

# **RTD FASTTRACKS**

**Tampa, Florida**  
**February 16, 2007**

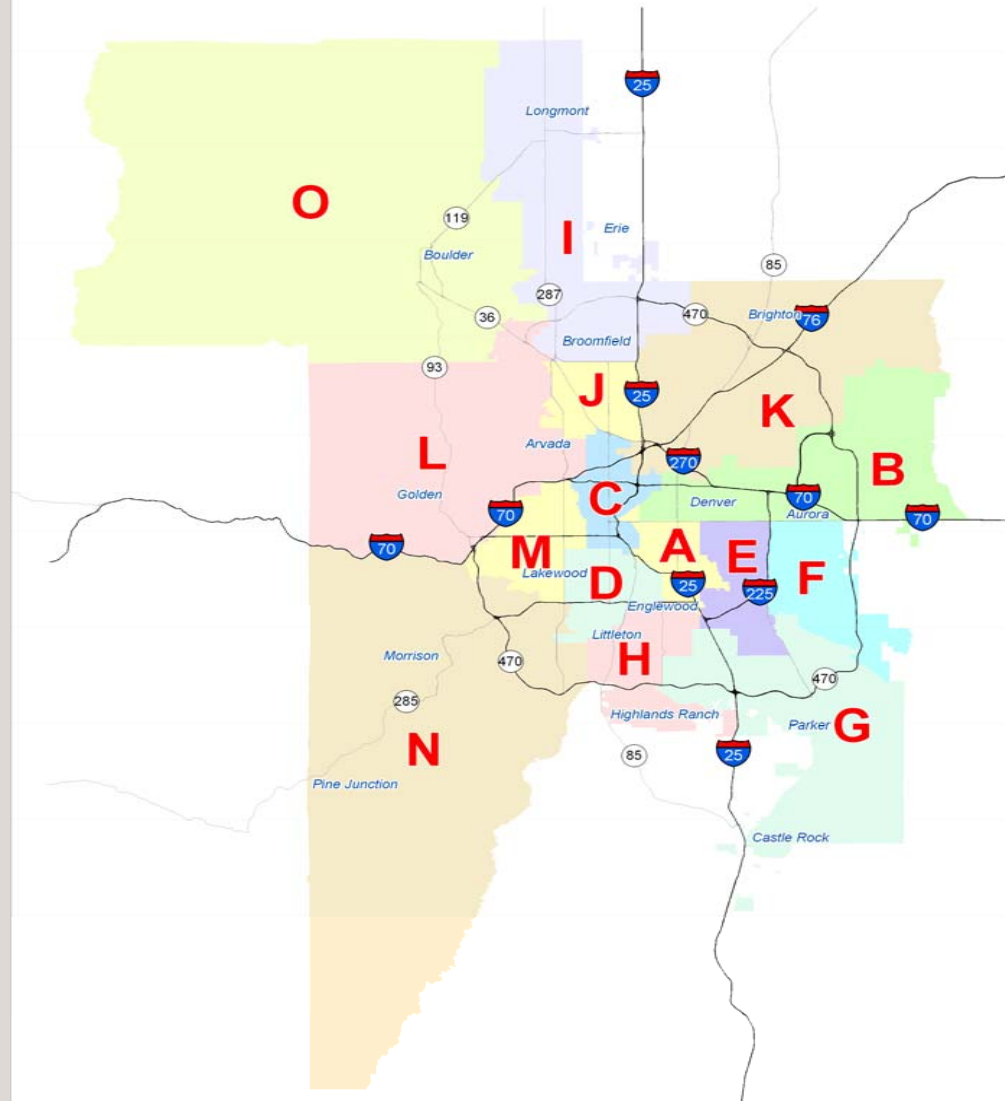
# The Regional Transportation District

- 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

## Board of Directors District Boundaries



# The RTD FasTracks Plan

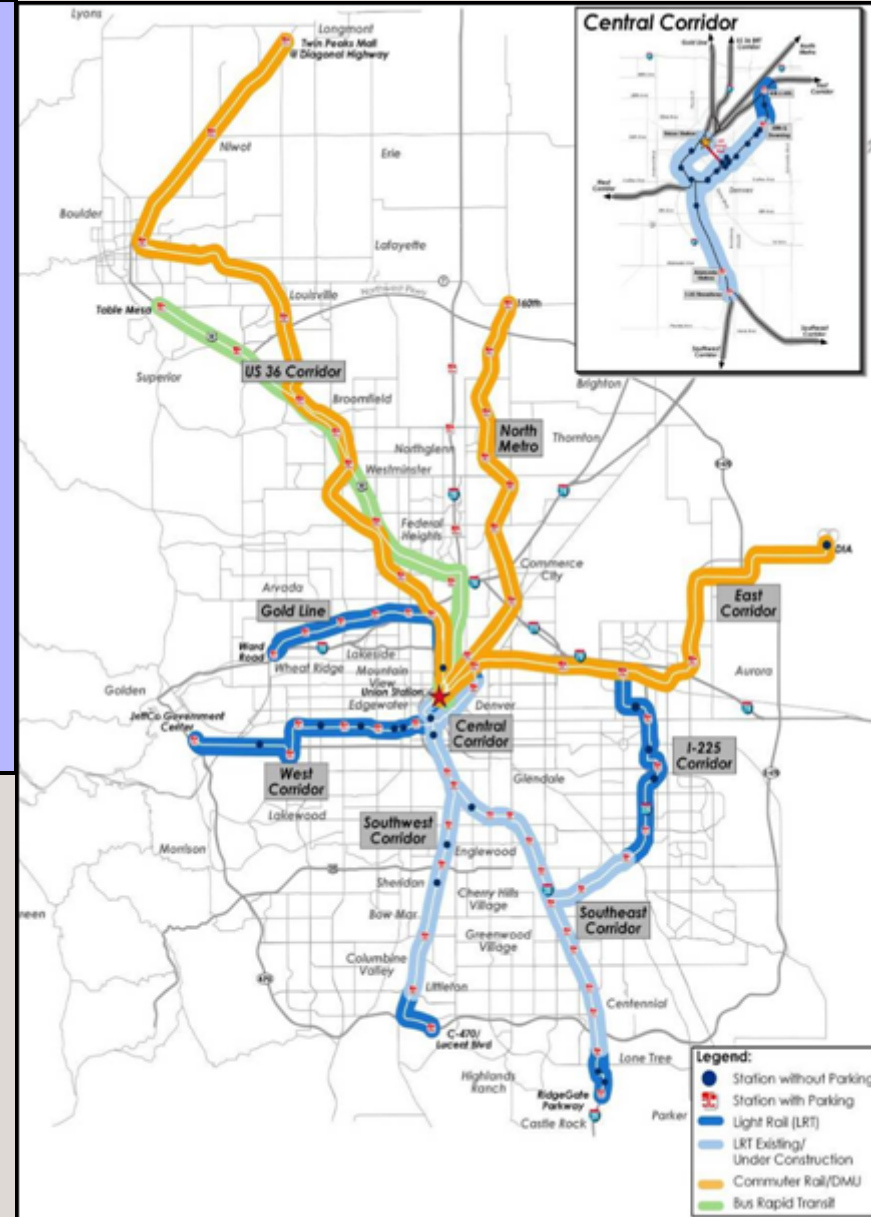
119 miles of rapid transit

