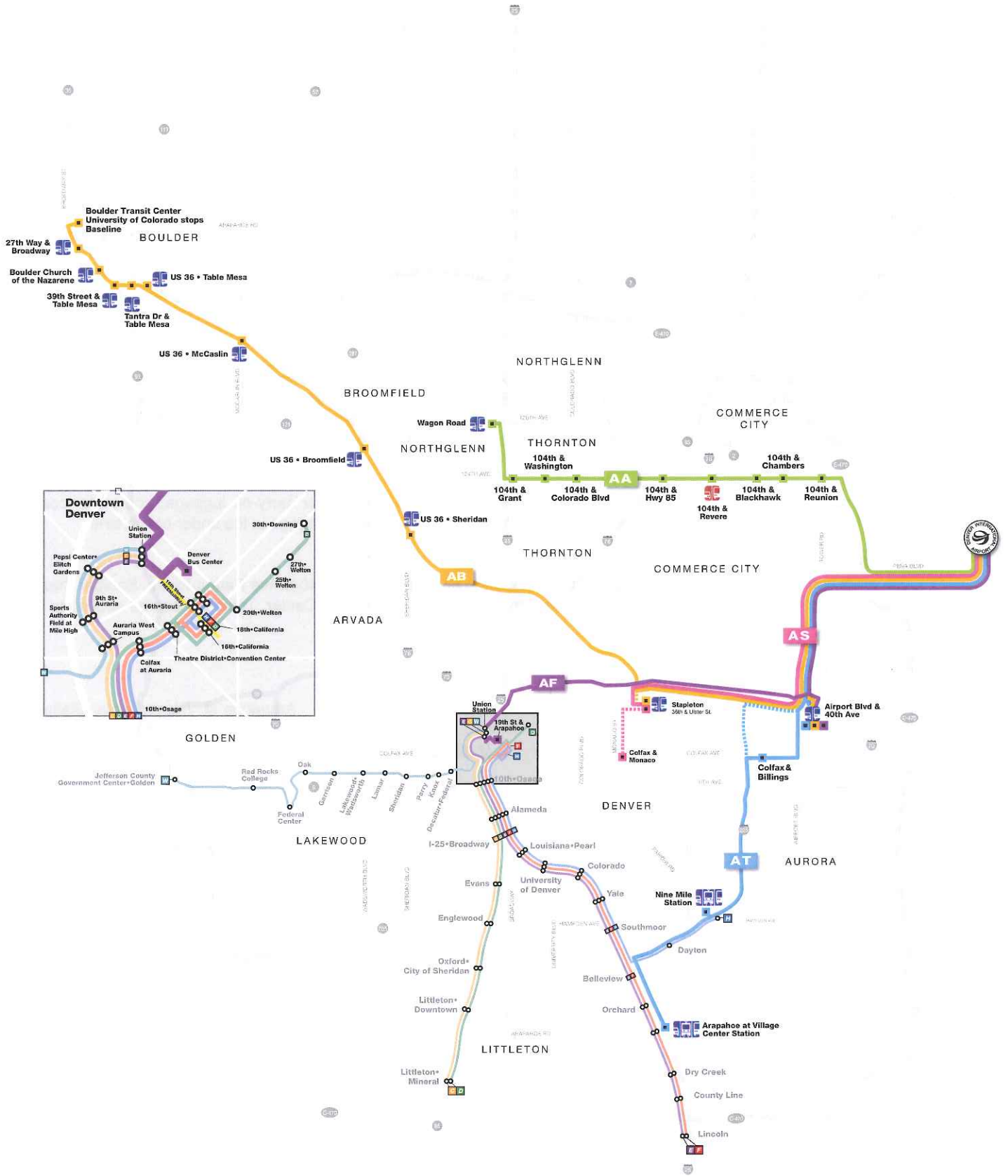
*Discount Fares: Seniors 65+, Disabled, Medicare and Students (eligibility limited to Elementary, Middle and High School Students ages 6-19). Users must show proof of eligibility upon boarding.

Family Fare - Children 15 years of age and younger ride free when accompanied by an adult passenger (Limit-3 per adult).

Regional Pass - Accepted as full payment on all SkyRide routes.

Express Pass - No additional fare required at the \$9.00 SkyRide stops; \$4.00 off the cash fare at the \$11.00 and \$13.00 SkyRide stops.

Eco Pass holders pay \$2.50 each way for SkyRide service to DIA. Eco Passes issued by DIA employers are exempt from this fee.



