

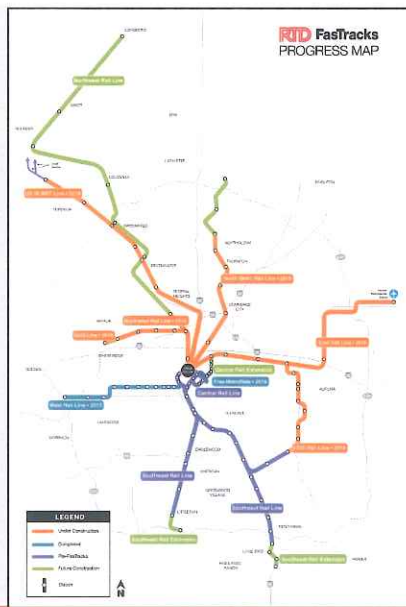
# RTD **FasTracks**

## Presentation to the Joint House & Senate Transportation Committees

Phil Washington, General Manager  
January 29, 2015

### The RTD FasTracks Plan

RTD **FasTracks**



- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new Park-n-Rides; more than 21,000 new parking spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station
- 57 new rail and/or BRT stations
- Opportunities for Transit Oriented Communities

## FasTracks Status

- **West Rail Line (W Line)**—Opened
- **Denver Union Station**—Opened
- **East/Gold/Northwest Rail Lines (EAGLE)**—70.2% complete; commuter rail cars are arriving
- **I-225 Rail Line**—50% complete
- **U.S. 36 BRT**—Phase 1 of managed lanes 91% complete, Phase 2—46%
- **North Metro Line**—Design underway, early work in progress
- **Southeast Rail Extension**— Statements of Qualifications from prospective proposers due January 16. Qualified proposers will be notified on January 23.



## Denver Union Station

- \$484 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
- Bus concourse opened in May 2014
- Historic building opened in July as boutique hotel, restaurants and shops



## Free MetroRide

- Additional transit capacity between DUS and Civic Center
- Free service will complement Free MallRide service; runs along 18th and 19th streets
- Stops two to three blocks apart for faster travel than MallRide
- Service began May 12



RTD FasTracks



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

## Eagle P3 Project

- Includes East Rail Line, Gold Line, first segment of Northwest Rail and commuter rail maintenance facility
- Project cost – \$2.2 billion
  - \$1.03 billion funded by federal grant
- Opens in 2016



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## Eagle P3 Project

- RTD pursued concept of P3 in 2007
  - “The Perfect Storm”
    - Costs skyrocketed
    - Revenues plummeted
- First transit P3 of this magnitude in the U.S.
- RTD retains ownership of assets
- 34-year contract
  - 6 years design/build
  - 28 years operate/maintain
- More public entities are turning to P3s to build out their projects



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## East Rail Line



- 22.8 miles electric commuter rail
- 6 stations
- 35-minute travel time to DIA
- Opens in 2016



## Gold Line

RTD FasTracks

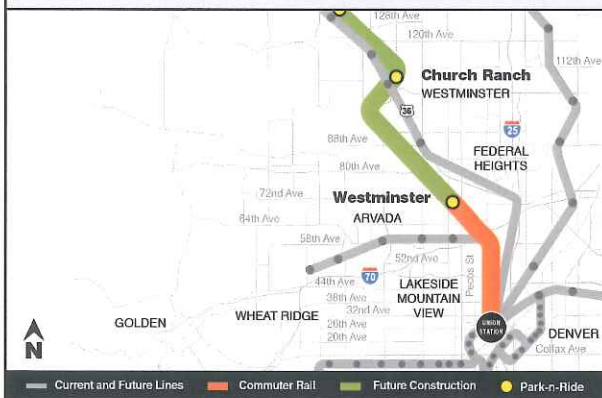


- 11.2 miles electric commuter rail
- 7 Stations
- 25-minute travel time to Ward Road
- Opens in 2016



## Northwest Rail Line – Segment 1

RTD FasTracks



- 6.2 miles electric commuter rail
- Downtown to Westminister at the 71<sup>st</sup>/Lowell Station
- 11-minute travel time to Westminister
- Complete in 2016