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

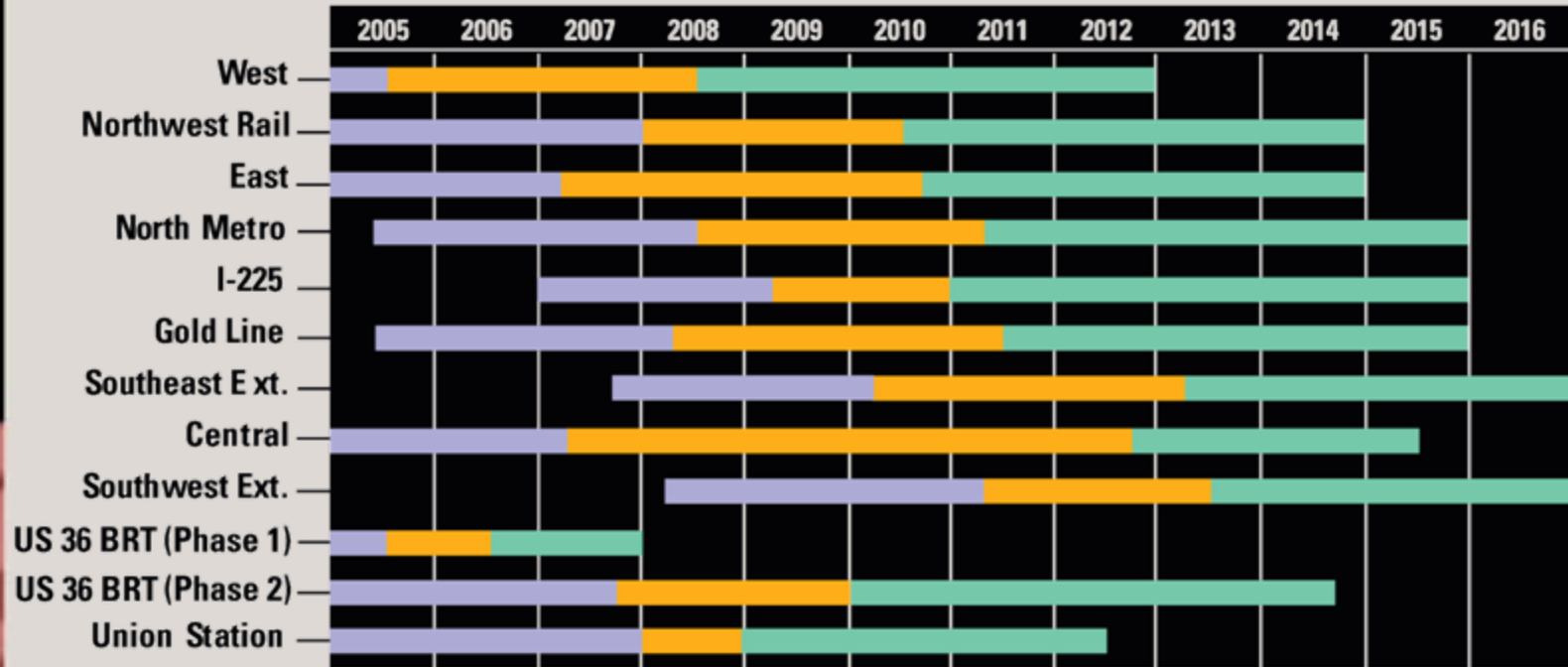


# FasTracks Financial Plan

**FASTTRACKS**  
RTD

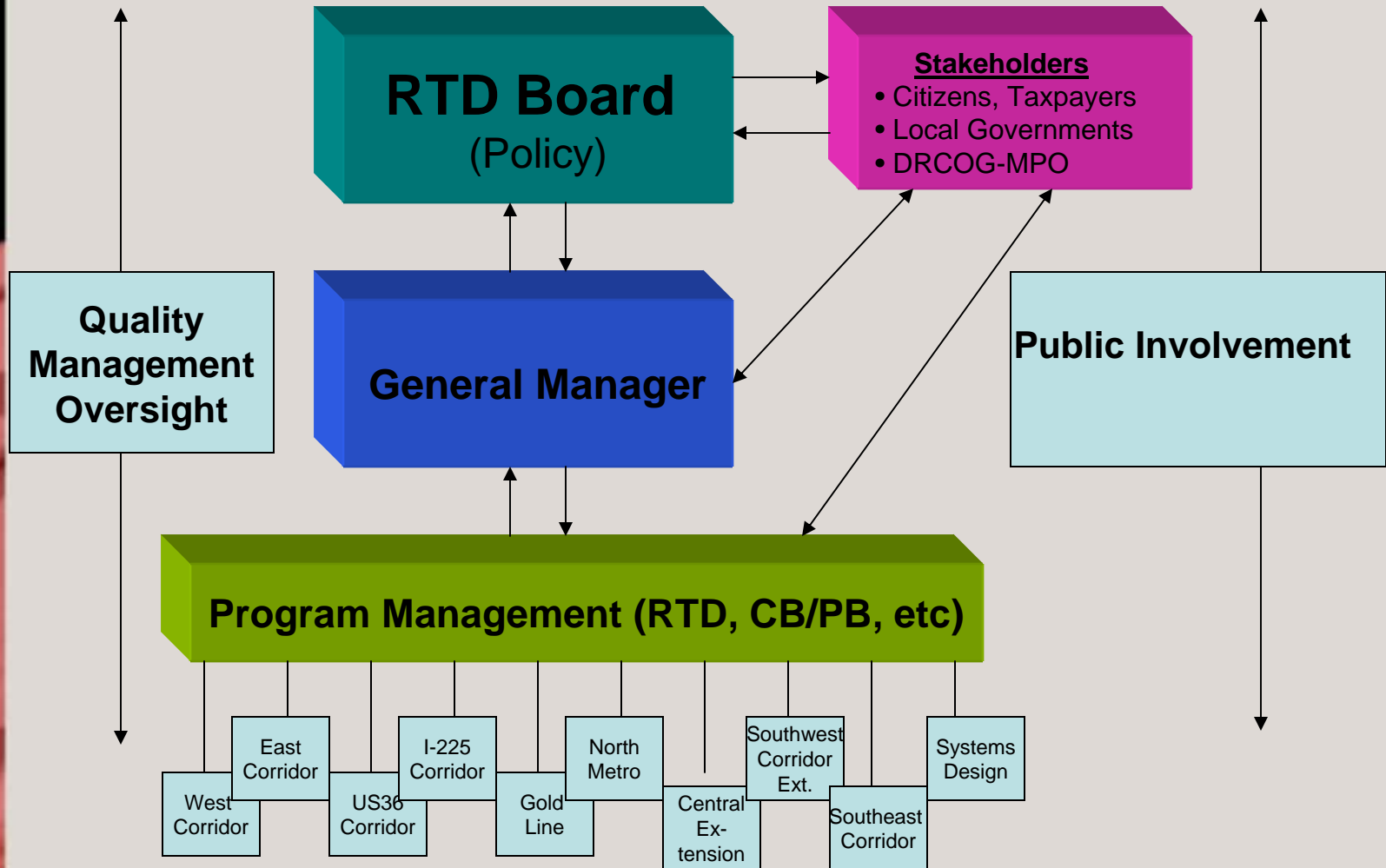
	<i>Amount</i>	<i>% of Total Cost</i>
Sales Tax Bonds	\$2,365.9	50.2%
COPs	\$203.1	4.3%
TIFIA Loan	\$142.7	3.0%
"Pay as You Go" Cash	\$985.0	20.9%
Federal New Start	\$815.4	17.3%
Federal Other	\$110.0	2.3%
Local Contribution	\$95.0	2.0%
<b>Total</b>	<b>\$4,717.1</b>	<b>100.00%</b>

# Implementation Schedule



- Environmental Planning**
  - Environmental Impact Statement (EIS)
  - Preliminary Engineering (PE)
  - Environmental Assessment (EA)
  - Record of Decision (ROD)
  