Introduction

RTD operates 77 parking facilities throughout the metropolitan area within the geographical boundaries of the District. There are no parking fees at 40 of these locations. At 37 locations, daily parking fees apply only to vehicles with license plates registered to an address outside RTD boundaries. After 24 hours, extended parking fees apply to all vehicles at these facilities. See the **RTD park-n-Ride Facilities** map on the reverse side to locate RTD parking facilities and applicable fees.

How to Use RTD Parking Facilities

STEP 1: Choose a parking facility in a convenient location that provides the service you require.

- To find the facility that best fits your needs, go to the RTD web site, RTD-Denver.com, select "Rider Tools", then "parking" and see the park-n-Ride Map for available service.

STEP 2: To determine if parking fees apply at your chosen facility, see the map on the reverse side. The locations highlighted in blue have parking fees. Or visit RTD-Denver.com.

- If your chosen facility is shown in red, parking fees do not apply, you may simply park-n-Ride at your convenience. If fees apply go to Step 3.

STEP 3: Determine if parking fees apply to the facility you have selected.

- If your vehicle has "in"-District license plates, your daily park-and-depart use is free. You will have to pay for extended use each day after the first 24 hours.
- If your vehicle has "out"-of-District license plates, you will have to pay for each day's use, whenever that occurs.

STEP 4: To determine whether your license plate is registered to an address that is "in" or "out" of the District, you can simply enter your license plate number into any RTD parking pay station to get an immediate answer, or go to the RTD web site, RTD-Denver.com, select "Rider Tools," then "parking," and enter the license plate number of your vehicle in the "license plate lookup."

- Most plates will show immediately as either "in" or "out". If your results are "inconclusive," often due to recent record changes, call **303.299.2900**.

STEP 5: Know the rules.

- Parking is for patrons of the transit system only up to a maximum of 30 days.
- Parking fees must be paid, or arrangements made to pay, before boarding. There are several optional ways to do this.
- Parking facilities are monitored by license plate daily. Violators may be ticketed, booted or towed non-payment.

STEP 6: If parking fees apply, you need to decide how you will pay before boarding.

- Each time you park you may make payment at the pay station before you board.
 - Locate the blue canopy and follow the instructions. You may use a credit/debit card or exact change. Take your receipt with you.
- Or, you may arrange to pay-by-phone.
 - To set up an account visit RTD-Denver.com, select Rider Tools, then parking, then Pay-by-Phone. Or, call **1.877.727.5951**
 - After you park you notify your account by telephone with the Parking Zone Number and the number of days in your parking session. The parking session and a small convenience fee are automatically charged to your account. The parking session may be extended by telephone from anywhere in the world. The Parking Zone Number is posted above the pay station at every facility and on RTD-Denver.com on the parking page
- Or, you may establish an automated account which allows you to simply park and depart.
 - This account requires a deposit that you periodically replenish. Your account is automatically charged for each day your vehicle is detected parking in an RTD facility where fees apply. Call **303.292.1505**.
- Or, in-District patrons may apply for monthly Reserved parking space at some facilities by calling **303.292.1505**



Additional information

Out-of-District Exemptions

College students, active military and newcomers who drive vehicles with out-of-District plates may apply for an exemption from out-of-District parking fees on RTD-Denver.com, select Rider Tools, then parking. It is the patron's responsibility to apply for this exemption, except for those with disabled plates or placards that receive it automatically. In-District parking fees continue to apply.

Enforcement

Enforcement information is posted at each site.



Park-n-Ride

Parking locations and fees

- In district: \$2.00 after first 24 hours
- Out of district: \$4.00 each 24 hours
- FREE
- RTD eight-county district



Learn more about our parking program

For more information, please visit our website or call today.

rtd-denver.com
303.299.6000

Accounts, exemptions, tickets, and appeals
303.292.1505

Pay-by-phone
1.877.727.5951

The fine print about Park-n-Ride

RTD Park-n-Rides are for the specific use of transit system passengers.

Parking is available on a first-come, first-served basis.

Covered and uncovered parking options vary by location.

Drivers of vehicles who are in violation of the parking rules and fees may be warned, ticketed, booted, or towed at the owner's expense.

RTD is not responsible for loss, damage, or theft of your vehicle or belongings while parked at a Park-n-Ride.

Central Parking manages and monitors all license plates daily at RTD Park-n-Rides where parking fees apply.





