

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 09/14/2011

Time: **09:04 PM to 03:46 PM**

Place: HCR 0112

This Meeting was called to order by
Representative Vaad

This Report was prepared by
Kerry White

ATTENDANCE

Barker	X
Brown	X
Fischer	X
Hamner	X
Jones	X
King S.	X
Looper	X
Priola	X
Ramirez	*
Renfroe	X
Schwartz	X
Scott	X
Spence	X
Tochtrop	X
Tyler	X
Williams A.	X
Williams S.	X
Young	X
Hudak	X
Vaad	X

X = Present, E = Excused, A = Absent, * = Present after roll call

Bills Addressed:	Action Taken:
Introductory Comments	Witness Testimony and/or Committee Discussion Only
Regional Transportation District Report	Witness Testimony and/or Committee Discussion Only
Department of Revenue Report	Witness Testimony and/or Committee Discussion Only
HB10-1113 - Report on Ports of Entry	Witness Testimony and/or Committee Discussion Only
Presentation - Colorado Motor Carriers Association	Witness Testimony and/or Committee Discussion Only
Presentation by Western State Trans Alliance	Witness Testimony and/or Committee Discussion Only
Discussion about Legislation	-
Public Comments	Witness Testimony and/or Committee Discussion Only

09:04 AM -- Introductory Comments

Representative Vaad gave opening remarks, saying that he recently met with leadership of both transportation committees last week to discuss legislative ideas, and invited committee members to bring forward their ideas for a full discussion. Senator Hudak also gave brief opening remarks.

09:09 AM -- Regional Transportation District Report

Mr. Lee Kemp, Chairman of the Board of Directors, Regional Transportation District (RTD), made introductory remarks and introduced Mr. Phillip Washington, General Manager of RTD. Mr. Washington acknowledged staff of the RTD and began his presentation (Attachment A). Additional information about RTD is also included as Attachment B.

Mr. Washington reviewed RTD operations, highlighting the 75 park-n-ride locations, 10,025 bus stops, and 97 million annual boardings. He said that under Senate Bill 89-154, RTD is required to recover 30 percent of its costs, and in 2010, its cost recovery rate was 48.7 percent. He went on to say that RTD is comparable in terms of cost recovery to its peers, which include Dallas, Salt Lake City, San Diego and others. Representative Vaad asked for data of other agencies to do a comparison. Mr. Washington responded that he would follow up with that information.

Representative Priola asked for an explanation of fare box revenue increases, commenting that the RTD presentation shows that over 5 years, fare box revenue increased from 18.3 percent in 2005 to 28.8 percent in 2010. Mr. Washington explained that there was a fare increase last year and about a two percent reduction in service. Senator Renfro asked for details about which areas are more profitable -- internal operations or private contracted service. Mr. Washington replied that RTD can provide that data as a follow up, as they do not currently track data in that way, apart from calculating a cost-per-hour figure. He said that Access-a-Ride and Call-n-Ride are 100 percent contracted, and overall 57 percent of RTD service is contracted.

09:19 AM

Mr. Washington reviewed the current FasTracks Plan map. He indicated that the green represents lines under contract or construction, most of which are on the eastern corridor. He said the aqua represents southeast lines, and purple lines represent lines that are not yet funded. 48 miles of new rail are under construction or contract, which is the largest number of miles currently under construction in the nation. Mr. Washington stated that the environmental processes are all complete, and RTD is construction-ready for all aspects of the lines. He reviewed the funding gap, which is \$2.5 billion. Mr. Washington indicated the board is planning to move forward with a 2012 ballot initiative to increase the sales and use tax by 0.4 percent.

Mr. Washington discussed the West rail line, which will open in May 2013, and reviewed the "cut over" at Denver's Union Station. Senator Hudak asked about whether the underground connection to Union Station is being built now. Mr. Washington answered there is a 22-bay bus station underground at Union Station now, which will allow people to walk underground to access the trains. Senator Hudak followed up with a question about the connection to the east line, saying that she's heard there is no moving walkway for people with luggage to get to the station. Mr. Washington responded that the light rail line is located by the Millenium Bridge and the commuter line is closer, at the back of the station. He explained that moving sidewalks aren't included in the plans as the facility design wouldn't accommodate them, especially for maintenance reasons. He said other solutions, such as shuttles, should provide the assistance passengers need.

09:26 AM

Representative Fischer inquired about the shelf life for the environmental studies that have been completed, asking whether they will require an update if funding needs create construction delays. Mr. Washington responded that RTD is confident that if they have to wait and reports become outdated, updates would be relatively minor. He said environmental study results are valid for four to five years.

Representative Williams asked for information about a recent RTD notice informing the public of upcoming reductions in service. Mr. Washington discussed RTD's financial challenges, which are related to a downturn in sales tax revenue collections and require a ten percent reduction in bus service around the city. He said that there was discussion at the prior board meeting of inviting public comment on proposed service cuts, but that RTD's overall goal is to ensure that all bus routes are "right sized."

Mr. Washington discussed the West line project, which includes a new surface parking lot, increasing the number of parking spaces at the Federal Center by about 350. He said the West line project has injected more than \$150 million in to the economy. He reminded the committee of upcoming tours, which include a tour of Union Station on October 11, and the West line on the 27th. Mr. Washington provided an overview of changes to the bus station in downtown Denver, which will relocate from Market Street to Union Station in 2014.

09:33 AM

Mr. Washington reviewed the improvements along U.S. Hwy. 36, which shave 15 minutes each way for Denver - Boulder bus commuters. He continued with an update on the Eagle 3 Project, which is a public-private partnership and includes the east line to Denver International Airport (DIA), a commuter rail maintenance facility, and a portion of the northwest rail line. The line to DIA, which broke ground in August 2010, is expected to be open in about four and a half years. He discussed the financing plan, including the procurement, which resulted in a bid that came in \$305 million below budget. Mr. Washington said that \$139 million has been committed to small and disadvantaged businesses, 90 percent of which are local. Mr. Washington reviewed the Workforce Initiative Now (WIN) program, which is intended to train people, including veterans, for careers in transportation. Senator Williams asked whether the people participating in the WIN program will have permanent positions. Mr. Washington answered that the vision of the program is to have these positions work on the project's construction for four to five years, and then transition to long-term positions in operations and maintenance. He continued by saying that while RTD asked the public how it should expend the \$305 million, there was no public consensus and the board selected specific projects for its use. Mr. Washington reviewed these projects, which include managed lanes on U.S. Hwy. 36 and construction of the Longmont light rail station. Senator Hudak asked for clarification about why the Longmont station is being built when the rail line itself is not funded. Mr. Washington responded that RTD is taking advantage of the opportunity to construct the station at a lower cost and plans to use the facility as a bus station in the meantime. He said that there will be a ground breaking ceremony later this year for the northwest line and that heavy construction of the east line will also begin.

Representative Jones asked for clarification about the type of rail line used to extend service to Westminster and for information about how future RTD cuts effect lines into Louisville, Longmont, and the surrounding area. Mr. Washington clarified that the 6.5 miles of new construction to Westminster will be electric, not commuter heavy rail.

Senator Tochtrop asked for assurances from RTD that the proposed second request for a sales tax increase (in 2012) will be sufficient to finish the entire project by 2020. She raised concerns about RTD's progress on and commitment to completing work on the north corridor project. Mr. Washington responded that \$90 million from the Eagle 3 Project procurement has been committed to improve lanes to the Denver Stock Show facility, which is part of the north corridor, and that RTD expended \$117 million last year to purchase a rail line right of way in Adams County. He indicated that it is RTD's intention to craft ballot language that clearly specifies moneys will be used to complete the entire FasTracks project.

Representative Vaad announced a 10 minute recess.

10:02 AM -- Department of Revenue Report

Representative Vaad called the meeting back to order to discuss the Department of Revenue (DOR). DOR staff came to the table to make a presentation, including: Ms. Barbara Brohl, Executive Director of DOR; Mr. Michael Dixon, Senior Director of the Division of Motor Vehicles, DOR; and Ms. Maren Rubino, Operations Director of Titles and Registration, DOR. Ms. Brohl referenced three other department staff in the audience, including Ms. Laurie Benallo, Christy Nixon, and Mr. Mark Couch. Ms. Brohl formally introduced herself as the new Executive Director of the Department of Revenue, and gave her professional background as a former corporate counsel for Qwest Communications, with experience in doing technical and computer work. She also served six years as a member of the Regional Transportation District (RTD) Board of Directors.

Ms. Brohl provided the committee with a brief introduction to the department's activities. She reported that in the last fiscal year:

111,897 identification cards were issued;

600,000 driver's licenses were issued; and

1.5 million vehicle registrations were processed.

Ms. Brohl said that five- and ten-year drivers license renewals are beginning, which is impacting the department's resources. She said that an additional 100,000 drivers licenses were issued in August 2011, compared to August 2010. She explained that the department is encouraging people to use the on-line system to process their renewal. Partner organizations will help spread the word through public service announcements that also ask people to become organ and tissue donors. Ms. Brohl provided an update for the DOR's "waitlist project," which includes several new on-line functions. The project, which will pilot in January 2012 at the Pierce and Athmar offices, will allow people to schedule appointments and make address changes on-line. There will also be a new text message function, which people can sign up for to notify them as the line moves closer to their number. The hope is that this feature will allow people with long waits to perhaps step out of the office, run an errand, and come back without losing their place in line. Once any issues identified during the pilot period are resolved, the project will be implemented in the other 11 front range offices, hopefully by mid-summer 2012.

10:09 AM

Ms. Brohl commented she is aware that driver education schools have been in the news lately and that responding to recent issues have been among her first duties as the department's new executive director. She said the department has already met to gather ideas and implement some new management controls, including moving the audit and inspections group and changing the reporting relationship so that Ms. Benallo now directly oversees the inspection and monitoring processes. Ms. Brohl said she felt it was important to note that the majority of the schools are doing good work, and that the DOR is also actively working with the Driver Education Association of Colorado to resolve issues with certain member schools.

Senator Hudak asked about surcharges paid to attend a driver education school and how persons are notified of this fee. Ms. Brohl responded that the department will follow up with the committee to provide an answer. Mr. Dixon clarified that a citizen does not pay a fee to retest as a result of their criminal activity and that in Colorado, both the written and driving tests are done without charge. However, he explained that lessons learned concerning the potential for criminal activity are among the issues that inspectors will now look for.

Senator Schwartz discussed concerns raised by some of her constituents about the long waits in the Glenwood Springs office and asked the department to provide information about its standards for staffing offices, especially those that are in rural areas where there are no close alternatives.

10:21 AM

Ms. Maren Rubino made brief comments concerning special license plates. She explained that in the past, the department would order 3,000 plates and deal with the overstock. She said that the department's interactions with some of the organizations involved in special license plates have really helped to streamline and improve the ordering process. Ms. Rubino cited the Adopt-a-Pet plate as an example. She said the group had a marketing plan, and as a result, 2,174 plates were issued fairly quickly and there are only about 700 plates in stock. In comparison, Ms. Rubino said the state parks license plate didn't have a marketing plan and has taken much longer to sell. She said the department is looking at the new designs approved during the 2011 legislative session in an effort to consider how it can be strategic about its ordering process. She explained that the DOR is working closely with the Department of Corrections, which manufactures license plates, and mentioned that the new Colorado Avalanche and Nuggets plates won't be ordered until early December to account for any labor strikes. Ms. Rubino mentioned that she believes that Craig Hospital also has a very solid marketing plan for their new plate.

Senator Spence praised the department for their handling of special license plates, but expressed concern about the procedures and rules to establish new designs. She said that in some cases 3,000 signatures are required to move forward with a bill to create a new special license plate, but that some organizations appear to be able to move forward without any signatures, and that these differences create confusion for legislators. Ms. Rubino responded that the differences may lie in whether the sponsoring organization has had contact with the department or not. She clarified that the group should work with the DOR to make sure all statutory requirements are met and in so doing, would receive a verification letter from the department. She suggested that perhaps the members can ask for this letter and encourage groups to make contact with the department, and indicated that the department can also provide testimony at a committee hearing as to whether the organization has followed procedure or not. Ms. Rubino reported that 181 organizations have worked with the department since 2005, and of this number 119 were not able to meet statutory requirements.

Senator Williams asked for more information about the department's rules. Ms. Rubino clarified that the department can provide a copy of its rules, that all group special license plates require 3,000 signatures and other procedures, but that military plates have different requirements and are located in a separate section of law. Senator Hudak asked about fees for special license plates, specifically referencing a report on special license plates prepared by Legislative Council Staff. Ms. Rubino responded that certain military plates do not require any fees, but all special license plates may have other fees depending such factors as their location and whether they opt to personalize the plate, among others.

10:33 AM

Representative Vaad invited committee members to address the department for a question and answer period. Representative Hamner stated that some of her constituents have expressed concern that the department is underfunded. She asked how special license plate revenue contributes to the operations of the department and whether the DOR has suggestions for improving the process. Ms. Rubino clarified that registrations are processed at the county level with county resources, but that the DOR does have some staff that coordinates the ordering of new license plates and manages inventory for the counties. Representative Priola asked about the process for replacing a lost driver's license and whether people can keep their pictures. Senator Hudak followed up this question by asking about how the department addresses replacement of driver's license photos as people age. Ms. Brohl responded that every other time a driver's license is renewed, the photo is required to be replaced. Representative Ramirez suggested that individuals who sign petitions to support the development of a new special license plate should be committed to their purchase and asked about policies for special license plates that have been discontinued. Ms. Rubino responded that department policy used to require their return, however, the DOR now allows people to keep using their special license plates as long as they are readable.

