The Regional Transportation District

- Created in 1969
- Eight county service area
  - 31 municipalities
- Service area: 2,410 square miles
- 2.5 million population
- 1,071 buses
- 83 light rail vehicles
- 175 routes
- 66 park-n-rides
- 10,366 bus stops
- 2,510 employees
- 35 miles of light rail
- 36 light rail stations
- 87-million+ annual boarding
- 6 operating facilities
- Total 2007 Operating Budget: $425.9 million
RTD Districts
The RTD FasTracks Plan

119 miles of rapid transit

18 miles of Bus Rapid Transit (BRT)

31 new park-n-Rides with over 21,000 new spaces

Enhanced Bus Network & Transit Hubs (FastConnects)

Development of Denver Union Station
## FasTracks Financial Plan

<table>
<thead>
<tr>
<th></th>
<th>Amount</th>
<th>% of Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax Bonds</td>
<td>$2,365.9</td>
<td>50.2%</td>
</tr>
<tr>
<td>COPs</td>
<td>$203.1</td>
<td>4.3%</td>
</tr>
<tr>
<td>TIFIA Loan</td>
<td>$142.7</td>
<td>3.0%</td>
</tr>
<tr>
<td>&quot;Pay as You Go&quot; Cash</td>
<td>$985.0</td>
<td>20.9%</td>
</tr>
<tr>
<td>Federal New Start</td>
<td>$815.4</td>
<td>17.3%</td>
</tr>
<tr>
<td>Federal Other</td>
<td>$110.0</td>
<td>2.3%</td>
</tr>
<tr>
<td>Local Contribution</td>
<td>$95.0</td>
<td>2.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$4,717.1</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
FasTracks Management Structure

RTD Board
(Policy)

Stakeholders
• Citizens, Taxpayers
• Local Governments
• DRCOG-MPO

Quality Management Oversight

General Manager

Public Involvement

Program Management (RTD, CB/PB, etc)

- East Corridor
- I-225 Corridor
- North Metro
- Southwest Corridor Ext.
- Systems Design

- US36 Corridor
- Gold Line
- Central Extension
- Southeast Corridor

- West Corridor

- Corridors
- Systems Design

- Oversight
- Involvement

- Management
- Program

- Stakes
- Citizens
- Local
- DRCOG

- Boards
- Policy
- Quality

- Structures
- Oversight

- Boards
- Management
- Program

- Stakes
- Citizens
- Local
- DRCOG
2025 Travel Time Savings to Downtown by Corridor

Travel Times to Downtown in 2025
To 16th & California during AM Peak Hour

- East: DIA 48 minutes
- Gold Line: Ward Rd. 55 minutes
- I-225: Aurora City Center 76 minutes
- North Metro: 160th Ave. 112 minutes
- Southeast: RidgeGate Pkwy. 96 minutes
- Southwest: Lucent/Plaza 97 minutes
- US-36 (BRT): Table Mesa 104 minutes
- US-36 (Rail): Longmont 133 minutes
- West: Jeffco Gov’t Center 57 minutes

Transit with FasTracks □ Single Occupant Auto with FasTracks

Time (minutes)
2025 Travel Time Savings to DTC by Corridor

Travel Times to DTC in 2025
To Bellevue/Union during AM Peak Hour

<table>
<thead>
<tr>
<th>Corridor: Origin</th>
<th>Time (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>East: DIA</td>
<td>60</td>
</tr>
<tr>
<td>Gold Line: Ward Rd.</td>
<td>58</td>
</tr>
<tr>
<td>I-225: Aurora City Center</td>
<td>16</td>
</tr>
<tr>
<td>North Metro: 160th Ave.</td>
<td>68</td>
</tr>
<tr>
<td>Southeast: RidgeGate Pkwy.</td>
<td>50</td>
</tr>
<tr>
<td>Southwest: Lucent/Plaza</td>
<td>70</td>
</tr>
<tr>
<td>US-36 (BRT): Table Mesa</td>
<td>64</td>
</tr>
<tr>
<td>US-36 (Rail): Longmont</td>
<td>88</td>
</tr>
<tr>
<td>West: Jeffco Gov’t Center</td>
<td>57</td>
</tr>
</tbody>
</table>

- **Transit with FasTracks**
- **Single Occupant Auto with FasTracks**
## FasTracks Market Share

<table>
<thead>
<tr>
<th></th>
<th>Existing Mode Split*</th>
<th>2025 FasTracks Mode Split*</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-225</td>
<td>9%</td>
<td>19%</td>
</tr>
<tr>
<td>Southeast</td>
<td>13%</td>
<td>26%</td>
</tr>
<tr>
<td>East</td>
<td>11%</td>
<td>30%</td>
</tr>
<tr>
<td>West</td>
<td>7%</td>
<td>23%</td>
</tr>
<tr>
<td>Gold Line</td>
<td>6%</td>
<td>17%</td>
</tr>
<tr>
<td>US 36**</td>
<td>16%</td>
<td>22%</td>
</tr>
<tr>
<td>North Metro/I-25**</td>
<td>12%</td>
<td>17%</td>
</tr>
<tr>
<td>Southwest**</td>
<td>19%***</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Average All Corridors</strong></td>
<td>11%</td>
<td>21%</td>
</tr>
</tbody>
</table>

* In peak direction at most congested point.
** Does not include car pools.
*** Reflects the mode split from after the opening of the SW Corridor Light Rail.
FasTracks MIS Lessons Learned