- Final Design / Right of Way (ROW) Acquisition**
  
- Construction**

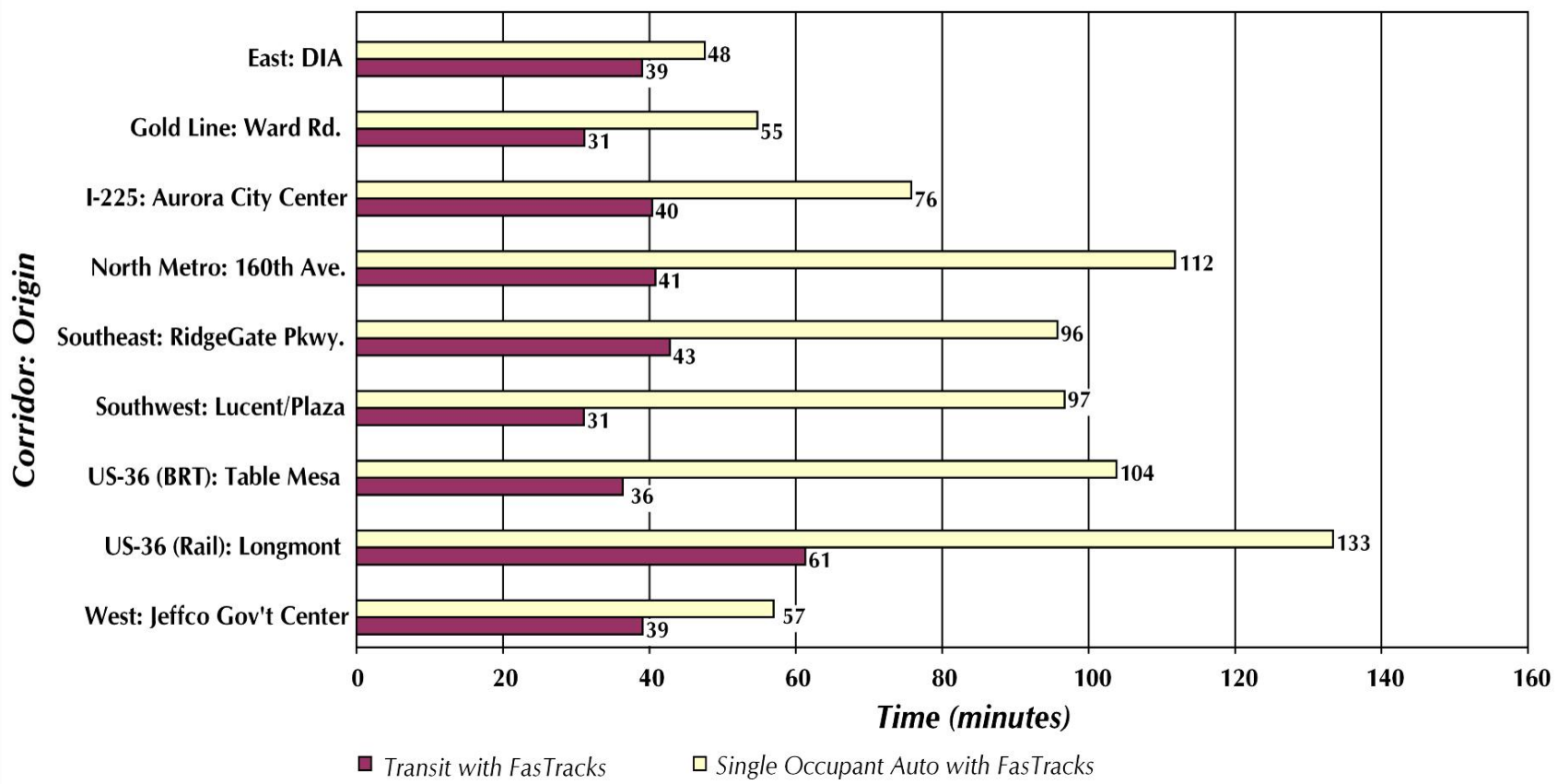
# FasTracks Management Structure



# 2025 Travel Time Savings to Downtown by Corridor



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

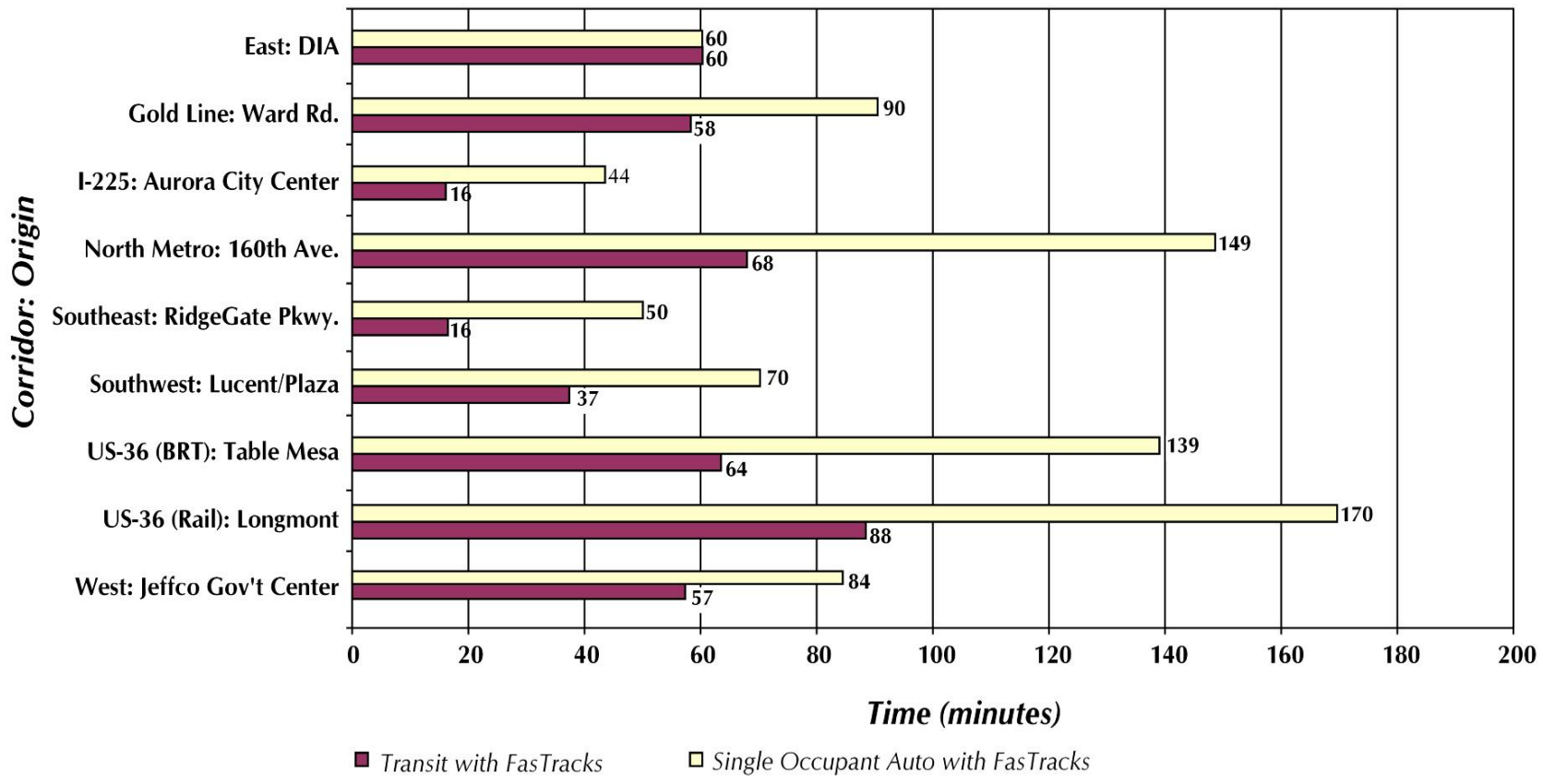




# 2025 Travel Time Savings to DTC by Corridor



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



# FasTracks Market Share



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