## I-225 Rail Line

RTD FasTracks



- 10.5 mile light rail extension
- Serves the Aurora City Center and Anschutz/Fitzsimons Campus
- Provides connectivity to East Rail Line at the Peoria Station
- Opens in 2016



## North Metro Rail Line

RTD FasTracks



- Design-build contract awarded in November 2013
- Groundbreaking in March 2014
- First phase from Denver Union Station to 124<sup>th</sup> in Thornton will open in 2018
- RTD hopes to exercise an option with the contractor to complete the line to 162<sup>nd</sup> if funds become available

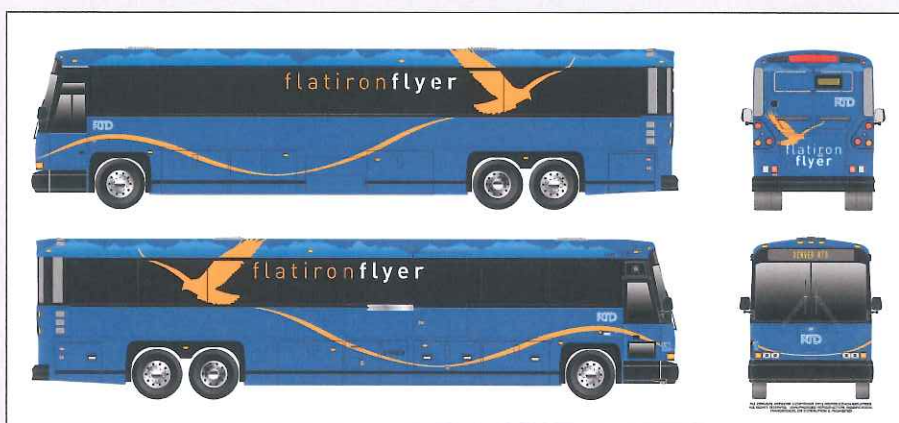



## US 36 Bus Rapid Transit (BRT)




- 18 miles of Bus Rapid Transit (BRT) between downtown Denver and Boulder
- Collaboration with CDOT
- First phase of managed lanes opens 2015; second phase opens in 2016
- Elements of BRT:
  - Frequent and reliable service, same or better than rail
  - Express lanes
  - Permanent stations
  - Off-board fare collection
  - Branded buses

## BRT Bus Design and Branding






## Northwest Area Mobility Study




- Study conducted due to significant cost increases
- Study determined transit priorities in region; 15-month study addressed five key issues.
- In June, RTD Board adopted study's consensus:
  - **US 36 Bus Rapid Transit (BRT):** Complete remaining BRT commitments
  - **Two Priority Arterial BRT Corridors:** Conduct advanced planning/design of arterial BRT on Colorado 119 and U.S. 287
  - **I-25 Reverse Commute Solutions:** Work with CDOT; evaluate I-25 reverse commute solutions between Union Station and Pecos Street
  - **Northwest Rail:** Annually evaluate strategies to accelerate implementation of line, while recognizing it's a longer term goal.
  - **Additional Arterial BRT:** Consider implementing additional arterial BRT/enhanced bus corridors



## Central Rail Extension

- Extends rail 0.8 miles from 30th•Downing to 38th•Blake
- Adds two new stations: 33rd•Downing & 35th•Downing
- Connects downtown light rail loop to East Rail Line at 38th•Blake
- RTD staff is continuing with advanced basic engineering as well as updating financial estimates





## Southeast Rail Extension

- Extends Southeast Light Rail by 2.3 miles from Lincoln Avenue to RidgeGate Parkway
- Three new stations:
  - Kiss-n-Ride station at Sky Ridge Medical Center
  - Kiss-n-Ride station at Lone Tree City Center
  - New end-of line station at RidgeGate with a 1,300 space Park-n-Ride facility
- RTD is seeking federal funds through the New Starts program, expect to hear about the grant in early 2016
- Statements of Qualifications are due from prospective proposers in mid-January. A Request for Proposals will go to a short list at the end of February.



