

RTD Facts

Funding

RTD receives revenue from a variety of sources. As illustrated below, the largest source of RTD's funding is from the 1 percent sales and use tax levied within the RTD boundary. The next largest source of funding comes in the form of grants: \$279.3 million from the Federal Transit Administration, and \$5.5 million from the CDOT FASTER program. The \$5.5 million in CDOT funding constitutes 0.4 percent of CDOT's \$1.3 billion annual budget. The next largest source of RTD funding comes from fare box revenues.

RTD Revenue Sources

Source	Dollar Amount (in thousands)	Percent
Sales and Use Tax**	\$535,146	55.5
Grants Total	\$284,829	29.6
<i>Federal</i>	\$279,294	29.0.0
<i>CDOT FASTER</i>	\$5,535	0.6
Operating Revenues	\$124,559	12.9
Investment Income	\$4,310	0.4
Advertising Revenue	\$4,000	0.4
Non-operating Revenue	\$11,020	1.2

* RTD 2015 Adopted Budget

** Collected within the District boundaries.

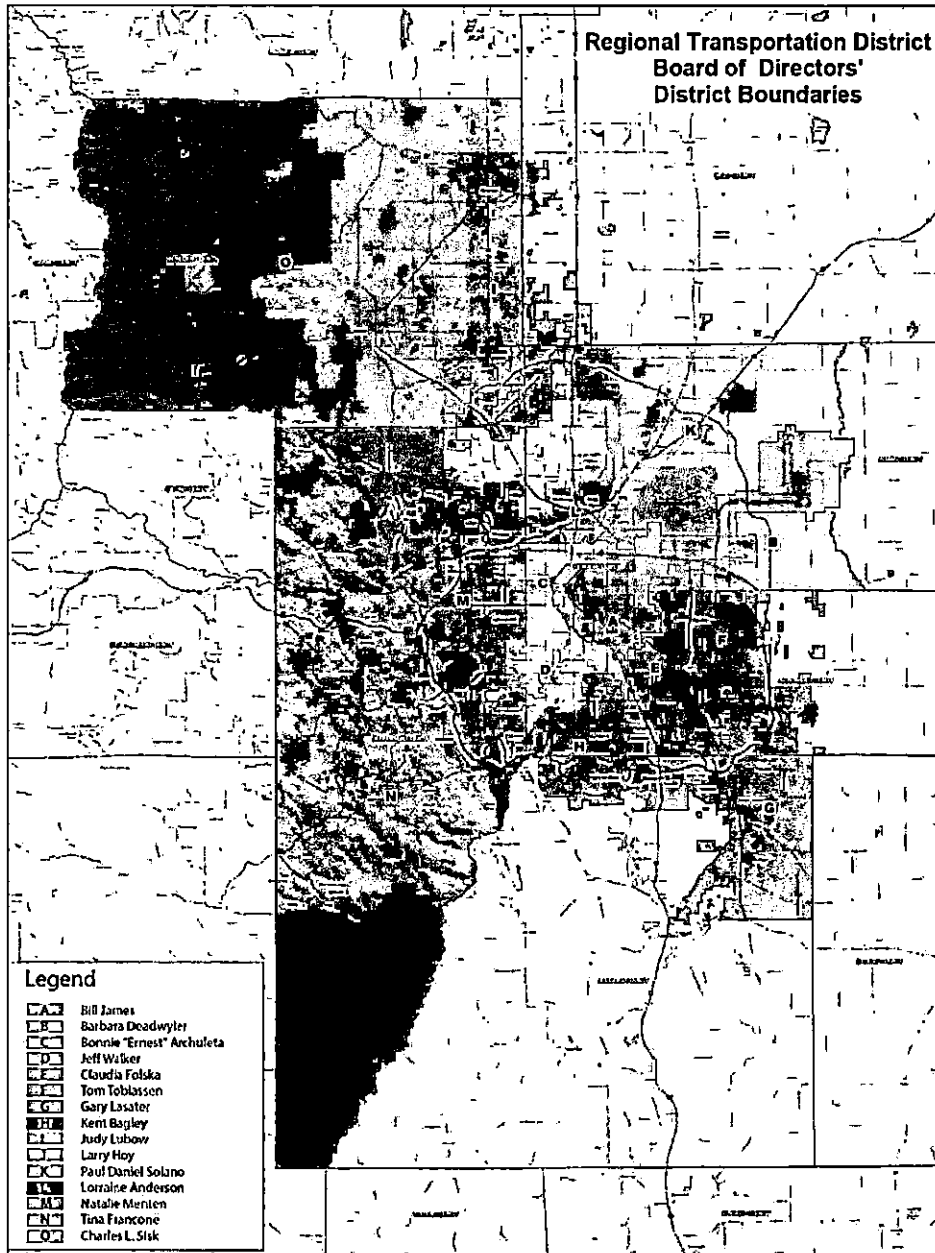
RTD Economic Benefits

Annually, RTD services, which include 137 bus routes and 48 miles of light rail, have almost 105 million annual boardings. In addition to the direct transportation and mobility benefits provided by these services, the RTD FasTracks program will provide broad-reaching benefits with respect to economic development, improved air quality and smart growth. In many of the existing and future rail and Bus Rapid Transit corridors, transit travel times will be faster than a similar trip taken by auto. Reductions in travel time and congestion have been shown to improve access for workers to jobs and lower transportation costs and the cost of living.

FasTracks has served as an economic driver for the Denver metropolitan region, as well as the state as a whole, and has helped the local economy weather the recession. FasTracks project planning, design, construction, and implementation have generated direct and indirect jobs as well as induced employment. As an example, the Eagle project is expected to create 5,400 jobs at the height of construction and 320 permanent jobs during operation, including direct, indirect, and induced jobs in total. Once completed, the entire FasTracks program is estimated to add over 2,500 permanent jobs and \$150 million a year in wages and salaries associated with the transit system while during peak construction, FasTracks is projected to create over 10,000 total jobs.

District Boundaries and Representation

The 2,430 square mile District includes all of Boulder, Denver and Jefferson counties, as well as most of Broomfield, western Adams and Arapahoe Counties, northern Douglas County and Southwest Weld County. RTD's authorizing legislation does not permit RTD to operate services outside the District boundaries; however, Denver Union Station accommodates Amtrak as well as the future CDOT Bustang service.



RTD is governed by an elected 15-member Board of Directors. Each Board member is elected for a four-year term and represents approximately 180,000 residents in a specific District as illustrated in the accompanying map.