\* 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



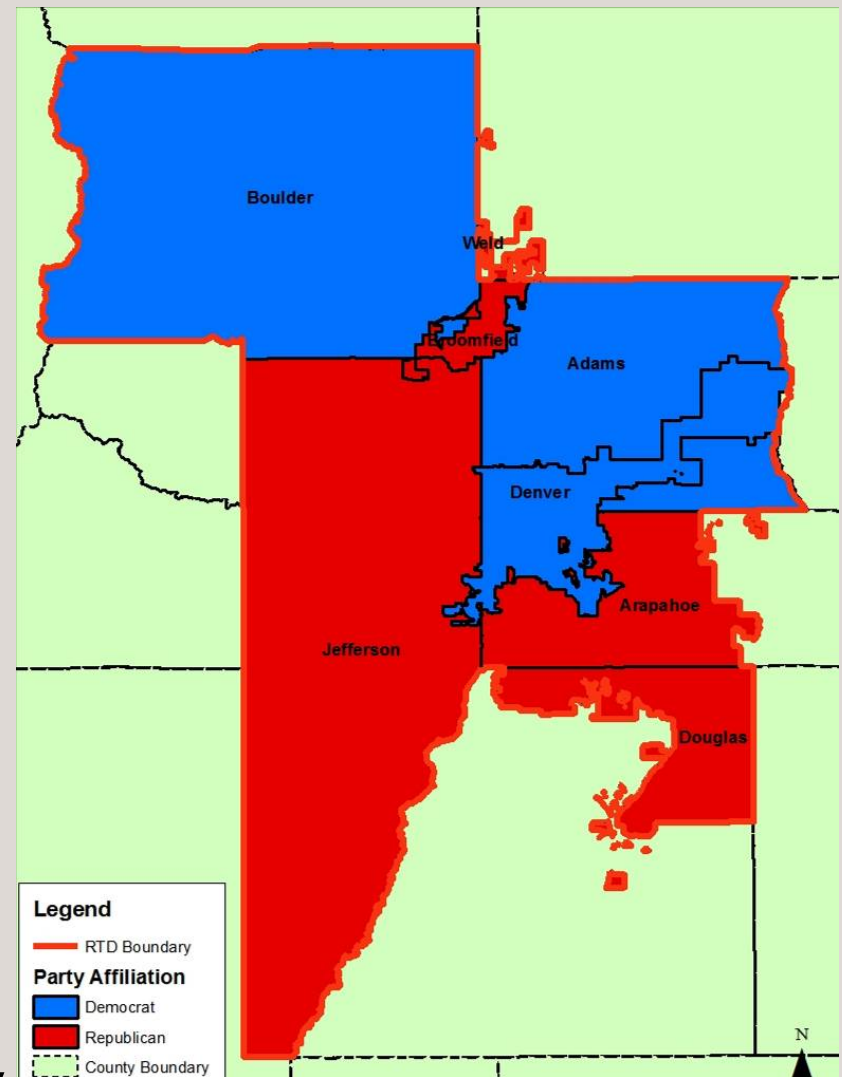
- Political Support
  - Support from all 31 District Mayors
  - Including extremely popular Denver Mayor John Hickenlooper
- Daily Newspapers
  - Strong support: Denver Post
  - Fervent opposition: Rocky Mountain News (13 editorials against)
- Opposition from Governor and State DOT
- Strong campaign -- \$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"