10:44 AM

Representative Fischer gave opening remarks to discuss electric vehicles and alternative fuel vehicles, clarifying it was not his intent to limit the discussion to low-speed electric vehicles. He said that he has been working with staff of the Department of Revenue and Legislative Council to research issues related to electric and alternative fuel vehicles. Specifically, Representative Fischer was interested in learning whether first responders have any risks associated with using jaws of life on an electric vehicle and how law enforcement can judge if a vehicle is eligible to park in an alternative fuel space. He explained that Arizona and California require electric vehicles to have an identifying placard and asked Ms. Rubino to explain what Colorado's requirements are. She answered that other states appear to require identifying placards for purposes of accessing high occupancy vehicle (HOV) lanes or for parking permits. Ms. Rubino explained that a manufacturer's certificate does not identify a vehicle's fuel type, so in Colorado, the clerks obtain this information from the vehicle owner. She said that fuel type data is collected by the state, however, this information is not printed on the registration documents. She continued by saying that, in Colorado, there is a state tax credit available to persons that purchase alternative fuel vehicles. Representative Fischer commented that, according to research done by Legislative Council Staff, the Colorado State Patrol does not have formal training or policies specific to these types of vehicles. Senator Tochtrop suggested issuing a sticker for electric vehicles, which would include a fee. Representative Ramirez responded by saying he believes that hybrid and electric cars have logos installed by the manufacturer, and that a sticker shouldn't be necessary.

Senator Williams requested that the department provide information concerning the rules for driver education schools and special license plates at the joint briefing of the transportation committees in January. She asked the department to brief committee members on its plans to make the department more efficient, and report on where new sites will be opened, staffing and funding levels, and any new on-line services. Representative Brown amended this request to include a report on the adequacy of the department's computer systems.

Representative Looper asked for an update on the 600 conservation easements that are in question, including information about how much has been paid back to the state. She expressed concerns that thousands of trailers may be obtaining license plates from out of state, and asked the department to provide a report on the levels of license plates issued to trailers during the prior three to five years.

Senator Schwartz discussed an issue concerning the department's communication to clerks concerning the licensing of low electric vehicles. While this issue has been resolved, she is considering whether to propose legislation to simplify these statutes.

11:08 AM -- House Bill 10-1113 - Report on Ports of Entry

Representative Vaad called the committee back to order for a presentation by the Colorado State Patrol (CSP) on the ports of entry (POE). Colonel James Wolfinbarger, Chief, gave introductory comments and introduced Major Mark Savage, who leads the CSP operational services branch, including motor carrier services and hazardous material operations. He said that Major Savage is a technical expert in the area of commercial vehicle traffic and safety. He also acknowledged the presence of Department of Public Safety's Executive Director, Jim Davis.

In reviewing the intent of House Bill 10-1113, Colonel Wolfinbarger said the bill included the transfer of the enforcement of federal motor carrier safety regulations, including "CSA 2010," from the Department of Revenue's POE staff to the CSP. He said the CSP is now responsible for all inspection services. Major Savage explained that "CSA 2010" stands for "Compliance, Safety and Accountability," which is a new federal initiative to improve the effectiveness of enforcement operations on a national basis. Representative Vaad commented that this program has a significant impact on states.

Colonel Wolfinbarger continued by saying that the other aspect of House Bill 10-1113 was to conduct a performance review of the entire operation of Colorado's POE. He said the CSP was tasked by the General Assembly with leading the review process, which culminated with a report that was delivered to members in June. He explained the review process, which began with the CSP establishing a steering committee comprised of key stakeholders, including the Department of Revenue (DOR) and the Colorado Department of Transportation (CDOT). He said that the DOR currently manages the ports of entry and the CDOT is responsible for the transportation infrastructure, including 8,400 miles of highways, and overweight and oversize vehicle permitting. Under the direction of the Governor's Office, he said the steering committee developed a request for proposal (RFP) and completed the procurement process, selecting AdamsGabbert to conduct the review.

According to Colonel Wolfinbarger, the Department of Public Safety and CSP support the results of the review, including the recommendation to consolidate and transfer POE operations into the CSP. He reviewed the POE, which includes ten fixed ports and ten mobile facilities that conduct team operations in other areas and 118 staff, currently under the DOR. Colonel Wolfinbarger explained that the CSP has a staff of about 1,000, including about 750 uniformed troopers. He said the POE is responsible for \$11.5 million per year in "off-the-top" highway users tax fund (HUTF) revenue, and that the CSP is also an "off-the-top" agency, with about \$86 million appropriated each year.

11:17 AM

Major Savage explained that he served as chair of the steering committee to provide oversight and guidance to the vendor, AdamsGabbert in conducting their review of POE operations, and thanked Christy Nixon of the DOR for her contributions to the project. He said the report provides a snapshot of the state's current commercial vehicle services and enforcement from an independent perspective, and serves as a useful tool for decision-making. Due to the timing, funding and scope of the project, he explained that the review process was not intended to be a detailed audit. Major Savage said the steering committee would like to build a project team over the next month in order to take a closer look at the report's recommendations and provide guidance to the committee on next steps.

Major Savage reviewed the scope of the report, which was to: assess operations of the POE, including size and weight, safety, permitting, and credentialing; examine its infrastructure and management; and conduct an extensive stakeholder analysis. He said the stakeholder analysis included over 80 interviews, 150 personal contacts, and several site visits. Major Savage emphasized how important the consistent and uniform operation of POE are to the success of the federal "CSA 2010" initiative, which uses data gathered from roadside inspections to evaluate carriers that operate across the country.

Continuing with a summary of the report, Major Savage said its five recommendations all point to aligning enforcement resources under a consistent strategy, serve to eliminate duplicative efforts, and increase efficiency. He said the primary recommendation of the report is to transfer the POE operation to the CSP, while recommendations 4 and 5 focus on streamlining services for commercial vehicles. Specifically, he said the report promotes developing a "one-stop shop" where carriers can obtain credentials, permits, and other information from a central location, including an electronic portal. Major Savage stated that this electronic portal would also be helpful for law enforcement personnel as they would be able to access all of the data, credential, and permits that apply to a specific carrier. He also reviewed the report's additional findings on emerging national patterns, which include:

- having fewer physical ports of entry;
- maximizing the use of on-line and self-service functions;
- including intelligent transportation systems, including weigh-in-motion (WIMs), which allows for vehicles to be weighed while traveling at highway speed and saves time;
- incorporation of a consistent manner of capturing unique identifiers for commercial vehicles, rather than the current practices in which some states use Department of Transportation numbers, license plates readers, or other identifiers;
- the use of transponder systems or chip technology to transmit vehicle data;
- the use of electronic tools for safety purposes, such as infrared devices that can measure brake heat to determine whether they are functioning properly;
- increasing the enforcement footprint or authority of POE staff, and moving from limited enforcement by civilians to staffing by certified peace officers;
- looking at opportunities to train POE staff to better identify potential terrorist threats using large, commercial vehicles; and
- promoting cross-collaboration among departments to develop a single strategic plan that addresses delivering services for commercial vehicles.

Major Savage said the report identified opportunities to realize significant cost savings over the next few years. In terms of whether the POE is transferred from the DOR to another agency, he said that the CSP, DOR, and the Colorado Department of Transportation (CDOT), along with other stakeholders, should focus on four key elements:

1. addressing how can the integrity of the POE's current revenue collection process can be maintained;
2. comparing the outcome of transferring POE operations to multiple agencies versus a single agency;
3. an analysis of the information technology infrastructure and how it can be transferred if the state moves forward; and
4. how the core strategic objectives of each of the affected state departments can be maintained should a transfer of the POE occur.

11:31 AM

Colonel Wolfinbarger concluded the presentation by saying that the CSP has secured the services of Roxy Huber, former executive director of the DOR, to assist with any additional analysis and resulting integration plans. He reminded committee members that the CSP provided oversight of the POE from 1935 to 1955, when the DOR was established, and he believes state law still provides CSP with the needed authority to manage the POE. He said the CSP is committed to active stakeholder engagement, continuing to work closely with industry, employee groups, and following personnel and other guidelines. Colonel Wolfinbarger believes the competency and professionalism of the POE is already present and that a transfer of the POE is better characterized as an alignment of functions for increasing efficiency.

11:35 AM

Representative Vaad asked for assurances that the motor carriers were fully included in the stakeholder analysis and site visits and for information about how an on-line portal would be created. He reminded the committee that a bill concerning the superload permitting process under the CDOT was passed during the last legislative session and expressed concerns that the testimony for that bill may have indicated any additional changes to the process would require a new computer system at a cost of \$4 million. Major Savage responded by saying that almost 40 interviews of industry-specific people were included in the review process. He continued, reviewing a federally funded program called C-VISION, which takes disparate computer systems and puts them under one central portal, but doesn't actually combine or change the systems. He explained that a portal allows the user to enter or access information from multiple sources but doesn't see the processes where the information is filtered to and from the various programs. He said Colorado has been one of the first states to look at adapting this solution, which is currently on hold due to changes in the amount of funding available at the federal level.

Senator King asked about the possibility of developing public-private partnerships, particularly with respect to equipment, including thermal imaging devices. He wanted to know if any of the carrier groups, such as the Colorado Motor Carrier Association or Western State Transportation Alliance, have discussed or provided information about opportunities. Colonel Wolfinbarger responded that the CSP's strategic plan commits them to aligning partnership and leveraging technology and the CSP has a very strong relationship with industry groups, who will have an opportunity to respond to the question in the afternoon.

Senator Hudak stated she had several questions and received permission to proceed. She asked for more information about how the cost savings identified in the report would result in savings. Specifically, she was concerned that the state may not realize savings because it will still need to maintain infrastructure, the staff isn't decreasing, and the report proposes new equipment, which requires it to be purchased, installed, and for employees to be trained on its use. In addition, she stated the report seems to call for increasing the number of inspections. Colonel Wolfinbarger responded that because both the POE and CSP are "off-the-top" agencies accounting for ten percent of the HUTF, aligning them would naturally reduce redundancies and provide some opportunities to reduce indirect costs related to training and grant administration. He explained that over time and as the recommendations are implemented, it is also possible that some of the existing ports could be relocated or closed and staffing levels could be reduced.

Continuing the discussion, Senator Hudak asked about the report's second recommendation, which calls for decreasing the size of mobile inspection teams. She stated that other areas of the report seem to call for an increase in the number of level 1 inspections. She asked if reducing the size of mobile inspection teams will result in a fewer number of level 1 inspections and how this would affect the maintenance of safety standards. Major Savage responded that existing resources would be realigned, and that because more CSP troopers would be qualified to conduct inspections, the number of level 1 inspections would increase without adding staff or increasing costs.

Senator Hudak asked which agency is responsible for collecting and distributing revenue at the ports, and whether a change in oversight would effect the collection of specific ownership tax, which could in turn affect school funding and special districts. Colonel Wolfinbarger responded that this is one of the key questions the project team wants to take up in the next month or so, and part of why the CSP asked Roxy Huber to consult with them. Senator Hudak asked whether the CDOT agrees with the report's recommendations and findings. Colonel Wolfinbarger stated that CDOT was fully engaged in the entire process and he believes all three agencies are in consensus about moving forward.

11:48 AM

Senator Schwartz asked whether creating a joint highway enforcement and safety strategic plan and governing board creates a new reporting structure, or if the CSP will continue to report. Colonel Wolfinbarger responded that there is already a fair amount of strategic planning between the various departments and a commitment to continue in this effort. He said he isn't sure whether a new governing board would be created, but that he believes the CSP is still accountable for reporting through the Transportation Legislation Review Committee. As a follow up, Senator Schwartz asked whether an integrated superload permitting process would involve local governments as stakeholders. Colonel Wolfinbarger stated that he is not aware of any recommendation to change the existing process, which is managed by the CDOT. He said he believes the CDOT has a process for coordinating and communicating about superload permits with local governments. Major Savage added that he is aware that some of the local CSP trooper offices are working closely with CDOT and local entities in response to recent incidents involving oversized loads, but that he will take this question back to the project team for more discussion.

11:53 AM

Representative Vaad reminded committee members to turn in their travel reimbursement requests and recessed the meeting until 1:00 PM.

01:03 PM -- Presentation Colorado Motor Carriers Association

The committee reconvened.

Mr. Greg Fulton, representing the Colorado Motor Carriers Association (CMCA), began his presentation to committee members. Mr. Fulton provided the committee members with background information about the economic impact of the trucking industry in Colorado. He explained that about 5,000 independent contractors operate in Colorado and noted that wages are rising due to the shortage of qualified drivers. He further noted that the industry provides good benefits for their employees including health insurance, disability, and retirement options. Mr. Fulton further explained that safety is an important principle to the industry. Mr. Fulton also provided committee members with additional information about the industry's efforts to address environmental concerns. He explained the carrier strategies to reduce emissions and negative environmental factors.