• Utilize “bottom-up” planning and engineering
  – Provide preliminary selection of alignments, station sites, technologies
  – Provide clear corridor descriptions
  – Make public involvement a priority – Agency held hundreds of meetings to explain program

• Develop an implementation schedule supported by financial plan
  – Provide clear timeline of individual investments
  – Gain local government concurrence

• Increase transit share during peak period
  – Peak congestion relief
  – 22% share in peak hours on major corridors
FasTracks MIS Lessons Learned

• Embrace economic growth of metro area
  – More than 10,000 jobs during peak construction period
  – Pump $2.9-million into Denver economy
  – $2.4-million in consumer spending
  – After build-out, 2,573 jobs created - $150-million in wages and salaries

• Establish a proactive plan that balances transit needs with future growth
  – Population to grow by one million by 2025

• Articulate a vision for the future for transportation and “smart growth”
  – Provide regional choices to citizens of District
FasTracks MIS Lessons Learned

• Develop a Transit-Oriented Development Strategic Plan

• Respond to attacks rapidly
  – Quickly correct distortions by opponents
  – Avoid highway vs. transit debate
  – Uphold professionalism
  – RTD Board and agency staff earned respect for professionalism throughout process
FasTracks Campaign Support

- Political Support
  - Support from all 31 District Mayors
  - Including extremely popular Denver Mayor John Hickenlooper
- Daily Newspapers
  - Strong support: Denver Post
  - Fervent opposition: Rocky Mountain News (13 editorials against)
- Opposition from Governor and State DOT
- Strong campaign -- $3.6 million
- Strong support from Chamber, industry, and overall business community
Voting Facts

- 1.5 million voters in the eight county RTD district
- Voters evenly split in thirds between Democrats, Unaffiliated and Republicans
- 69% of the registered voters reside in three counties
- The registered Republican majority counties comprise 52% percent of the total vote
Election Assumptions

- Republican counties (in red) would be hardest to convince due to tax increase and Republican Governor’s opposition.
- Democratic counties (in blue) would be easiest to convince due to large percentage of population that was “transit dependent” and “environmentally conscious.”
Election Results

• All the registered Republican majority counties voted for FasTracks

• One out of three registered Democratic counties and two of the most ethnic city council districts in the City and County of Denver voted against FasTracks

• Final result
  • YES – 57.9%
  • NO  - 42.8%
FasTracks Key Findings

• Voters wanted something done now to address traffic
• Translated cost of the tax increase into something the voter could understand - $.04 pennies on a $10.00 purchase
• Voters knew that growth was inevitable (in the next 20 years the Denver Metropolitan area will grow by 1 million people)
• Voters believed that highways alone would not solve the congestion
• Voters knew about the success of light rail (35,000 trips daily Monday through Friday)
• The success of the T-REX build out (while not completed) unleashed the voters’ appetite for a regional system
Key Findings (continued)

- Voters understood that by investing in their region they would enhance their quality of life

- Voters, even if they were infrequent riders, wanted the ability to take light rail to sporting, cultural, recreational and civic events

- Strong embrace of regional focus

- Voters wanted a convenient and hassle free way to get in and out of downtown Denver – embraced the core city

- Originally 67.3% of the voters were not aware of the Fastracks plan, but once they learned about it they liked it due to the specifics of the plan
RTD TOD Policy

Goals:
1. Foster partnerships to support TOD
2. Encourage sustainable development that supports transit
3. Support multimodal access to transit
4. Protect and enhance RTD assets
RTD’s TOD Roles

- Builds transit infrastructure (e.g., alignment, stations, parking facilities)
- Identifies potential development partnerships
- Serves as planning partner with local governments
- RTD has no condemnation power for non-transit uses
- RTD does not subsidize development projects with transit revenues
Roles in the TOD Process

- Transit Developer
- Land Owner
- Planning Partner
- Development Partner
- Construction Facilitator

- Planning
- Zoning
- Permits
- Community Facilitator
- Land Owner
- Implementation Tools

- Develop Proposals
- Land Assembly
- Entitlements
- Design
- Construction

- DRCOG
- FTA
- CDOT

Professional and Research Organizations

Metro Chamber
Local Communities
Denver TOD Market Forecast

- Center for Transit Oriented Development projects demand for 155,000 housing units within half-mile of Metro Denver transit stations by 2030.

- DRCOG forecasts 548,000 jobs (26% of regional employment) within half-mile of Metro Denver transit stations by 2025.
Station Area Planning

- Local governments drafting new land use plans at more than 30 station areas over next 2 years
Transportation Expansion (T-REX)

- $1.67 billion transit/highway design/build partnership between RTD and CDOT
- 19 miles, 13 stations
- $879 million (light rail)
- Projected Ridership: 38,100
- 6000 parking spaces
- Feeder bus services to park-n-Rides
- **Southeast Light Rail Opening: November 17, 2006**
SE Corridor Development Impact

- 17 projects totaling $800 million worth of development already built or under construction
- 15 projects totaling $1.7 billion in local development review process
- 11 other intended projects announced
T-REX TOD

- Belleview
- Louisiana Lofts
- Gates Redevelopment
T-REX Arapahoe Station

Negotiated Move of Parking Garage for TOD Expansion
TOD Lessons Learned

• Encourage *early planning* by local governments
  *(ideal time is during transit project environmental process)*

• Create *flexible plans* that can *respond to market*

• Expect *developer interest* to come *later*