ADA Paratransit Service Access-a-Ride

Project Overview

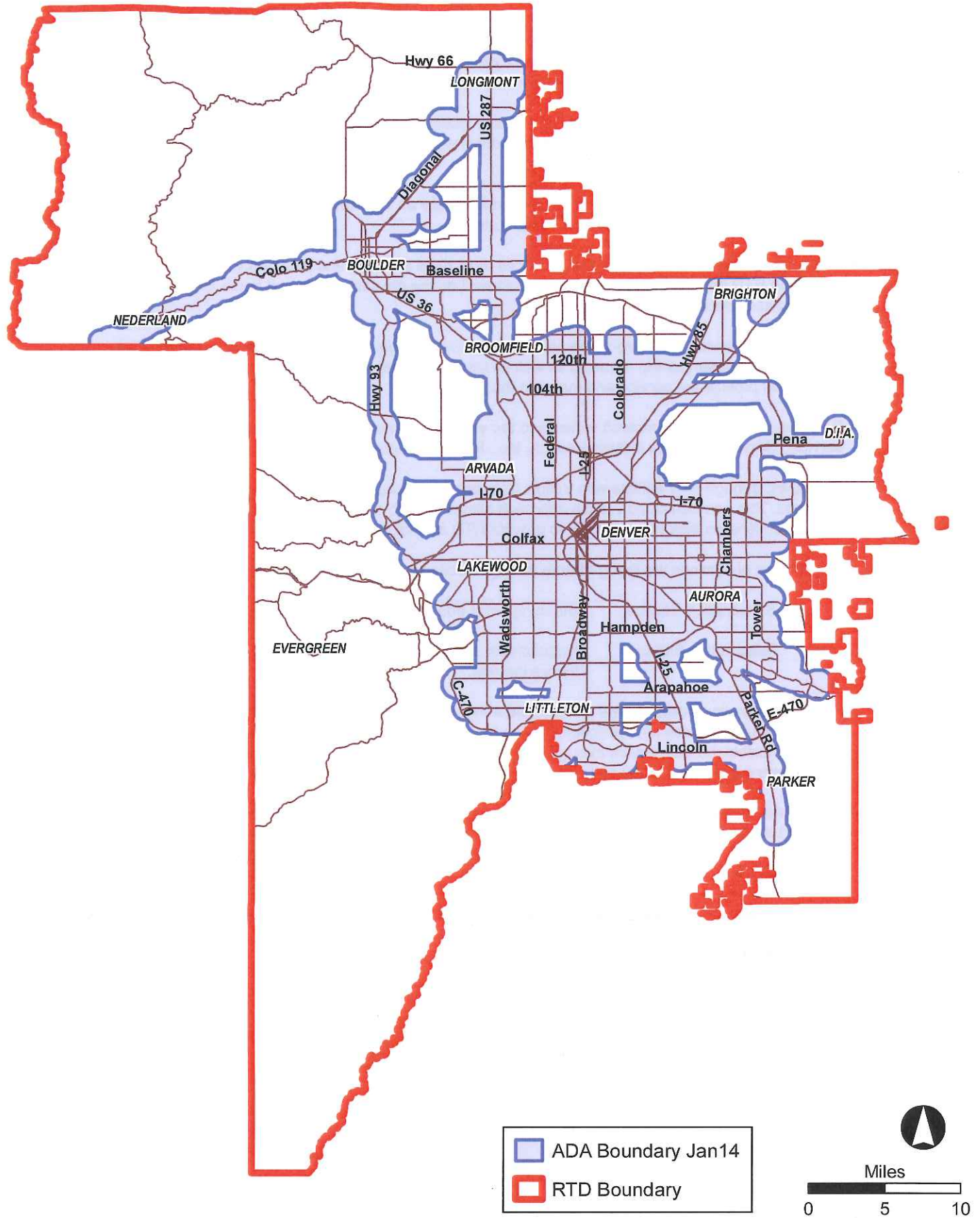
- The Americans with Disabilities act of 1990 (ADA) requires that RTD provide paratransit service to disabled individuals unable to use RTD fixed route buses, operating the same days and hours of service as the fixed route service. This service is called *Access-a-Ride*.
- *Access-a-Ride* is a curb-to-curb (with door-to-door assistance upon special request) transportation system offered to disabled individuals who cannot functionally use RTD's regular fixed route system.
- Passengers wishing to use *Access-a-Ride* must complete an interview/assessment and be certified as ADA eligible by certification specialists.
- Passengers eligible for *Access-a-Ride* services must have an origin and destination within 3/4 of a mile of an RTD non-commuter fixed route and travel during the same days and hours that fixed route service operates.
- Five different service contractors operate RTD's *Access-a-Ride* service. First Transit is responsible for accepting passenger trip requests as well as scheduling and dispatching the trips. Four different companies provide the service and maintain the vehicles.
- RTD leases 322 ADA paratransit vehicles to the various contractors for the operation of *Access-a-Ride* service. Service providers include Horizon, Inc., MV Transportation and VIA Mobility Services.
- TransDev, through their affiliate with Yellow Cab, provides *Access-a-Ride* service with the use of taxi cabs. This non-dedicated vehicle approach allows the cab company to use as leverage the amount of vehicles they have in order to provide RTD service during peak hours.
- Three types of services are being offered through *Access-a-Ride*. They are as follows:
 - Subscription Service: Standing order ride requests, no call-in needed.
 - Reservation Service: Requests for service from 3 days in advance of ride up to the day before the ride.
- Passengers using *Access-a-Ride* are charged a fare to ride the vehicle. Under the provisions of ADA, fares are limited to twice the applicable charge for a similar trip on a fixed route vehicle. *Access-a-Cab* provides flexible, on-call service through private transportation companies. *Access-a-Ride* certified passengers pay the first \$2.00 of the regular fare and any amount of the total fare over \$14.00.
- RTD works closely with a panel comprised of representatives from the disabled community, health care and social services officials, service providers and state/local representatives. This committee, named the ADA Paratransit Advisory Committee, meets every other month, advising RTD of all aspects of the service.