Mr. Fulton continued the presentation by explaining that the industry has lost 50,000 jobs in nine years, which represents a 28 percent reduction in trucking employment in Colorado since 2001. He also stated that Colorado taxes and fees are higher than surrounding states and have negative impacts on the industry. Mr. Fulton also shared his views about sales taxes imposed on tractors and trailers used in interstate commerce, and stated that the state should consider a pro-rated sales tax structure on these vehicles.

01:18 PM

Mr. Fulton expressed his support for several strategies to make the Colorado trucking industry more competitive, including addressing tax issues. He also provided a list of concerns that trucking industries, including the adverse tax and regulatory environment, his concern about tolling, maintenance of current roadway infrastructure, and traffic congestion, as examples. Mr. Fulton stated his support for consolidating truck safety and compliance under the State Patrol as one agency and creating a one-stop shopping process for state and local oversize and overweight vehicles, among other changes.

01:26 PM

Mr. Fulton closed his presentation by expressing his support for two proposals for the committee, including: (1) creating a permanent plate/registration for interstate tractors and trailers, and (2) reviewing the law related to requiring noncommercial vehicles to have adequate snow tires.

01:29 PM

Mr. Fulton responded to questions from committee members about the potential future loss of trucking jobs, transportation fees in Colorado, and questions about the owner-operator designation. Mr. Fulton also responded to committee questions about the licensing process for different types of motor carriers.

01:40 PM

Mr. Fulton and committee members discussed issues surrounding the Interstate 70 corridor. He explained that CMCA has established a working group to address periods of high volume that can affect the corridor. Committee members also discussed the permanent plate proposal for interstate trailers, transportation fees, and the state sales and use tax. Mr. Fulton noted that sales tax revenue is not allocated to the Highway Users Tax Fund, which provides funding for transportation purposes.

01:48 PM -- Presentation by Western State Transportation Alliance

Mr. R.J. Hicks, representing the Western State Transportation Alliance (WSTA), began a presentation to committee members. A copy of this presentation is included as Attachment C.

Mr. Hicks explained that the association is comprised of ten western states that is aimed to build a consensus among member and other western states. He provided committee members with background information about a Federal Highway Administration (FHWA) study conducted in 1999 affecting the reauthorization of federal transportation funding. Mr. Hicks noted that western states are facing significant growth as well as capacity issues for all states to include movement of freight and services. He continued providing background information about the study.

01:57 PM

Mr. Hicks listed four major areas or themes to address in the next federal highway reauthorization bill, including expanding existing capacity, moving freight efficiently, moving freight and traffic safely and securely, and moving freight in an environmentally friendly manner. He explained that there are significant benefits in reducing the number of freight traffic on roads and highways.

02:02 PM

Mr. Hicks continued by providing the committee with a list of recent resolutions passed by the WSTA, including lifting the freeze on interstate system for combination vehicles, creating driver awareness training for commercial vehicles on highways, supporting western state needs for funding in the federal legislation, and creating standards for super load permits issued by western states.

02:05 PM

Mr. Hicks responded to committee questions about what is needed to achieve harmonization, and he explained that harmonization refers to states creating similar transportation polices. He noted that implementing more harmonization would increase the overall efficiency of the highway system. Mr. Hicks also responded to committee questions the future of rail in the western U.S.

02:15 PM

Representative Vaad, Chair, explained the process for considering legislative proposals. The committee briefly recessed.

02:26 PM -- Discussion about Legislation

The committee reconvened. Mr. Kurt Morrison, Legislative Council Staff (LCS), provided a summary of the interim legislation process.

02:31 PM

Representative Looper shared her support for a policy requiring permanent plate registration for interstate tractor-trailers and suggested that the interim committee examine this issue. Committee members discussed this potential legislation.

BILL:	Discussion about Legislation	
TIME:	02:35:45 PM	
MOVED:	Looper	
MOTION:	Draft legislation for commercial permanent plate registration. The motion passed on a 19-0 roll call vote, with one excused.	
SECONDED:	Ramirez	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Yes
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	Yes
Final YES: 19 NO: 0 EXC: 1 ABS: 0 FINAL ACTION: PASS		

02:41 PM

Senator Schwartz discussed potential clarifications to the neighborhood electric vehicle (NEV) legislation passed in 2009.

BILL:	Discussion about Legislation	
TIME:	02:42:35 PM	
MOVED:	Schwartz	
MOTION:	Draft legislation to address neighborhood electric vehicles, to streamline the current statute, and to allow flexibility in the cap. The motion passed 19-0, with one excused.	
SECONDED:	Williams S.	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Yes
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	Yes
Final YES: 19 NO: 0 EXC: 1 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion about Legislation	
TIME:	02:45:03 PM	
MOVED:	Vaad	
MOTION:	Draft legislation to move the Ports of Entry from the Department of Revenue to the Colorado State Patrol/Department of Public Safety. The committee discussed the motion. After discussion, the motion passed on a 18-1, with one excused.	
SECONDED:	Ramirez	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Yes
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	No
	Vaad	Yes
Final YES: 18 NO: 1 EXC: 1 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion about Legislation	
TIME:	02:59:42 PM	
MOVED:	Looper	
MOTION:	Draft legislation to extend the End User Fund for the waste tire fee for 8 years, to be consistent with other waste tire funds. The committee discussed the motion. The motion passed on a 19-0 roll call vote, with one excused.	
SECONDED:	Tochtrop	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Yes
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	Yes
Final YES: 19 NO: 0 EXC: 1 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion about Legislation	
TIME:	03:07:14 PM	
MOVED:	Young	
MOTION:	Draft legislation to eliminate the fee for the Armed Forces designation on state driver licenses. The motion passed on a 19-0 roll call vote, with one excused.	
SECONDED:	Hamner	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Yes
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	Yes
Final YES: 19 NO: 0 EXC: 1 ABS: 0 FINAL ACTION: PASS		

03:08 PM

Representative Fisher provided the committee with his thoughts about electric vehicles. After discussion, Representative Fisher stated that he would not propose legislation on this matter.

03:17 PM

Representative Brown shared his views about state sales taxes imposed on the trucking industry. The committee discussed state sales tax issues and how the sales tax compares with other states. Senator Hudak also expressed her concerns about the specific ownership tax (SOT) issues and that the tax may discourages drivers to purchase new and more efficient vehicles. After committee discussion, Representative Brown presented an idea for a study about sales taxes to the committee for consideration.

BILL:	Discussion about Legislation	
TIME:	03:23:43 PM	
MOVED:	Brown	
MOTION:	Draft legislation to study the equity of the tax burden on the trucking industry with adjacent states. Committee members discussed the motion. After committee consideration, the motion was withdrawn.	
SECONDED:	Looper	
		VOTE
	Barker	
	Brown	
	Fischer	
	Hamner	
	Jones	
	King S.	
	Looper	
	Priola	
	Ramirez	
	Renfroe	
	Schwartz	
	Scott	
	Spence	
	Tochtrop	
	Tyler	
	Williams A.	
	Williams S.	
	Young	
	Hudak	
	Vaad	
Not Final YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION:		

03:29 PM

Senator Schwartz suggested enhancing penalty imposed on individuals that drive without snow tires, particularly when it contributes to a road closure or accident. The committee members discussed this proposal, and it was placed on the table for consideration.

BILL:	Discussion about Legislation	
TIME:	03:30:41 PM	
MOVED:	Schwartz	
MOTION:	Draft legislation that would enhance the penalties for driving without snow tires in the event that it contributes to a road closure or accident. The motion passed on a 12-6 roll call vote, with 2 excused.	
SECONDED:	Hudak	
		VOTE
	Barker	Yes
	Brown	No
	Fischer	No
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	No
	Schwartz	Yes
	Scott	Yes
	Spence	Excused
	Tochtrop	Yes
	Tyler	No
	Williams A.	No
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	No
Final YES: 12 NO: 6 EXC: 2 ABS: 0 FINAL ACTION: PASS		

03:35 PM

Representative Ramirez shared his thoughts about special license plates, and committee members engaged in a brief discussion about this issue.

03:38 PM

Representative Looper began a discussion about repealing certain transportation reporting requirements. She distributed a list that proposes to remove several of these reports from Colorado law, which is included as Attachment D. After committee discussion, Representative Looper placed this idea on the table for consideration.

BILL:	Discussion about Legislation	
TIME:	03:39:02 PM	
MOVED:	Looper	
MOTION:	Draft legislation to repeal unnecessary transportation and other reporting requirements. The motion passed on a 18-0 roll call vote, with 2 excused.	
SECONDED:	Tochtrop	
		VOTE
	Barker	Yes
	Brown	Yes
	Fischer	Yes
	Hamner	Yes
	Jones	Excused
	King S.	Yes
	Looper	Yes
	Priola	Yes
	Ramirez	Yes
	Renfroe	Yes
	Schwartz	Yes
	Scott	Yes
	Spence	Excused
	Tochtrop	Yes
	Tyler	Yes
	Williams A.	Yes
	Williams S.	Yes
	Young	Yes
	Hudak	Yes
	Vaad	Yes
Final YES: 18 NO: 0 EXC: 2 ABS: 0 FINAL ACTION: PASS		

03:43 PM -- Public Comments

Mr. Ray Burgens, representing himself, testified to the Transportation Legislation Review Committee. He shared his views about several bills that were passed during the recent session. He also expressed his thoughts about the duplication of services between the ports-of-entry and other state agencies.

03:46 PM

The committee adjourned.



Presentation to the Transportation
Legislation Review Committee

September 14, 2011

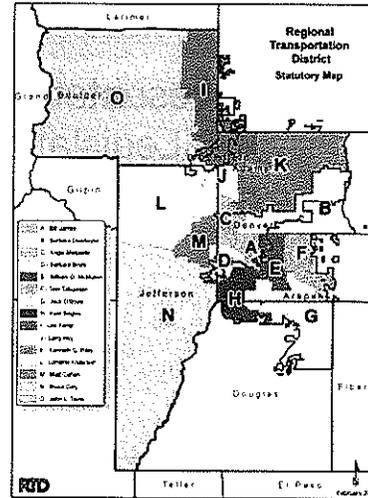


Agenda

- Overview of RTD
- RTD 2011 Amended Budget
- Cost Recovery/Productivity Ratios
- Contracted Bus Service
- FasTracks Update

Service Area

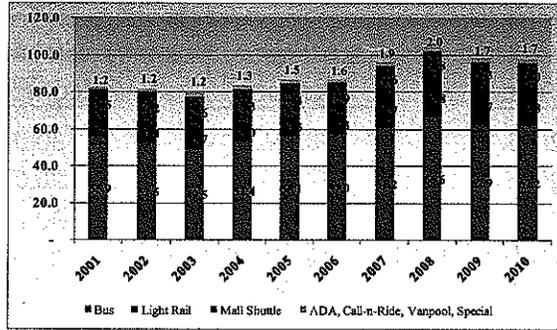
- 8 counties or portions thereof:
 - Adams
 - Arapahoe
 - Boulder
 - Broomfield
 - Denver
 - Douglas
 - Jefferson
 - Weld
- 40 municipalities
- 2,348 square miles
- 2.8 million people (approximately 57% of Colorado population)



Scope

- 97.7 million passengers in 2010
- 322,121 average weekday boardings
- 1,535 Rolling Stock Vehicles
 - 1,025 buses
 - 153 light rail
 - 325 Access-a Ride
 - 32 Call-n-Ride
- 148 scheduled bus routes
- 10,025 bus stops
- 35 light rail track miles
- 75 Park-n-Rides
- Over 2,400 employees
- FasTracks
 - \$6.8 billion project
 - 93.4 miles of commuter rail
 - 28.2 miles of light rail
 - 18 miles bus rapid transit
 - 21,000 parking spaces
 - Denver Union Station

Passenger Boardings (in Millions)



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total	82.7	81.3	79.8	83.0	86.5	86.8	96.4	104.2	98.6	97.7
% Change										
Bus	3.5%	-6.1%	-5.8%	7.9%	5.0%	1.6%	7.4%	8.8%	-5.6%	-1.1%
Light Rail	36.0%	14.9%	1.1%	-6.3%	4.8%	7.8%	65.4%	11.3%	-5.3%	8.9%
Mall Shuttle	3.4%	4.0%	2.4%	3.9%	0.6%	-7.9%	-13.7%	1.4%	-3.5%	-2.2%
ADA, Call-n-Ride, Vanpool, Special	14.6%	0.6%	-1.7%	6.0%	13.1%	10.7%	16.7%	7.8%	-14.7%	-2.7%
	6.4%	-1.7%	-3.0%	5.1%	4.1%	0.5%	11.0%	8.1%	-5.4%	-0.9%

Cost Recovery Ratio (SB 154 of 1989)

Revenues:

- Farebox Revenue (exclusive of ADA)
- Advertising Revenue
- Federal Operating Grants
- Federal Formula Bus Grants
- Other Operating Revenue
- Investment Income

Costs:

- Operating and Administrative Costs
- Depreciation on Operations Assets
- Excluding: ADA Costs
Rapid Transit Planning
Interest Payments on Rapid Transit Assets

Cost Recovery Ratio (SB 154 of 1989)

<u>Year</u>	<u>Actual</u>	<u>Statutory Requirement</u>
2005	38.1%	30.0%
2006	42.1%	30.0%
2007	52.8%	30.0%
2008	49.0%	30.0%
2009	49.4%	30.0%
2010	48.7%	30.0%

Operating Revenue Recovery Ratio

Revenue:

- Farebox Revenue (exclusive of ADA)
- Advertising Revenue
- Other Operating Revenue

Costs:

- Operating and Administrative Costs
- Depreciation on Operations Assets
- Excluding: ADA Costs
Rapid Transit Planning
Interest Payments on Rapid Transit Assets

Revenue Recovery Ratio

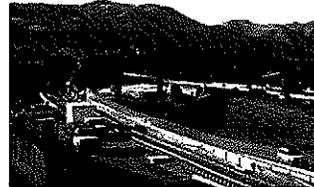
<u>Year</u>	<u>All Operating Revenue</u>	<u>Farebox Revenue</u>
2005	19.6%	18.3%
2006	20.0%	19.0%
2007	21.5%	20.3%
2008	22.6%	21.6%
2009	25.9%	24.8%
2010	30.0%	28.8%

Contracted Bus Service Summary

- 56.7% of RTD bus services are operated by private contractors as of August 2011
- Contracted services include:
 - Fixed route = 46.7% contracted
 - access-a-Ride = 100% contracted
 - call-n-Ride = 100% contracted

West Rail Line

- 12.1-mile Light Rail Project, terminates at JeffCo Government Center
- 12 Stations and 4,959 new parking spaces
- Revenue Operation Date: 5/31/2013
- Overall Project Completion 85%
- Construction Completion 78%
- In August, RTD successfully completed the cutover at Colfax to CPV line to Sports Authority Field @ Mile High & Pepsi Center. This is RTD's most challenging cutover to date.
- Successfully opened the newly completed Federal Center Station in Lakewood, increasing parking access from 646 spaces to 1,000.