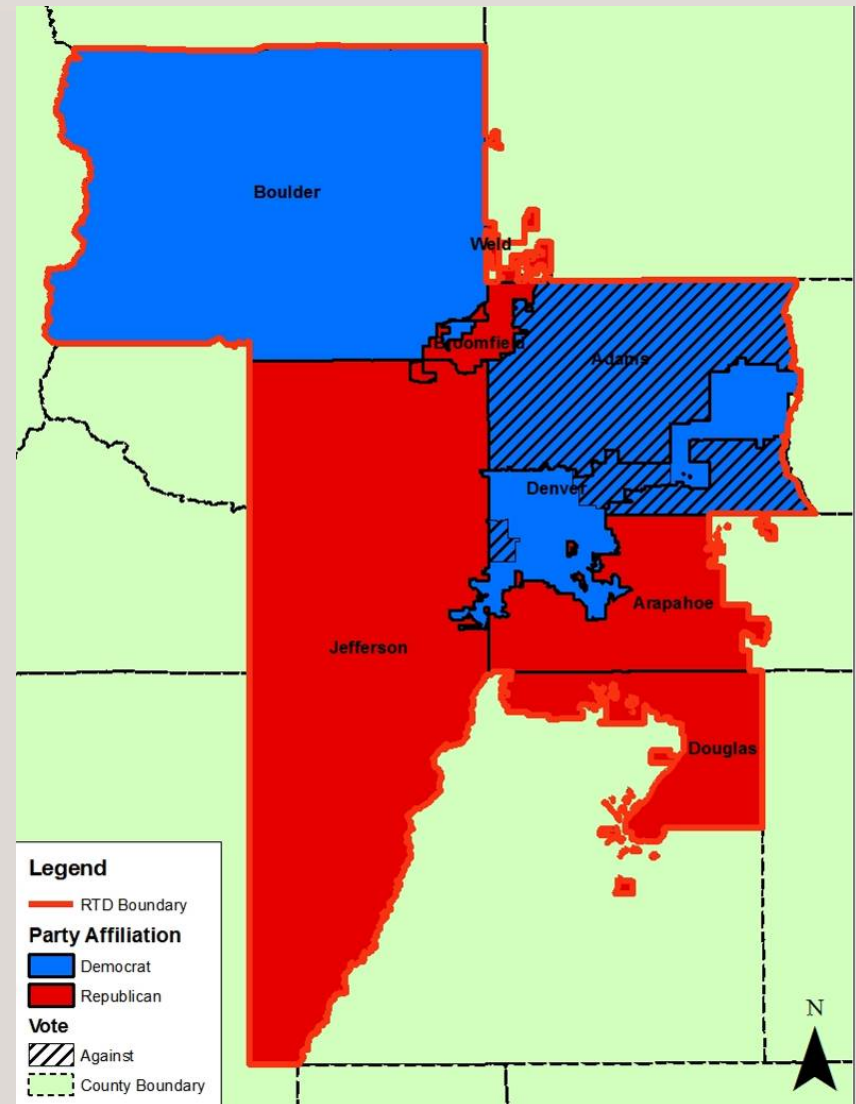


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# Election Results

- 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*



## Strategic Plan for Transit Oriented Development

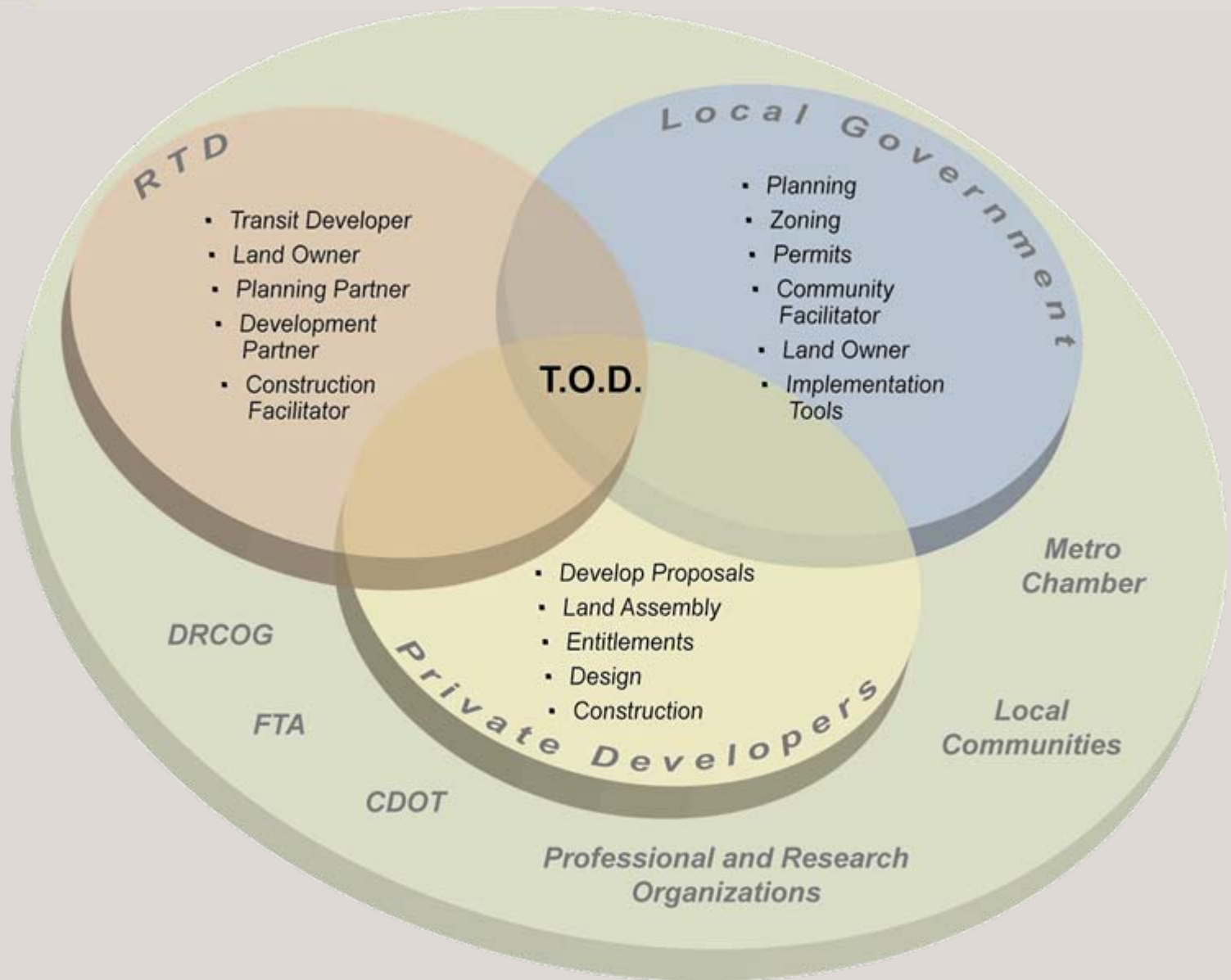


Regional Transportation District

# RTD's TOD Roles

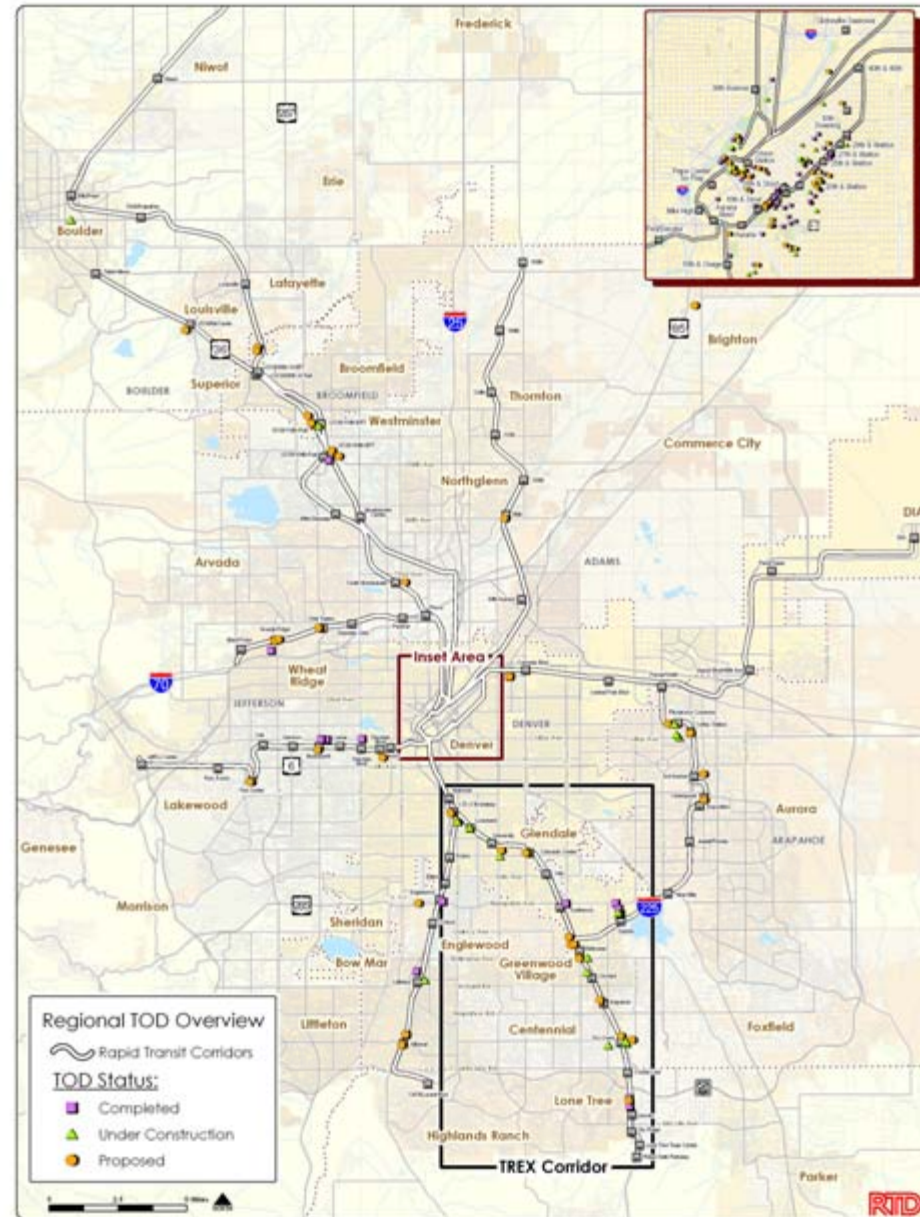
