



## Denver's Lessons Learned in Developing Transit Initiatives

### I. *Creating and Planning a Vision*

#### Smart Growth Conference

January 28, 2006

#### RTD's General Description

- Eight county service area: 38 municipalities
- Service area: 2,410 miles: 2.5 million population
- 1,072 buses
- 49 light rail vehicles
- 220 paratransit (access-a-Ride)
- 175 routes
- 66 park-n-Rides
- 2,443 employees
- 6 operating facilities



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#### RTD's FasTracks Plan

- Scheduled Completion: 2016
- 119 miles of new and expanded rail transit
- 9 Rapid transit corridors
- Funding for 18 miles of Bus Rapid Transit
- Enhanced bus network
- 65 New park-n-Rides; 21,000 new parking spaces
- \$4.7 billion capital construction



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## FasTracks Implementation Schedule

Corridor	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17
West	ES/PE	ROW	RFI	Final Design	RFI	Construction									
US 36	ES/PE	ROW	RFI	Final Design	RFI	Construction									
East	ES/PE	ROW	RFI	Final Design	RFI	Construction									
North Metro	ES/PE	ROW	RFI	Final Design	RFI	Construction									
I-225	ES/PE	ROW	RFI	Final Design	RFI	Construction									
Gold Line	ES/PE	ROW	RFI	Final Design	RFI	Construction									
Lone Tree	ES/PE	ROW	RFI	Final Design	RFI	Construction									
40th/40th Ext.	ES/PE	ROW	RFI	Final Design	RFI	Construction									
Southwest Ext.	ES/PE	ROW	RFI	Final Design	RFI	Construction									
US 36 BRT	ES/PE	ROW	RFI	Final Design	RFI	Construction									
Union Station	ES/PE	ROW	RFI	Final Design	RFI	Construction									

Northeast (Adams County) Corridor right-of-way preservation option negotiation starting in 2006 with final expenditure budgeted through 2010.

1. Testing and startup phase.

2. Start-up phase for BRT Stop Ramps.

3. Denver Union Station LRT testing and start-up phase.

4. Denver Union Station Commuter Rail testing and start-up phase.

Note: Financially constrained schedule based on conservative revenue forecasts consistent with RTD's FasTracks SB 2008 Financial Plan and state forecasts. A combination of factors could push opening days earlier, i.e. RTD and Federal revenue receipts higher than forecast, costs lower than forecast, receipts of SB 1 revenues and third party financial partnering. US 36 timeframe for construction of the HOV lanes is dependent on funding from CDOT.

Relocation of the railroad operating facilities for each affected corridor is required prior to construction of RTD rail corridors. Right-of-way acquisition is done during Final Design.

\*Decisions for Construction Procurement Methods (Design Bid Build, Design Build) will be made later.

## FasTracks Elements of System Financial Plan

(In millions)

	Amount	% of Total Cost
Sales Tax Bonds	\$2,365.9	50.16%
COPs	\$203.1	4.31%
TIFIA Loan	\$142.7	3.03%
"Pay as You Go" Cash	\$985.0	20.88%
Federal New Start	\$815.4	17.29%
Federal Other	\$110.0	2.33%
Local Contribution	\$95.0	2.01%
<b>Total</b>	<b>\$4,717.1</b>	<b>100.00%</b>

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## FasTracks Lessons Learned

### 1. Successful Starter Lines

- Central Corridor, 1994
- Southwest Corridor, 2000
- Central Platte Valley Spur, 2002
- All three lines were built on-time and within budget
- All three lines exceeded ridership projections
- Current T-REX Project (under construction) on time and on budget.



## FasTracks Lessons Learned

### 2. Utilize “bottom-up” planning and engineering work

- Major Investment Studies – 7 Corridors
  - Provided preliminary selection of alignments, technologies and station sites
  - Provided clear corridor description of corridors for public understanding
  - Gained acceptance and consensus at local community level for each corridor.



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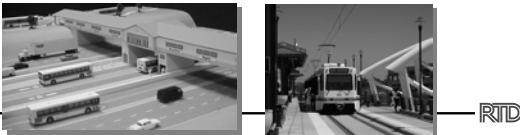
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## FasTracks Lessons Learned

### 3. Articulate a vision for the future for Transportation and “Smart Growth”.

#### **FasTracks has 3 core goals:**

- A. Provide regional transportation choices and options to the citizens of the District.**
- Reduce reliance on a single mode
  - Reliable transportation options with rail and BRT



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## FasTracks Lessons Learned

### **FasTracks 3 core goals continued...**

- B. Increase transit share during peak period**
- Peak congestion relief (community special events)
  - Transit mode share in peak hours would grow from 11% to 22%



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## FasTracks Lessons Learned

### ***FasTracks 3 core goals continued...***

#### **C. Establish a proactive plan that balances transit needs with future growth.**

- Population growth from 2.46 million (2001) to 3.39 million (2025)
  - 26% of all jobs within ½ mile walk
  - 46% of all jobs within short bus ride
  - 86% of all jobs within 5 mile drive to station.



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## FasTracks Lessons Learned

- Transit Oriented Development opportunities at stations
  - Approximately 75% of the 57 corridor stations could accommodate TOD
  - Influence the development pattern of the metro area (more compact), reduced need for government services
  - Mixed-use, development plans now occurring



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## FasTracks Lessons Learned

- Economic growth and attractiveness of Denver metro area
  - During peak construction period over 10,000 jobs
  - Pumping another \$2.9 million into Denver economy
  - \$2.4 million in consumer spending
  - After build-out another 2,573 jobs created adding \$150 million in wages and salaries.



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## FasTracks Lessons Learned

### 4. Sound Financial Plan

- Stated specified revenue, cost and debt assumptions
- Financial plan reviewed and approved by MPO and outside reviewer

### 5. Implementation Schedule

- Developed implementation schedule supported by the financing plan
- Provided clear timeline of individual capital investments
- Gained local government concurrence

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## FasTracks Lessons Learned

### 6. Public Involvement

- Agency held hundreds of meetings throughout region to explain the program and answer public questions

### 7. Rapid responses to attacks

- Quickly corrected statistical distortions by opponents
- Avoided highway v. transit debate

### 8. Professionalism

- Board and Agency earned respect of public for professionalism

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