Economic Impact of the West Rail Line

- As of June 2011, the West Rail Line has injected more than \$150 million into the economy
- Creating Jobs
 - Denver Transit Construction Group (DTCG) is directly conducting business with more than 832 businesses/vendors – 90% of which have local offices
 - DTCG has directly subcontracted with more than 60 companies, who employ crews and purchase supplies from local distributors
 - DTCG has 190 current employees – more than 80% hired locally
 - At the height of construction, employee numbers reached over 500, including sub-contractors
 - More than 1.25 million man hours invested through June 2011
- Helping Disadvantaged Business Enterprises (DBE)
 - DTCG has provided subcontracting opportunities to over 55 DBE firms

Denver Union Station

- DUS serves as the hub of the FasTracks program to expand rail and bus service throughout the RTD service area
- DUS will provide a new RTD Bus facility, relocated Light Rail Transit (LRT) Station, and a new Commuter Rail (CRT) Transit Terminal serving both RTD and Amtrak
- Overall Project Completion 45%
- LRT Completion 97%
- CRT Completion 20%
- Bus Area Completion 47%



- Successfully completed the cutover to the new LRT platform in August
- Streets & Plaza Completion 48%
- DUS will open in 2014; Market Street Station will then close

US 36 Phase 1 Bus Rapid Transit (BRT)

- Phase I Transit Improvements began in 2005
- Included work at:
 - US 36 & McCaslin Park-n-Ride
 - Church Ranch Park-n-Ride
 - US 36 & Broomfield Park-n-Ride
 - Completed in May 2010 – with opening of US36 & Broomfield Park-n-Ride
- Combined improvements shave 15 minutes each way for Denver-Boulder bus commuters

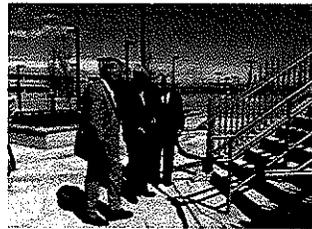
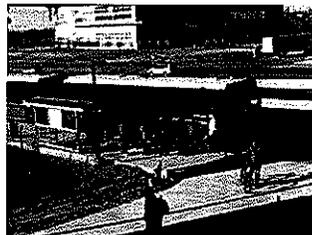
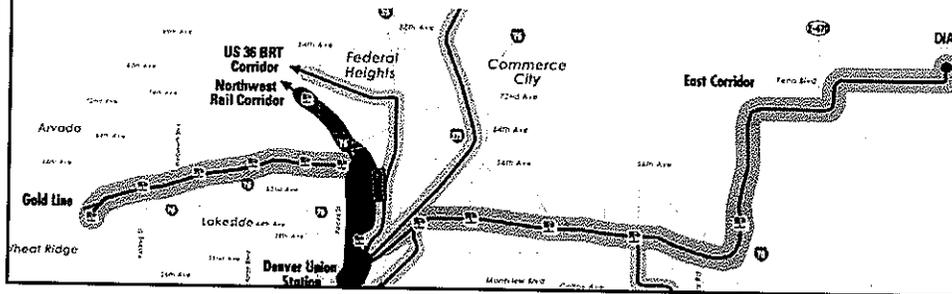


Photo Courtesy of Parsons



Eagle P3 Project

- Includes East Corridor, Gold Line, Commuter Rail Maintenance Facility and a portion of Northwest Rail (to south Westminster)
- Construction began on East Rail Line in August 2010; Opening in 2016
- Project Funding - \$2.1 billion



Eagle P3 Project Status

- Utility and fiber optic relocation is ongoing
- Final design underway
- Property acquisition is beginning
- More than \$139 million of work has been committed to small and disadvantaged businesses, with \$8.5 million paid to date.
- WIN candidates are currently in training; 10 will be employed before the end of the year.



Full Funding Grant Agreement (FFGA)

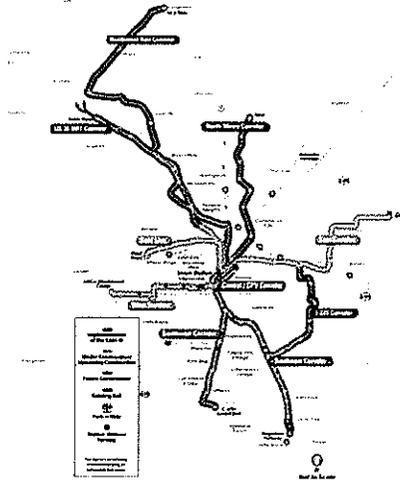
- FFGA process began in 2007
- Through the FFGA process, RTD submitted over 3,700 documents to the Federal Transit Administration
- FTA submitted \$1.03 billion FFGA to Congress for the required 60-day review period on May 2
- A signing ceremony took place on August 31 in Olde Town Arvada for the execution of the FFGA and the groundbreaking of the Gold Line

Workforce Initiative Now (WIN)

- Collaborative partnership led by RTD, in conjunction with Community College of Denver, Denver Transit Partners, and Urban League of Metro Denver
- Leverages existing training providers to identify, assess, train and place community members, including military veterans, into careers in transportation and mixed-use development projects
- RTD's FasTracks program provides a starting point on the Eagle P3 Project

RTD FasTracks \$305M Implementation

RTD



RTD Short Term Implementation Projects - \$305M

RTD

- Staff has begun implementation of the \$305 M approved on March 8, 2011

Corridor	Short-term Implementation of the \$305 M
U.S. 36	Funding Commitment to Complete Managed Lanes to Interlocken (\$90 M)
North Metro	Complete Segment from DUS to Stock Show Complex (\$90 M)
I-225	Complete Segment from Nine Mile to Iliff (\$90 M)
Northwest Rail	Completion of Longmont Station (\$17 M)
Central Corridor	Additional technical analysis (\$0.5 M)
Southeast Corridor Extension	Final Design and Federal Environmental Process (\$9 M)
Southwest Corridor Extension	Relocation of Union Pacific Railroad Track (\$8.5 M)

Increased Certainty of FasTracks Capital Costs Estimate

RTD

- **RTD is confident in our estimates for the cost of the FasTracks program due to:**
 - 5 out of 12 FasTracks projects already under contract, with fixed budgets negotiated with contractors
 - Most complex transit procurement in the country (Eagle Project) came in \$305 million below internal cost estimates
 - West Corridor is being completed on time and within budget
 - Engineering advanced to at least 30%, and “bottoms up” estimates complete for all corridors
 - Railroad ROW agreements with UPRR and BNSF complete
 - Operations agreement with BNSF still pending for Northwest Rail Line
 - RTD uses conservative cost estimates and inflation rates
 - All remaining corridors are “Construction Ready,” which lessens cost uncertainty

FasTracks Benefits

RTD

- Stimulates the economy
 - Every \$1 invested translates into \$4 injected into local economy over 20 years
- 10,000 construction-related jobs at height of construction
- Provides opportunities for livable, sustainable communities and affordable housing
- Provides transportation options (rail and bus transit, bicycle and pedestrian improvements)
- Improves connectivity



FasTracks Next Steps

- Groundbreaking of Northwest Rail Segment to south Westminster
– Late 2011
- Full construction of East Rail Line begins – Late 2011
- Presentation to Board of 2012 Annual Program Evaluation – December 2011
- Potential RTD Board Adoption of 2012 Financial Plan – January 2012
- Board decision on ballot initiative – Early to Mid-2012
- \$305 million projects begin – 2011/2012
- Opening of West Rail Line – May 2013

Questions?



Workforce Initiative

CREATING CAREERS

Job development, training, and placement resources that enrich people's lives and communities

The regional **Workforce Initiative Now (WIN)** is a collaborative partnership that helps job seekers, companies, and communities through career opportunities in the transportation and construction industries.

From job skills assessment and training to placement and ongoing community outreach, we give people tools to enrich their lives and build their businesses right in their own backyards.

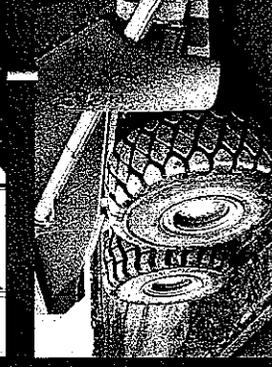
Current opportunities

WIN is currently concentrating efforts on workforce opportunities along the I-70 corridor to Denver International Airport, as part of the RTD FasTracks Eagle P3 project.

This \$2 billion project alone will create tremendous opportunities for skilled tradespeople, contractors, and management, with the construction of more than 36 miles of commuter rail track by mid-2016.

As WIN develops, the program will partner with other construction and transit infrastructure projects to expand career opportunities throughout the region.

Our goal is to serve as a national model for collaborative community workforce development programs



The WIN program is funded in part by a grant from the Federal Transit Administration (FTA). This represents the largest grant awarded through the FTA's Workforce Development Grants program.

303-299-2WIN (2946)
WIN@rtd-denver.com
rtd-denver.com/WIN

PARTNERING FOR SUCCESS

The Workforce Initiative Now

Coming together to create opportunities for our local communities



At WIN, our mission is simple: we meet the hiring and training needs of employers and create career opportunities in the transportation and construction industries. Through a vast network of community and professional resources, we train the right people for the right jobs in the right companies—right now.

What are the benefits of WIN?

WIN offers tremendous benefits for potential job seekers, businesses, and communities. We help people train for careers on industry projects to create career pathways and growth. Here's how.

People

WIN's first priority is putting people to work. We provide potential workers with skills training, placement assistance, and resources to help them secure industry positions with competitive wages and career possibilities.

Projects

We work with businesses to identify needed skills, develop demand-driven custom training and job placement services, and leverage financial incentives, such as Work Opportunity Tax Credits and other on-the-job training funding sources.

Pathways

Through a wide provider network, WIN works with local communities, governments, and organizations to increase access to critical resources that promote job creation, skills development, and social and economic growth.

Our training and service network

Our training and service partners include nonprofit organizations, community and technical colleges, industry training providers, small businesses, and the workforce development system. Collectively, we offer significant benefits:

- Create a single, effective outreach program that reduces training costs by focusing on shared needs.

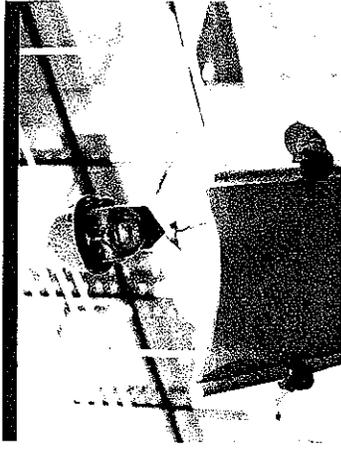
- Ensure diverse training options for entry-level, career advancement, and entrepreneurial skills development.
- Establish a collaborative environment to solve common challenges and long-term employment success in the transit and construction industries.
- Leverage existing resources by providing active placement options for funded programs.
- Provide ongoing career coaching and mentoring, follow-up, and post-placement training to increase job retention.
- Encourage innovative partnerships to attract additional funding for community support and infrastructure programs.

How does WIN measure success?

We measure success by the positive effects we have on job seekers, businesses, and communities. We conduct periodic reviews of our training programs in three areas—entry-level, mid-level, and advanced—to monitor progress and identify opportunities for improvement. In addition, we study key socioeconomic factors such as job growth, educational attainment, career advancement, and income in the communities we serve to determine impact.

What are the keys to WIN's sustainability?

Due to the versatility of our resource and training network, our community and industry partnerships, funding sources, and an active workforce, WIN can focus exclusively on job creation and implementation for the long term.



WIN's founding partners

The Regional Transportation District (RTD) is Colorado's largest public transit network. With more than 150 bus routes, light rail lines, and specialty services, RTD connects communities across the eight-county metro Denver area.