Certification

- RTD's certification is provided via Easter Seals of Colorado. RTD provides free applicant transportation to and from the certification center. Once certified, the passenger is issued a customer ID card and users' guide explaining how the service works. The applicant is not charged for the certification process.



ADA Paratransit Service Access-a-Ride





Sales and Pass Programs

College Pass

College Pass is a discounted pass program between RTD and a college or university and is designed to provide students with access to RTD services in and around the Denver metro area. Students are assessed a fee along with their tuition each academic term. Students may then use their Student ID's to board RTD buses and light rail. There are currently eight colleges enrolled in the College Pass program including:

- Anschutz Medical Campus
- Auraria Campus (includes the University of Colorado-Denver, Metropolitan State College of Denver, Community College of Denver)
- Colorado School of Mines
- Escoffier School of Culinary Arts
- Naropa University
- Rocky Mountain School of Art and Design
- University of Colorado at Boulder
- University of Denver – Undergraduate and Law Students

Business Eco Pass

Eco Pass, RTD's most popular discounted pass program, is priced based on a group insurance concept which allows employers to provide benefits of public transportation to all employees at a low cost per employee. Eco Pass is an annual photo ID pass used for unlimited rides on any of RTD's regular service routes including Regional, Express, Local, Light Rail and call-n-Ride. Eco Pass contracts in 2014 represented \$21,317,716 in revenue and more than 105,858 potential riders at over 1,400 companies. Eco Pass holders pay \$2.50 each way for SkyRide service to DIA. Eco Passes issued by DIA employers are exempt.

Transit Voucher

Transit Voucher is a tax-free fare subsidy program that uses special transit vouchers that employees can redeem toward the purchase of monthly bus passes or 10-Ride ticket books.

Annual ValuPass

ValuPass is a program which lets frequent riders purchase an annual pass at a discount rate equivalent to the cost of eleven monthly passes. Annual pass subscribers pay the amount in advance and receive their pass in the mail each month.

Pass Outlets

RTD's Pass Outlet program allows companies to sell RTD monthly transit passes to employees, students, and/or customers from their own establishments on consignment.

Neighborhood Pass Program

The Neighborhood Eco Pass program is a discounted pass program offered to residential communities. The program is similar to the Business Eco Pass program in that all housing units within a particular residential area must be included in a Neighborhood Eco Pass program. The community must be represented by either a registered neighborhood or homeowner's association, or a city or county government entity. In 2014, 55 neighborhoods participated in the program, representing \$892,524 in revenue.



Sales and Pass Programs

FlexPass

RTD's FlexPass is a product designed to offer employers an annual pass program that can be customized to meet the needs of the company and its employees.

FlexPass features:

- RTD Local, Express and Regional monthly passes are purchased through an employer at a discount by or for its employees.
- The employer is required to sign a 12-month commitment with RTD.
- Employer and/or employees order monthly passes through the FlexPass website.
- Program is flexible: the amount and type of passes ordered can vary from month to month.
- Employer and employees are eligible for three different discounts:
 - 10% match discount – RTD will match employer subsidies of up to 10% off the face value of each monthly pass purchased.
 - 5% discount – if the employer agrees to offer the pass to its employees on a pre-tax basis, RTD will discount 5% off the face value of each pass. The employer can elect to pass this discount on to its employees. Employer can elect to use this discount to help offset the administrative cost of the TPA.
 - 5% quantity discount – if an employer purchases an average of 200 or more passes a month, RTD will discount 5% off the face value of each pass. The employer can elect to pass this discount on to its employees.
- In 2014, FlexPass contracts represented \$2,825,668 in revenue, with 138 companies participating and 28,416 passes sold.