- Builds transit infrastructure (e.g., alignment, stations, parking facilities)
- Identifies potential development partnerships
- Serves as planning partner with local governments
- RTD has no condemnation power for non-transit uses
- RTD does not subsidize development projects with transit revenues

# Roles in the TOD Process



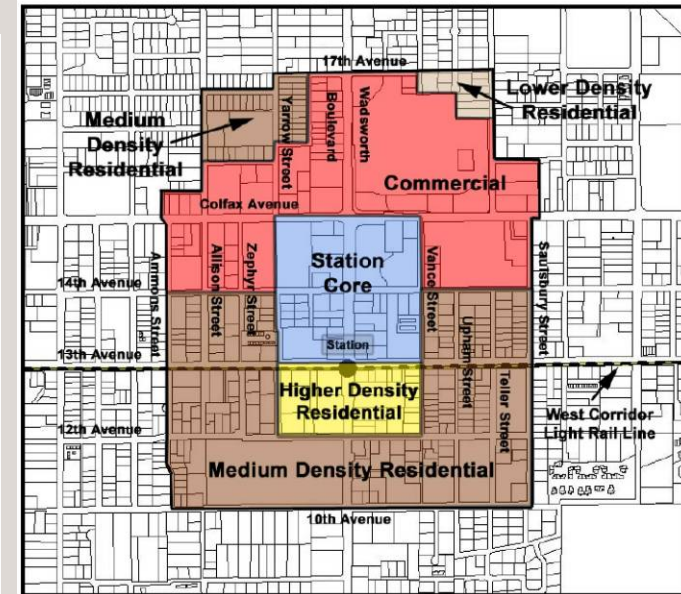
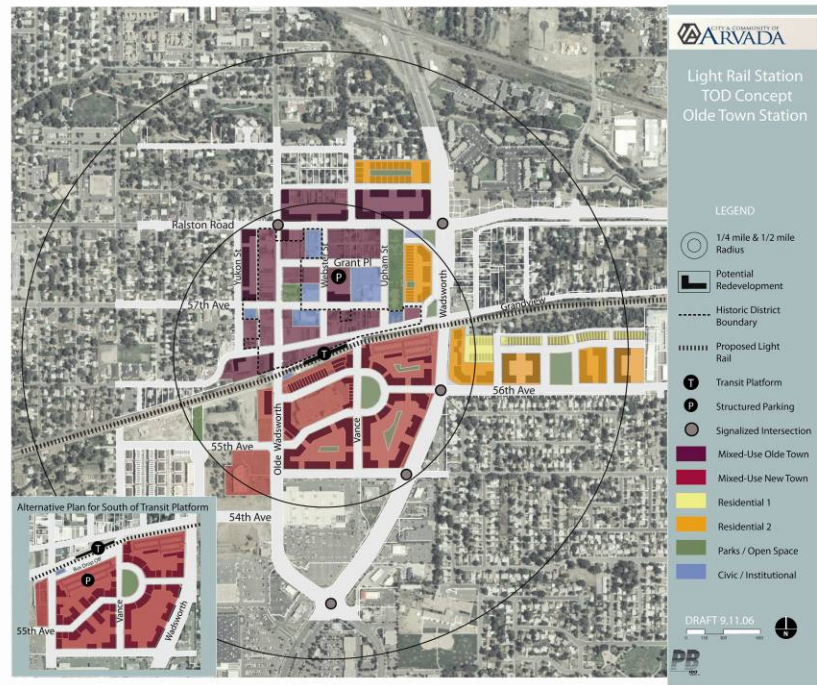
# Denver TOD Market Forecast