Community College of Denver

offers more than 70 different degrees, certificates, and career options to prepare tomorrow's professionals.

Denver Transit Partners (DTP) is a joint venture of skilled engineering, construction, and project management companies who are executing key transit projects.

Urban League of Metro Denver

is a liaison between the business community, city and county governments, and civic organizations to improve circumstances for economically and socially disadvantaged people in the Denver metro area.

Introduction

The Regional Transportation District was created in 1969 by the Colorado General Assembly to develop, operate, and maintain a mass transportation system for the benefit of 2.8 million people in RTD's District. The 2,348 square mile District includes all or parts of eight counties: the City and County of Denver, the City and County of Broomfield, the counties of Boulder and Jefferson, the western portions of Adams and Arapahoe Counties, the northern portion of Douglas County, and small portions of Weld County annexed by Brighton, Longmont and Erie. RTD's governing body is a 15-member directly elected Board of Directors, with each Director elected by district for a four-year term. Each Director District contains approximately 173,000 residents.

The Directors are:

District A ... Bill James	District F ... Tom Tobiasen	District K ... Kenneth Riley
District B ... Barbara Deadwyler	District G ... Jack O'Boyle	District L ... Lorraine Anderson
District C ... Angie Malpiede	District H ... Kent Bagley	District M ... Matt Cohen
District D ... Barbara Brohl	District I ... Lee Kemp	District N ... Bruce Daly
District E ... Bill McMullen	District J ... Larry Hoy	District O ... John Tayer

General Manager... Phillip A. Washington

RTD Statistics (As of January 2011)

Service Area population - 2.8 million

- Cities and towns served - 40 municipalities in 6 counties plus 2 city/county jurisdictions
- Square Miles in service area - 2,348
- Weekday regular fixed-route scheduled miles - 134,294 (includes LRT and Mall Shuttle)
- Annual regular fixed-route service miles operated - 41,449,988 (January 2011 service levels annualized)(includes LRT)
- Active bus stops - 10,140
- park-n-Ride facilities - 75 with 26,868 parking spaces
- Total number of regular fixed routes - 148
- Local - 66 Express - 20 Regional - 16 Limited - 11
- skyRide - 5 Boulder City Local - 14 Longmont City Local - 7
- Misc - 9 (Mall Shuttle, Light Rail (C, D, E, F, & H Lines), Art Shuttle, Pathways E and Pathways W)
- Special Services - *access-a-Ride*, Bolder/Boulder (runRide), BroncosRide, BuffRide, call-n-Rides (Arapahoe, Aurora, Brighton, Broomfield, Dry Creek, Evergreen, Highlands Ranch, Interlocken/Westmoor, Lone Tree, Longmont, Louisville, Meridian, North Inverness, Orchard, Parker, South Inverness, South Thornton/Northglenn, Superior, Thornton/Northglenn and Watkins), CU/CSU Football Game, Race for the Cure, RockiesRide, Senior Ride, Shopper's Special, and Van Pool (DRCOG Commuter Services and North Front Range "VanGo")

Active Fleet

- Total buses (All are wheelchair lift-equipped) - 1,025
 - RTD-owned and operated - 590
 - RTD-owned, leased to private carriers - 435
- Peak-hour buses required - 806 (regular buses only)
- Average age of fleet - 7.7 years
- Annual diesel fuel consumption (RTD-operated buses only) - 5.2 million gallons
- Access-a-Ride cutaways - 325
- call-n-Ride Ride cutaways - 32
- Light Rail Service
 - Vehicles - 153
 - Miles of track - 35
 - Stations - 36

Ridership - October 2009 - September 2010

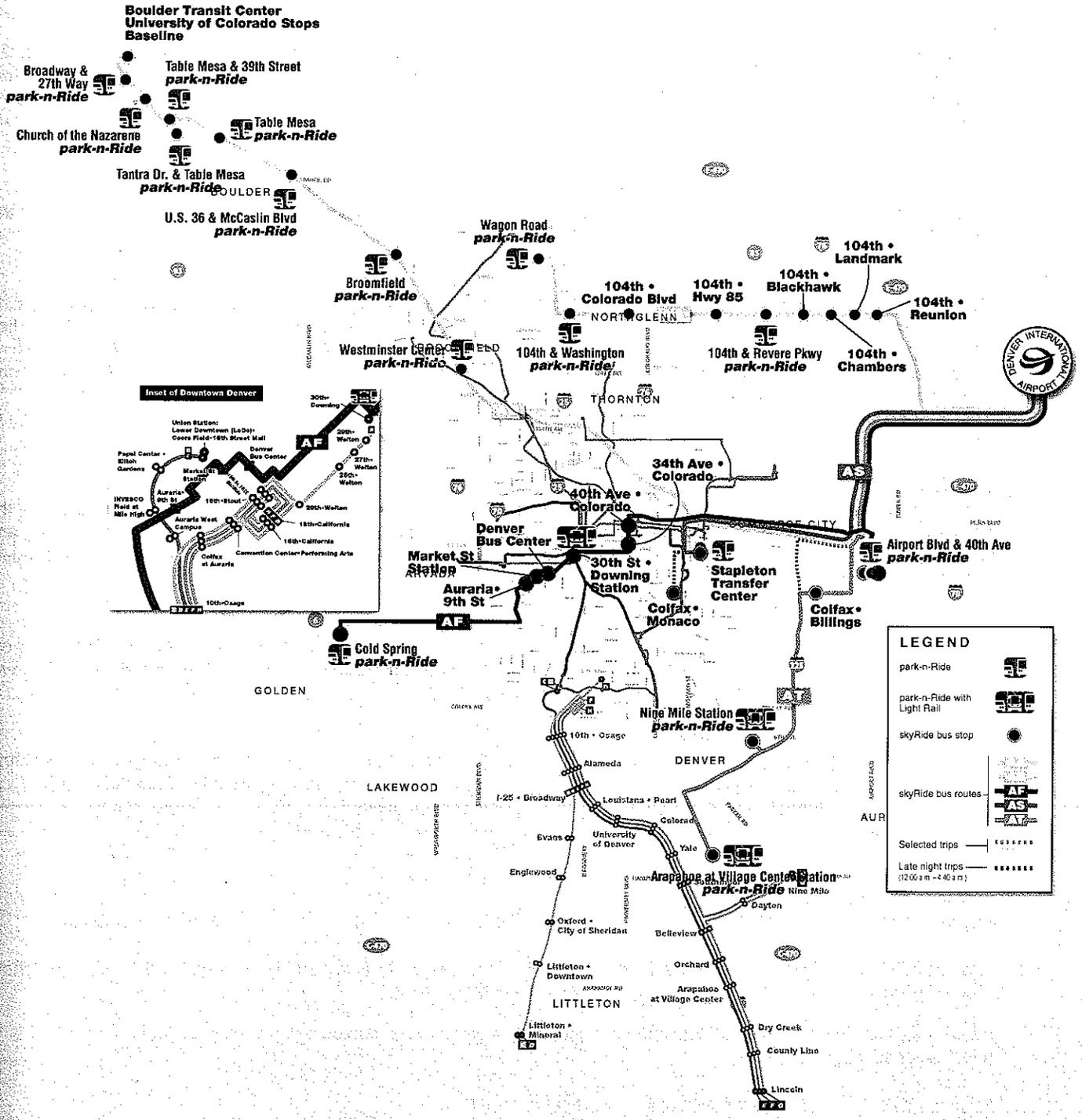
- Average weekday boardings - 322,121
(including approx. 45,697 Mall shuttle boardings; 63,595 LRT boardings; and 2,420 access-a-Ride boardings)
- Annual boardings - 97,180,210
(including approx. 13,943,436 Mall shuttle boardings; 19,589,155 LRT boardings; and 692,747 access-a-Ride boardings)

Financial

- Total operating budget (Base System, interest excluded) (2010) - \$373.1 million
- Total operating budget (Base System, interest excluded) (2011) - \$377.2 million

Staff

- Budgeted Number of Employees:
 - RTD Total - 2,440
 - Salaried - 696
 - Represented - 1,744
- Private Contractors:
 - Fixed Route Total - 1,125
 - Paratransit (ADA & call-n-Ride) Total - 535





The best way to DIA

RTD's skyRide service offers convenient, comfortable and reliable transportation to Denver International Airport. It features 5 skyRide routes, 30 stops throughout the metro area, parking at 17 park-n-Rides, 2 drop-offs and 2 pick-up stops at DIA, luggage handling, comfortable over-the-road coaches and reasonable pricing. skyRide has 150 or more arrival and 150 departure times in and out of DIA every day.

skyRide Routes

- Route AA provides hourly service from Wagon Road park-n-Ride as well as at 7 selected stops along 104th Ave.
- Route AB provides hourly service from Downtown Boulder, with stops at the CU Campus, Broadway & 27th and from the following park-n-Rides; Table Mesa, US 36 & McCaslin, Broomfield and Westminster Center and with selected weekday stops at the Stapleton Transfer Station and Airport Blvd. & 40th Ave. park-n-Ride.
- Route AF provides hourly service beginning at the Cold Spring park-n-Ride, with stops at 9th/Auraria and Downtown Denver, (Market Street Station and the Denver Bus Center), at the 30th & Downing Light Rail Station, Colorado Blvd./Martin Luther King, and at Airport Blvd. & 40th Ave. park-n-Ride.
- Route AS provides service every 15-30 minutes from the Stapleton Transfer Station to DIA.
- Route AT provides hourly service from the Arapahoe @ Village Center Station and Nine Mile Light Rail Stations, the Airport Blvd. & 40th Ave. park-n-Ride, and stops at I-225/Colfax.

Parking

- The following park-n-Ride facilities have the most skyRide parking availability: Airport Blvd. & 40th Ave. has 1079 parking spaces; Arapahoe Station (Yosemite St./Caley Ave.) has 817 spaces; Broomfield (120th Ave./Wadsworth Blvd.) has 905 spaces; Cold Spring (West 4th Ave./Union Blvd.) has 646 spaces; Nine Mile (I-225/Parker Rd.) has 1225 spaces and limited covered parking; Stapleton Transfer Station park-n-Ride (Martin Luther King/Quebec) has 1769 spaces and limited covered parking; Table Mesa park-n-Ride (Table Mesa/US 36) has 824 spaces; and Westminster Center (US 36/Sheridan Blvd.) has 1310 spaces and limited covered parking. In **February 2009**, RTD began implementation of **parking fees** at pNR facilities. Please consult RTD-Denver.com or call 303.299.2900.

Luggage

skyRide suburban routes (AA, AB, AF, AS and AT) use over-the-road coaches that have storage space inside the bus for carry-on luggage, as well as under-coach storage for larger pieces. skyRide drivers will assist with loading and unloading of luggage in the under-coach bins. Luggage service is now available on all regional routes for passengers transferring to skyRide.

Transfers

Customers are able to transfer from regular service at the park-n-Rides as well as at RTD's Boulder and Market Street Stations, the Denver Bus Center, the Denver Tech Center, the Stapleton Transfer Station and at Airport Blvd. & 40th Ave. All skyRide route operators will accept the transfer toward the DIA fare.

skyRide Prices

	Wagon Road, Nine Mile Station, Stapleton, <u>Airport Blvd. & 40th Ave</u>	I-25 & Broadway Station, Auraria/9th, <u>Denver Downtown</u>	Arapahoe @ Village Center Station, Boulder, Broomfield, DTC <u>Westminster</u>
Cash One-Way	\$ 9.00	\$ 11.00	\$ 13.00
Cash Discount*	\$ 4.50	\$ 5.50	\$ 6.50
Advance Roundtrip (advance purchase only)	\$ 17.00	\$ 20.00	\$ 24.00
Monthly Pass	\$ 140.00 (Express)	\$176.00 (Regional)	\$176.00 (Regional)

*Discount Fares: Seniors 65+, Disabled, Medicare and Students (eligibility limited to Elementary, Middle and High School Students ages 6-19). Users must show proof of eligibility upon boarding.

Family Fare - Children 15 years of age and younger ride free when accompanied by an adult passenger (Limit-3 per adult).