RTD a Leader in Alternative Fuels and Emissions Standards Testing

RTD remains on the leading edge of the transit industry with respect to our work with alternative fuels and pollution reduction technology. The RTD fleet operates on ultra-low sulfur diesel fuel, which contains 95 percent less sulfur, and on Compressed Natural Gas. Sulfur produces particulate emissions during the engine combustion process. The use of ultra-low sulfur diesel fuel results in noticeable Particulate Matter (PM) emissions reductions.

Over 20 years ago, RTD began to experiment with various alternative fuels including methanol, propane and Compressed Natural Gas (CNG) in the daily operation of our standard passenger buses and support vehicles. In 2000, RTD introduced a fleet of 36 new mall buses that operate on CNG in electric-hybrid configuration. To support RTD's CNG buses, RTD has a CNG fueling station at its District Shops facility.

RTD is one of the pioneers in the use of true electric-hybrid buses in transit service with our 16th Street Mall Shuttle hybrid buses fueled by Compressed Natural Gas (CNG). These mall shuttle buses take advantage of the latest advanced technology series electric-hybrid propulsion systems. They use a combination of conventional internal combustion engines powered by CNG and electric motors. A small Ford 2.5 liter engine drives a generator which in turn charges a set of batteries. These batteries provide electrical power to propel two electric motors that drive the rear wheels. Each bus can carry up to 115 passengers under the horsepower produced by an engine that is as small as the engine in the popular Toyota Prius hybrid passenger car. The mall buses are quiet and have very low exhaust emission. This fleet of electric-hybrid buses is one of the most successful fleets of hybrid buses in the country. For our hard work with electric-hybrid buses, we received the prestigious award from the Department of Energy's National Renewable Energy laboratories for leadership in promoting renewable energy and energy efficiency.

RTD is currently testing a new generation of hybrid electric mall shuttle vehicles. RTD has put in service two new mall shuttle buses powered by an all-electric drive train using the state-of-the-art lithium ion batteries for energy storage. The batteries are used to power the electric motors, which drive the bus, and all accessories such as air conditioner, power steering, lighting, etc. The batteries recover kinetic energy from the bus brakes via regenerative braking to extend range. The batteries are recharged by a 30kW micro-turbine. The turbine is shut down when the battery charge is sufficient for operation. The bus will run on all drive operation part of the day. It can also be plugged in at night for recharging.

To further enhance the use of hybrid technology, RTD now operates in regular city transit service nine hybrid buses equipped with the highly advanced parallel hybrid system designed and produced by General Motors. These buses are driven by both a small diesel engine typically found in a pickup truck and electric motors integrated in a transmission-like component. The hybrid buses are showing about 15 to 30 percent improvement in fuel consumption as compared to the conventional diesel buses.

To reduce fuel consumption, RTD has worked with the bus transmission manufacturers to implement an intelligent transmission shifting program into its transit buses. Taking advantage of the increased computer power of the transmission electronic controllers, RTD has programmed the transmissions to select the shifting points based on the terrain (flat or steep roads), bus load, acceleration power available from the engine, and road surface resistance. The intelligent program automatically selects the most fuel efficient shift pattern according to the road conditions to achieve a fuel savings of between 5 to 10 percent as seen in RTD operating conditions. RTD has implemented this intelligent shift feature into its bus fleet which has resulted in reduction of fleet energy consumption, green house and other gaseous emissions.

In other efforts to minimize vehicle emissions, RTD continues to phase out the use of old high-emission buses. RTD is in the process of replacing over 500 old buses with new, near-zero-emission buses. In 2014, RTD put into service over 200 new buses. All of the new buses are powered by clean burning engines, which are equipped with highly advanced emission reduction devices and certified to meet the most stringent EPA emission regulations at the time of manufacture. These buses reduce exhaust emissions as much as 90 percent when compared to some of the old, high-emission buses which they replaced.

RTD District Shops has housed one of the premier engine and fuel research labs in the nation, the Renewable Fuels and Lubricants (ReFUEL) Research laboratory. The lab is being operated by the Department of Energy's National Renewable Energy laboratories. Many of RTD's alternative fueled test buses were thoroughly tested by the lab for exhaust emission reduction as compared to regular diesel buses. RTD maintains high exhaust emissions standards of two times more stringent than the requirements by the state of Colorado. If a bus fails an emissions test, it is taken off the streets immediately to remedy the problem. To make sure RTD buses are the cleanest in the state, RTD maintains one of the largest diesel fleet self-certification stations in the state.