- 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



**Wadsworth Boulevard Station Plan  
Transit Mixed Use District  
Sub-Areas**

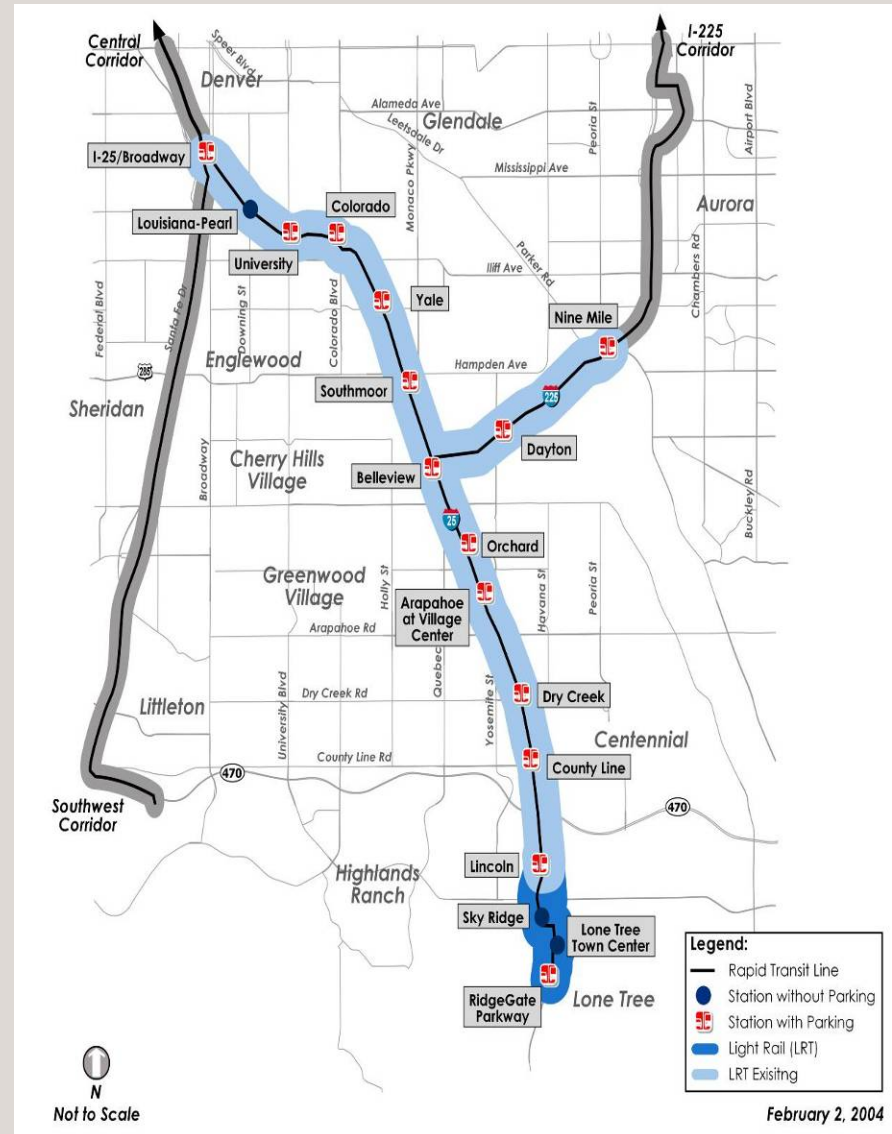
Adopted – November 13, 2006

North



# 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

**FASTTRACKS**  
RTD

- 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



**Bellevue**



**Louisiana Lofts**



**Gates Redevelopment**

# T-REX Arapahoe Station

## Negotiated Move of Parking Garage for TOD Expansion



ARAPAHOE STATION

11-26-02

# FasTracks TOD

**FASTTRACKS**  
RTD



**U.S. 36  
30<sup>th</sup> & Pearl**



**Gold Line  
Olde Town Arvada**



**North Metro  
88<sup>th</sup> Avenue**



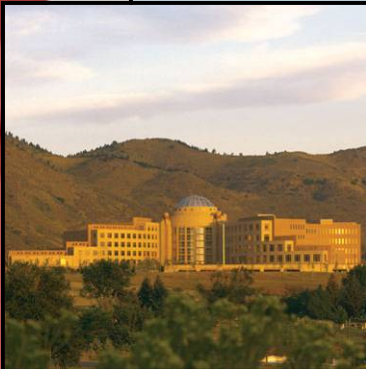
**East  
DIA**



**Central  
30<sup>th</sup> & Welton**



**I-225  
Aurora City Center**



**West  
Jeffco Federal Center**



**Southwest  
Englewood City Ctr**



**Southeast  
Sky Ridge Medical Ctr**

# 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**