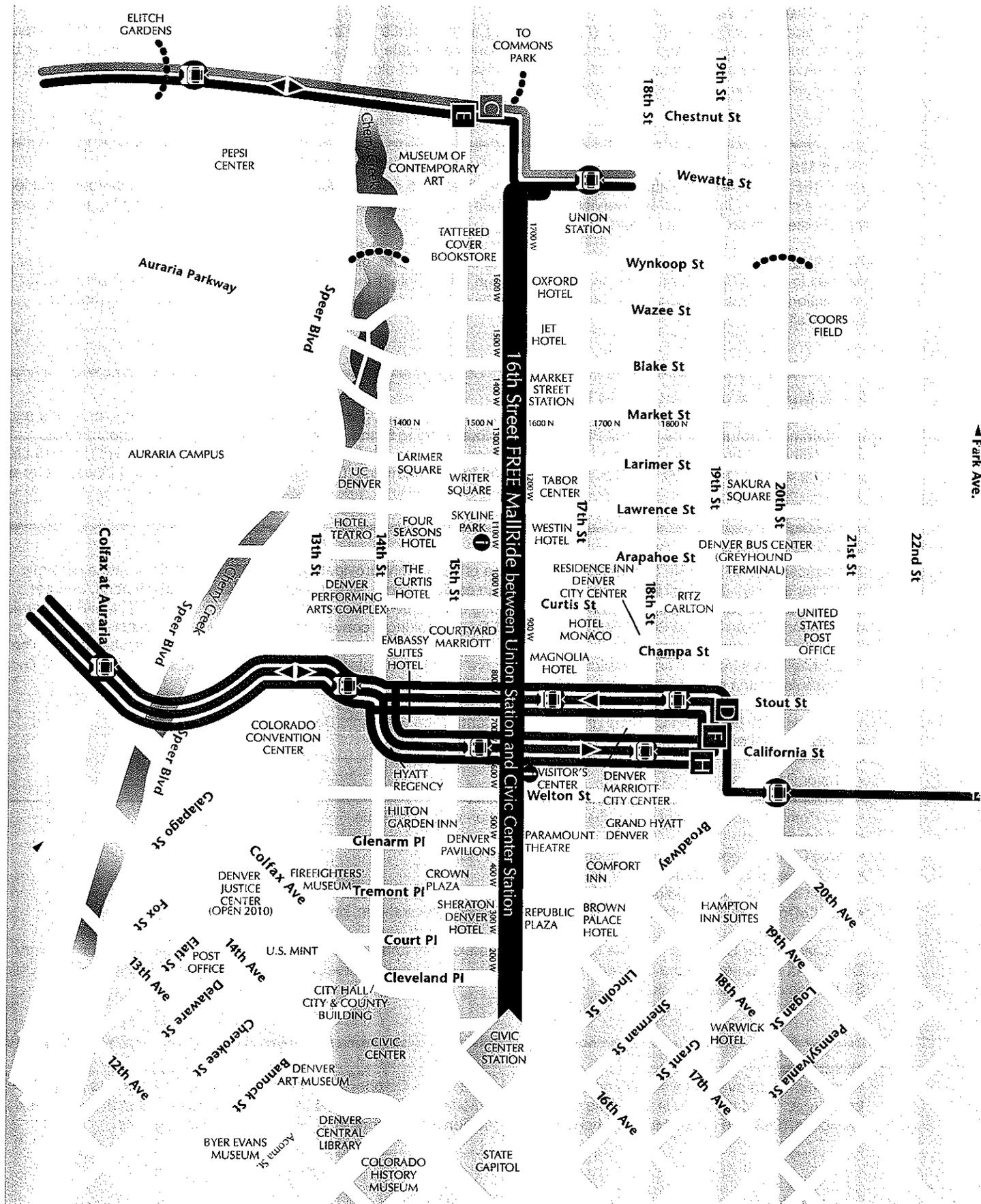
Regional Pass - Accepted as full payment on all skyRide routes.

Express Pass - No additional fare required at the \$9.00 skyRide stops; \$4.00 off the cash fare at the \$11.00 and \$13.00 skyRide stops.

Eco Pass holders pay \$5.00 for skyRide service to DIA. Eco Passes issued by DIA employers are exempt from this fee.



FREE MallRide shuttle service





FREE MallRide shuttle service

FREE MallRide fleet

The Regional Transportation District (RTD) operates a free shuttle bus service along downtown Denver's 16th Street Mall a 1-1/4 mile-long transit and pedestrian mall. The original shuttle fleet was comprised of 26 three-door, low-floor buses, which have now been replaced with 36 ultra-low emission hybrid-electric vehicles. These four-door vehicles carry up to 115 passengers versus 75 on the former shuttles.

FREE MallRide service

The FREE MallRide is available every day from as early as 5:15 a.m. on weekdays with the last complete round-trip leaving at 1:35 a.m. from Union Station. Service is sometimes so frequent - as often as every 1 1/4 minutes during rush hours - that shuttles are seldom out of sight.

The FREE MallRide stops at every intersection along the 1-1/4 mile-long mall from RTD's Union Station at one end of the mall to RTD's Civic Center Station at the other end, with a total traveling time of approximately 11 minutes. Major connections for bus service can be made at RTD's Civic Center and Market Street Stations located along the 16th Street Mall.

FREE MallRide connections to Light Rail

At Union Station the FREE MallRide connects with RTD's C and E Light Rail Lines, making stops at popular sports and entertainment venues in the Central Platte Valley before heading farther south. The FREE MallRide also connects at the 16th/Stout and 16th/ California Light Rail stations along the 16th Street Mall with RTD's D, F and H Light Rail Lines, providing service to the Five Points area (D Line) and to the southwest (D Line) and southeast (F and H Lines) metro areas.

Heart of downtown

The atmosphere of the 16th Street Mall and the ease of movement provided by the FREE MallRide create a dynamic center for activity. The Mall itself was designed as an outdoor plaza, allowing for unique food and gift carts, outdoor dining, outdoor events and open seating for socializing or a game of chess. In September 2001, FREE MallRide service was extended from Market Street Station to Union Station, making it convenient for passengers to transfer to the C Line Light Rail, which opened in April 2002. The E Light Rail line was added at Union Station in November 2006. The FREE MallRide's frequent service allows for easy travel to and from places of employment and some of the area's finest restaurants, shops and entertainment venues, including:

- Auraria Higher Education Campus (through direct connection with Light Rail)
- Colorado Convention Center
- Coors Field
- Denver Pavilions
- Denver Performing Arts Complex and Theater District
- Five Points Historic District (through direct connection with Light Rail)
- Larimer Square
- Pepsi Center (through direct connections with Light Rail)
- The Shops at Tabor Center
- Elitch Gardens (through direct connection with Light Rail)
- Plus LoDo hotels, art galleries, boutiques, coffee houses, bookshops, brewpubs and nightclubs.

The Civic Center Station is near the State Capitol, Denver City and County government offices, Denver Public Library, Denver Art Museum and the Colorado History Museum. The Market Street Station is near Coors Field and RTD's Union Station which houses Amtrak.

Ridership

Ridership on an average weekday on the FREE MallRide from October 2009 through September 2010 was over 45,697 boardings. Total ridership in the same period accommodated over 13,943,436 boardings. Since the mall opened for service in 1982, the FREE MallRide has provided free service for more than 364 million passenger trips.



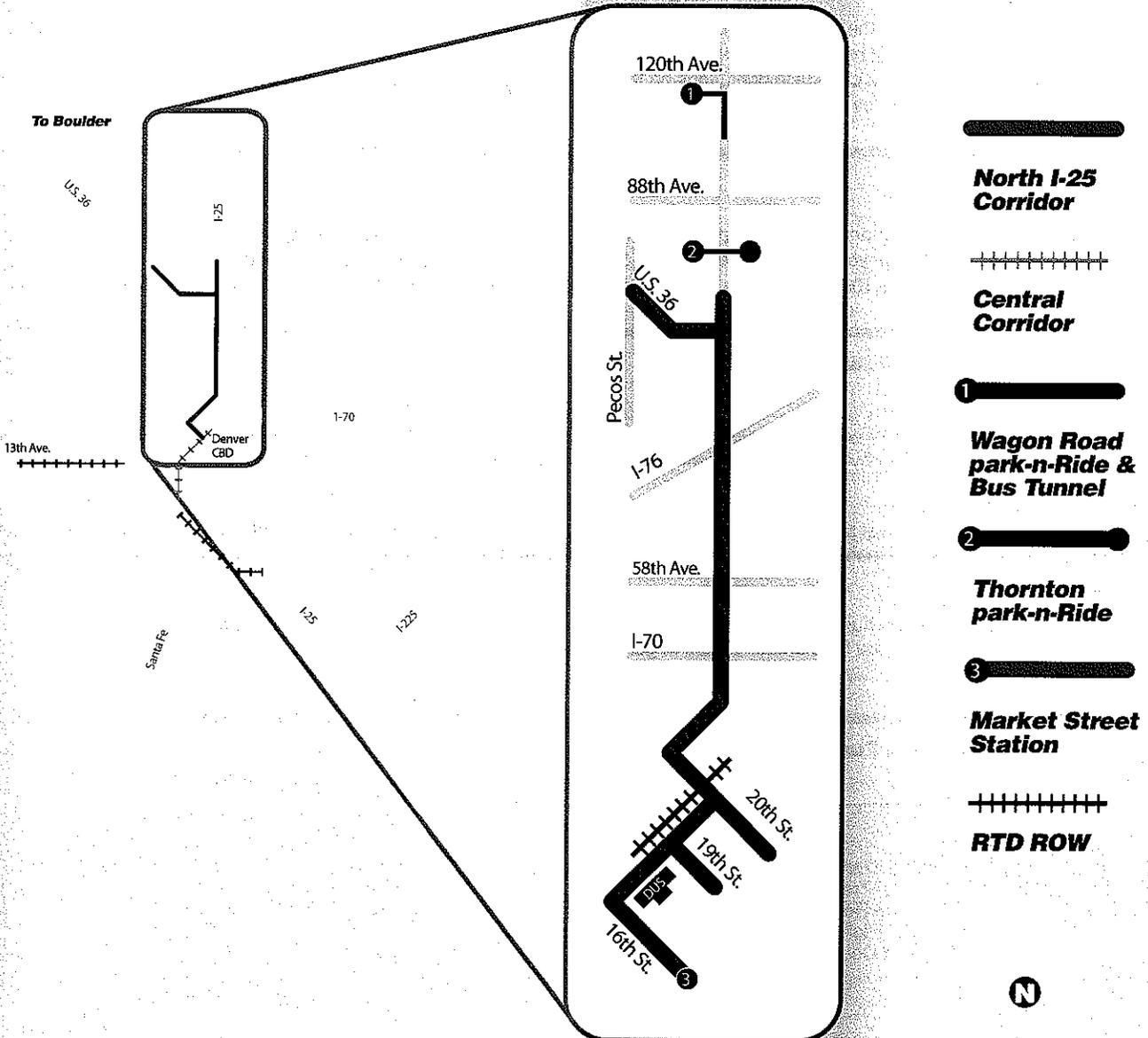
Downtown Express (I-25 HOV)

Coordination was required with the following groups and organizations to insure success of this project.

Colorado Department of Transportation
 City and County of Denver
 Federal Transit Administration
 Federal Highway Administration
 Adams County
 Denver City Council
 Denver Mayor's Office
 City of Northglenn
 City of Thornton
 City of Westminster
 Huron Heights Neighborhood

Highland Neighborhood
 Globeville Neighborhood
 Lower Downtown
 Downtown Denver, Inc.
 DRCOG
 Public Service
 DEFEND
 Metro Sewer
 Denver Water Board
 Burlington Northern Railroad
 D&RGW Railroad
 Union Pacific Railroad
 Urban Drainage and Flood Control
 Corps of Engineers
 Denver Union Terminal
 North Larimer Business District

State Engineers Office
 State Health Department
 Environmental Protection Agency
 Denver Planning Board
 AMTRAK
 Denver Urban Renewal Authority
 Glacier Park
 Denver Wastewater
 US West
 Platte River Greenway Foundation
 I-25 Interscape Program
 Denver Parks and Recreation
 Colorado State Patrol
 Denver Police and Fire Department
 State Historic Preservation Organization
 Colorado Baseball Commission





Downtown Express (I-25 HOV)

Project Overview

The Downtown Express consists of 6.6 miles of bus/high-occupancy vehicle (HOV) lanes running from downtown Denver to US 36. Downtown Express lanes are reversible with vehicles moving with rush hour traffic southbound in the morning and northbound in the evening. A Traffic Management System (TMS), which includes changeable signs, traffic gates, and closed-circuit television, provides a safety feature to the barrier-separated lanes.

The project included expansion of two RTD park-n-Rides: Wagon Road park-n-Ride, located at I-25 and 120th Avenue, and Thornton park-n-Ride, located at I-25 and 88th Avenue. In addition, a bike and pedestrian path running along the south side of 20th Street, four acres of new parks on the east side of the Platte River, and two new community parks in the Highland Neighborhood on the west side of I-25 were also developed.

At the time the Downtown Express was the largest construction project ever undertaken by RTD; and it is also the first project that the Colorado Department of Transportation, the City and County of Denver, the Federal Transit Administration, the Federal Highway Administration and RTD constructed together.

On May 8, 2001, the bus/HOV lane was extended to Pecos Street and US 36 with the opening of the US 36 "Direct Connect." This \$148 million extension provides an additional 2.5 miles of barrier-separated, reversible HOV lane, allowing motorists to connect effortlessly from US 36 HOV lanes onto I-25 HOV lanes.

Construction to extend the bus/HOV lane north on I-25 to 78th Avenue was completed in October 2004. This extension provides an additional 2 miles of bus/HOV lane for I-25 traffic. On June 2, 2006, the Colorado Department of Transportation (CDOT) instituted a change in operations on the facility, converting the lanes to HOV/Tolled Express lanes, allowing Single Occupant Vehicles (SOV) access to the lanes by paying a toll.

Project Status

Currently, during the morning and afternoon rush hours, the Downtown Express lanes carry approximately 8,800 cars and buses in each direction. This number includes 326 buses (with 10,600 passengers), 5,300 high-occupancy vehicles (with approximately 11,100 passengers), and almost 3,300 toll vehicles – for a total of over 25,000 passengers.