## Southwest Rail Extension

- Extends Southwest Light Rail by 2.5 miles from Mineral Station into Highlands Ranch
- New end-of-line station at C-470•Lucent Boulevard with a 1,000-space Park-n-Ride
- Working with area stakeholders to move project forward



## Success in Securing Federal Funds

- \$1.3 billion in Full Funding Grant Agreements
  - \$1.03 billion FFGA awarded in 2011 for East Line and Gold Line
  - \$308 million awarded for West Line in 2009
- \$280 million TIFIA loan awarded for Eagle P3
  - Has freed up cash for other projects
- \$301 million loans for Union Station
  - RRIF loan - \$155 M
  - TIFIA loan - \$146 M



## Civil Rights Office

- The RTD Small Business Office's Disadvantaged Business Enterprise/Small Business Enterprise (DBE/SBE) Program creates a level playing field, removing barriers and assisting in the development of businesses.
- Focus on building a stronger Colorado economy
  - By certifying firms
  - Ensuring compliance of goals
  - Providing training so DBE/SBEs can grow and thrive
- Over \$771 million awarded to small businesses so far through FasTracks
  - 80% are local firms




## Workforce Initiative Now (WIN)

- RTD partnered with Community College of Denver, Denver Transit Partners, and Urban League of Metro Denver to develop WIN to support local construction/transportation workforce development
- Regional collaborative partnership
  - Leverages existing training providers to identify, assess, train and place community members into careers on transportation and mixed-use development projects
  - Grows the local workforce
  - Strengthens the community
- RTD won \$486,465 FTA grant for WIN
- 488 people enrolled; 327 employed – 215 placed by WIN and 112 incumbent workers seeking career opportunities
  - \$16.6/hour average starting wage
- 93% still in position after three months






## FasTracks Snapshot


- *Completed:* 1 line, Denver Union Station, Free MetroRide
- *Under construction:* 5 rail lines, BRT
- Continue to implement more than \$5 billion across the region
- Economic driver for the region
  - \$3 billion spent and injected into the local economy since 2005
  - 600 construction jobs during West Rail Line construction
  - 2,500 direct and indirect jobs during Eagle P3 construction
- Pursue any possible funding alternatives to complete FasTracks sooner rather than later
- RTD is committed to completing the whole FasTracks program
- It took a region to create FasTracks and it will take a region to get it done!



## RTD Fare Study – Overview






- Goal to simplify fare policies in an equitable, cost-effective manner to serve the district better – and implement new policies before 2016, when five new transit lines open
- Project team working with CH2M HILL to review fare policies at other U.S. public transit agencies and model alternatives for RTD
- Employee task force reviewing data, revenue forecasts, modeling/alternatives and public feedback
- New fare policies implemented in January 2016, before new transit lines open



## Public Outreach

- Asked for public feedback on challenges with current RTD fare policies, proposed alternatives
- Heard from riders, bus drivers, fare inspectors, local governments, community-based organizations
- Input also gathered via the Web, phone, comment cards and public meetings
- Themes – affordability, eliminate light rail zones, improve pass programs and fare media
- More meetings, public education campaign this year







At RTD, we're committed to providing our customers the best transit experience. And as we expand our bus and rail services, our fare structure has become complex. We will evaluate and identify opportunities to get our fare structure and advertising the best structure to meet our customers' needs.

**RTD'S FARE STUDY - PHASE 1 FINDINGS**

The purpose of the first phase of the study was to evaluate the current RTD fare policies and identify areas for improvement. The study was completed in December 2014 and the findings were shared with the public.

RTD and the CDOT will continue to complete the first phase of the RTD fare study, and the results will be shared with the public and stakeholders for their input.



## Next Steps



- **March:** Fare Study task force to issue recommendations to RTD Board of Directors
- **April/May:** Public hearings
- **May:** Board decision
- **Second Half of 2015:** Public education campaign
- **January 2016:** Implement new fare structure before five new lines open

**Questions?**

<http://www.rtd-fastracks.com>