Benefits of the Downtown Express

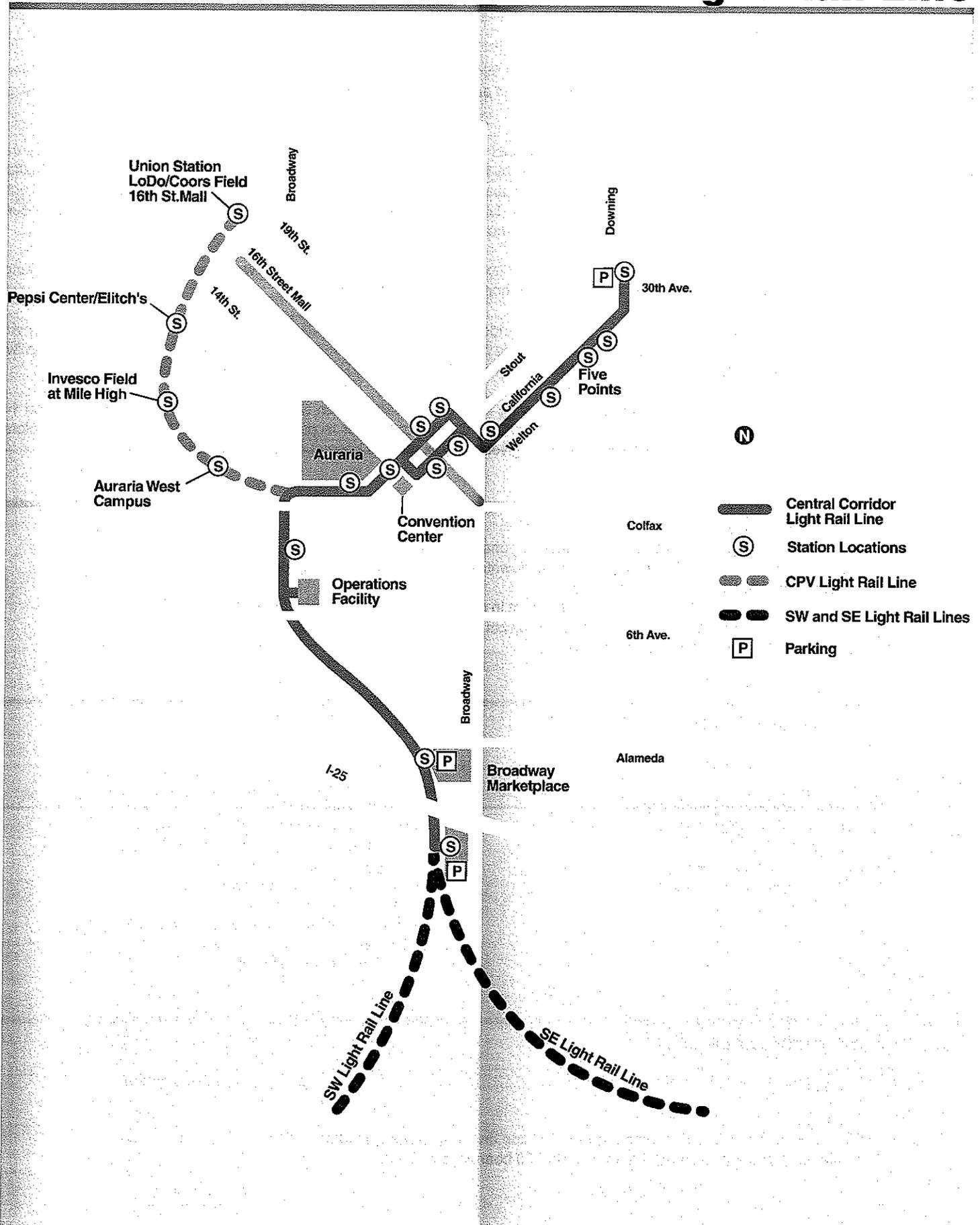
- Shortens commute time
Bus/HOV commuters typically save as much as 5 to 10 minutes travel time during rush hour, with even greater savings when accidents or severe weather slow general auto traffic.
- Improves air quality
The travel time savings is attracting commuters from their cars to buses and HOV's, which will reduce carbon monoxide and particulate pollution in downtown Denver.
- Increases I-25 capacity
The two bus/HOV lanes can carry as many people as four general traffic lanes; increased HOV usage will reduce the number of cars in general.

Project Cost and Funding Sources

- Capital Cost..... \$228 million
- Funding
 - Federal Transit Administration..... \$70 million
 - Regional Transportation District \$ 54 million
 - Colorado Department of Transportation and
Federal Highway Administration..... \$ 84 million
 - City and County of Denver \$ 20 million



Central Corridor Light Rail Line





Central Corridor Light Rail Line

System Overview

RTD light rail began revenue service on October 7, 1994. RTD's first light rail line, the Central Corridor, runs from 30th Avenue and Downing through the Five Points Business District and downtown Denver, by the Auraria campus and then along railroad right-of-way to I-25 & Broadway.

The light rail line is 5.3 miles long and in 1999, its last full year as a separate route, carried an average of 16,118 riders each weekday. A bus transfer station and park-n-Rides are located at 30th and Downing, Alameda, and I-25 and Broadway stations. The Southwest Corridor (opened 2000) and the Southeast Corridor (opened 2006) extended the corridor farther south, connecting to the Central Corridor at I-25 & Broadway Station. Local and limited bus service along Broadway and Lincoln is frequent, averaging 3 minutes in the peak and 15 minutes in the off-peak.

This light rail line was funded entirely by RTD -- no tax increase and no federal dollars were necessary. This line was funded with an existing use tax, RTD's capital reserve, and bonds issued by the District.

There are three park-n-Rides on the Central Corridor light rail line. The I-25 & Broadway Station park-n-Ride provides 1,248 parking spaces. Alameda Station park-n-Ride opened in August 1996 and has 302 spaces. The adjacent Broadway/Marketplace provides 221 spaces. The 30th and Downing Station park-n-Ride has 27 parking spaces.

In December 2004, the two light rail stations serving the Colorado Convention Center and DCPA at 14th/California and 14th/Stout were combined into one station by the City and County of Denver in partnership with RTD as part of the Colorado Convention Center expansion project. This move gives light rail patrons internal access to the Convention Center.

System Benefits

- Provides the central connection of the planned regional light rail system
- Removed approximately 430 bus trips/day from downtown city streets on opening day
- Reduces air pollution and traffic congestion
- Provides an opportunity for economic development in commercial areas along the transit line
- Increases chances for federal funds for future projects
- Established RTD's commitment to rapid transit

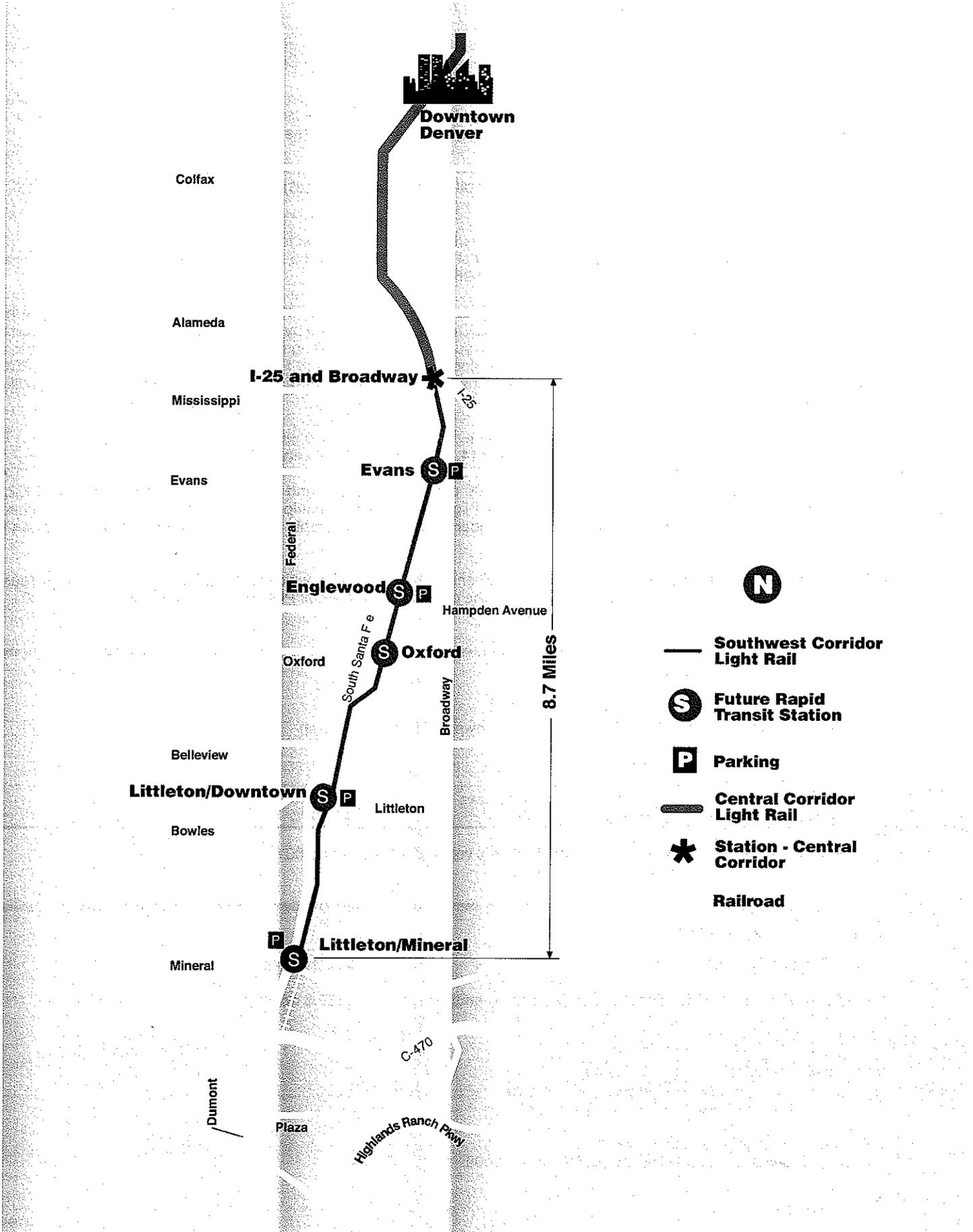
System Characteristics

- 5.3-mile length (30th/Downing to Broadway@I-25)
- 14 stations
- Proven standardized technology
- Overhead electrical power
- Ground-level tracks
- Fully accessible to persons with disabilities
- Spine of regional light rail system
- Up to 55 mph speeds
- Frequency of trains
 - South of 10th/Osage
 - every 3 minutes (rush hour)
 - every 4 minutes (mid day)
 - every 5 minutes (nights, weekends, holidays)
 - 10th/Osage to Downtown Denver
 - every 4 minutes (rush hour)
 - every 5 minutes (mid day)
 - every 7.5 minutes (nights, weekends, holidays)
 - 30th Downing to Downtown Denver
 - every 15 minutes (all times)

System Costs/Ridership

- Gross Capital Costs (year of expenditure)..... \$116.5 million
- Ridership:
 - 35,711 passengers board trains on the Central line on the average weekday, providing 55% of the system-wide total of 64,500 boardings in 2009.

Southwest Corridor Light Rail Line





Southwest Corridor Light Rail Line

Project Overview

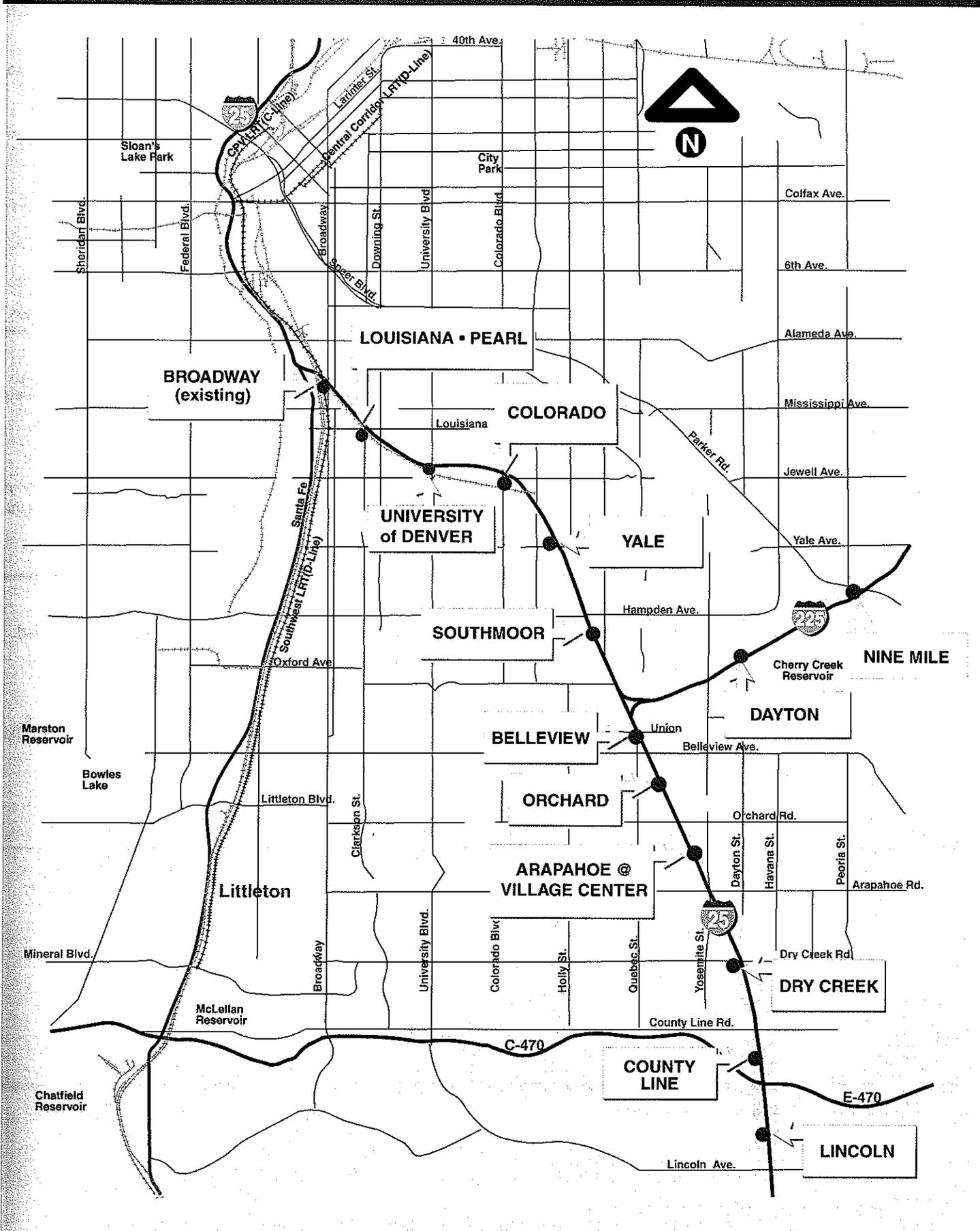
- In 1992, RTD began the Southwest Corridor Alternatives Analysis/Major Investment Study to evaluate possible alternatives for rapid transit along South Santa Fe Drive between downtown Denver and the City of Littleton.
- In March 1994, the RTD Board of Directors selected light rail transit with a southern terminus at Mineral Avenue in the City of Littleton as the preferred technology and alignment. In July 1994, the Metropolitan Planning Organization (the Denver Regional Council of Governments - DRCOG), through the Senate Bill 208 process, ratified that recommendation.
- In September 1994, RTD received permission from the Federal Transit Administration (FTA) to begin Preliminary Engineering (PE) and the preparation of an Environmental Impact Statement (EIS) for the Southwest Corridor Light Rail Project. The Preliminary Engineering was completed in early 1996.
- In September 1995, the RTD Board of Directors approved spending \$3.9 million to complete the Final Design of the Southwest Corridor Light Rail Project pending a Record of Decision (ROD) by the FTA. In January 1996, the final EIS was submitted to FTA and the ROD was issued in March 1996.
- On May 9, 1996, U.S. Secretary of Transportation, Federico Peña, signed a \$120 million Full Funding Grant Agreement (FFGA), allowing RTD staff to begin Final Design. Final Design was completed by RTD's in-house design staff in December 1997, saving \$2.3 million compared to professional consultant proposal resulting in outstanding design and praise from the Federal Review Team. To demonstrate multi-modal cooperation, the Federal Highway Administration (through DRCOG and the Colorado Department of Transportation) provided flexible highway-to-transit funding in the amount of \$18 million. The FFGA was paid in full in 2001.
- Southwest Light Rail Line groundbreaking occurred on January 21, 1997, and construction began with utility relocation. The Southwest Light Rail Line opened to the public on July 14, 2000, with revenue service beginning on July 17, 2000.
- Ridership has exceeded the projected forecast of 8,400 riders per weekday and averaged 17,900 riders, in April 2002, at the five stations--113 percent over projections. Total light rail system ridership was projected at 22,400 and reached a high of 41,690 average weekday boardings in September 2006. Steady ridership growth continued through 2006 when the Southeast Light Rail line opened.
- To meet ridership demands, RTD purchased 12 additional light rail vehicles which were delivered in 2002 and increased service on the Southwest Corridor in conjunction with the opening of the Central Platte Valley light rail line in April 2002.

System Characteristics

- 8.7-mile length (Broadway @ I-25 to Mineral Avenue)
- 5 stations (Evans, Englewood, Oxford, Littleton/Downtown and Littleton/Mineral)
- Entire corridor double-tracked
- Reserved right-of-way
- 7.5 minute average weekday headways
- 15 minute average night, weekend and holiday headways
- park-n-Rides at 4 stations - 2,600 parking spaces
- Entirely grade separated
- 14 new light rail vehicles in 2000; 12 additional light rail vehicles purchased in 2001

System Costs Ridership

- Prior Corridor Expenditures \$17.9 million
- Project Cost excluding Prior Expenditures (year of expenditure) \$159.8 million
- Total \$177.7 million
- Average Weekday Ridership Projections:
 - Year 2000 projection 8,400
 - Year 2015 projection 22,000
- Average Weekday Ridership (Observed):
Ridership on C & D lines totaled 27,400 in 2009.



Project Overview

- The Southeast Corridor Light Rail Line is 19 miles long. It runs along the west side of I-25 from Broadway in Denver to Lincoln Avenue in Douglas County, and in the median of I-225 from I-25 to Parker Road in Aurora, connecting the two largest employment centers in the Denver region.
- In 1995, CDOT, RTD and the Denver Regional Council of Governments (DRCOG) began conducting a Major Investment Study (MIS) in an effort to find the best solution to the ever-growing problem of congestion in the southeast corridor. In 1998, CDOT, RTD, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) joined forces to conduct an Environmental Impact Statement (EIS). The Record of Decision was issued in March 2000.
- In May 2001, the project was named the Transportation Expansion (T-REX) Project, and the Southeast Corridor Constructors team, a joint venture of Kiewit Construction and Parsons Transportation Group, was selected as the design-build contractor.
- The Transportation Expansion (T-REX) Project was a \$1.67 billion highway expansion and light rail project directed by the Colorado Department of Transportation and the Regional Transportation District. In addition to widening I-25 and I-225 in the southeast corridor of the Denver metro area and building a light rail transit line, T-REX built several bridges and interchanges, improved drainage, enhanced bicycle and pedestrian access, and provided transportation management elements.
- Of T-REX's total \$1.67 billion budget, the light rail portion was \$879 million, and the highway portion was \$795 million. T-REX was funded through voter-approved bond issues. In 1999, voters approved separate RTD and CDOT bond issues. In November 2000, RTD also received a Full Funding Grant Agreement (FFGA) for \$525 million from the FTA.
- On September 24, 2001, T-REX celebrated its groundbreaking, and construction began in early October.
- In 2004, construction of the Elati Light Rail Maintenance Facility was completed.
- Construction was completed in September 2006. After final testing of the light rail system, the Southeast Corridor Light Rail opened ahead of schedule and under budget on November 17, 2006.

Light Rail System Characteristics

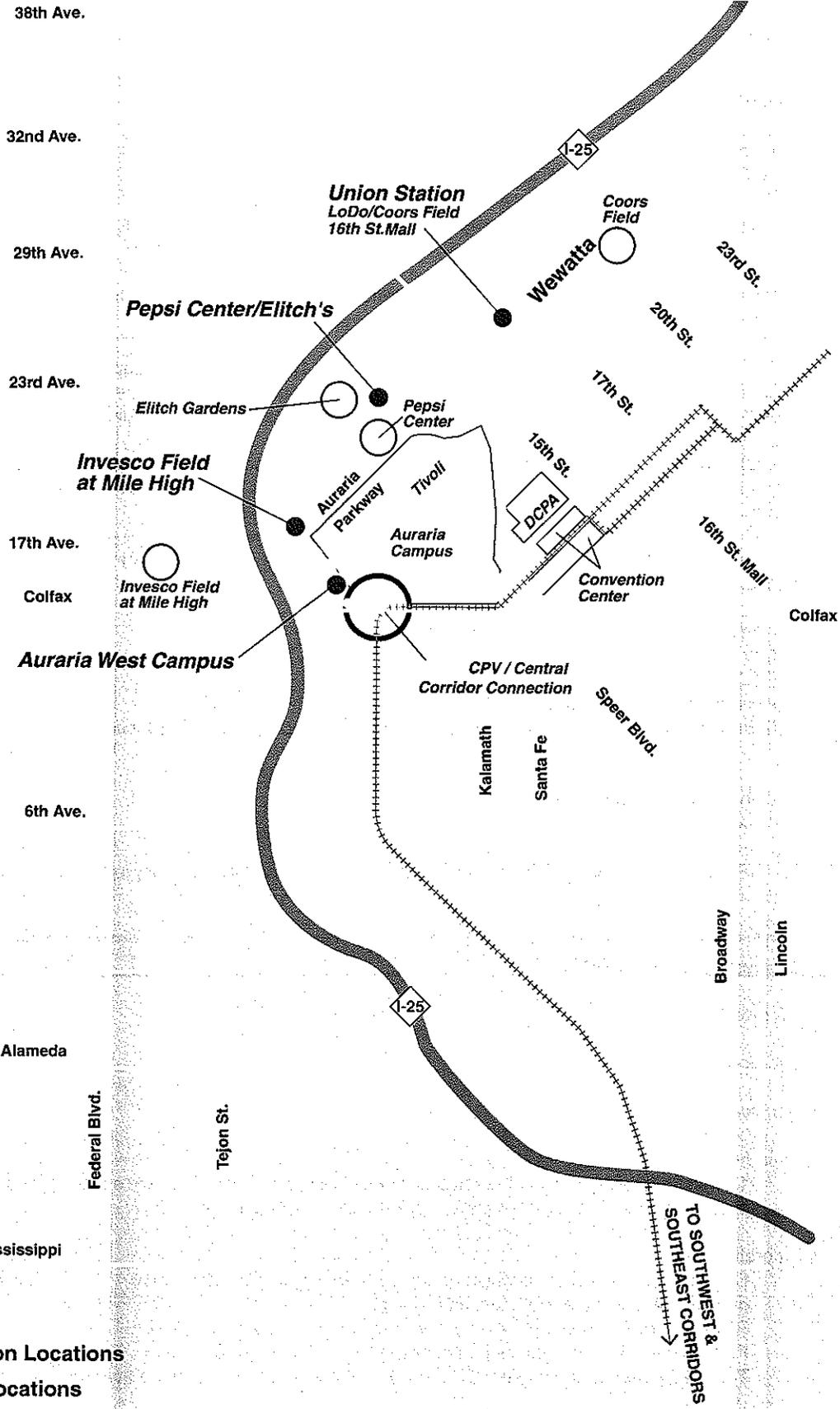
- 19 miles of light rail, 15 miles along I-25 from Broadway to Lincoln Avenue, and four miles along I-225 to Parker Road.
- 13 light rail stations (Louisiana Pearl; University of Denver; Colorado; Yale; Southmoor; Bellevue; Orchard; Arapahoe @ Village Center; Dry Creek; County Line; Lincoln; Dayton; and Nine Mile).
- park-n-Rides at all stations except for the Louisiana Pearl station, which features a neighborhood plaza built over the Louisiana Pearl Light Rail Station, nicknamed "The Louisiana Lid." The park-n-Rides provide a total of over 7,000 parking spaces along the Southeast Corridor.
- New light rail maintenance facility with new communications and control system and 34 new light rail vehicles.
- Extensive bus feeder system to transport light rail riders to and from the stations.
- The art-n-Transit program showcases a separate theme at each station with functional art, such as windscreen benches, decorative ironwork, trash receptacles, and shelters. Commissioned art has also been provided at each station.
- Frequency of Trains:
 - Trains from Lincoln Avenue to Downtown Denver
 - 10 minute average peak headways
 - 15 minute average off-peak/weekend headways
 - Trains from Nine Mile to Downtown Denver
 - 15 minute average peak headways
 - 15 minute average off-peak/weekend headways

Light Rail Estimated Ridership

- Average Weekday Ridership Projections:
 - Year 2009 projection 33,800
 - Year 2020 projection 38,100
- Average Weekend Ridership (Observed):
 - Southeast ridership contributes to light rail systemwide average weekday total of 65,548 in 2009. E, F, and H lines totalled almost 37,230 in 2009.



Central Platte Valley Light Rail Line



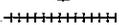
Not to scale



LRT Station Locations



Activity Locations



Central Corridor Light Rail Line

Central Platte Valley (CPV) Light Rail Line

TO SOUTHWEST & SOUTHEAST CORRIDORS



Central Platte Valley Light Rail Line

Project Overview

- Central Platte Valley (CPV) light rail extension connects with the Central Corridor near Colfax Avenue and runs from that point to Union Station in Lower Downtown.
- Rail stations are in service at the Auraria West Campus; near Invesco Field at Mile High Stadium; at the Pepsi Center/Elitch Gardens; and at the CPV terminus at Union Station in LoDo.
- The CPV extension serves all the major professional sports venues (football, hockey, basketball, and baseball) in the region.
- In March 2000, the Federal Transit Administration issued a Finding of No Significant Impact, thereby approving the CPV's Environmental Assessment.
- The CPV extension necessitated an expansion of the 16th Street Mall Shuttle service from Market Street Station to Union Station to allow transfers between the light rail line and the shuttle. A partial extension to Wynkoop Street opened in September 2001, with the full extension to Union Station becoming operational when the light rail system opened.
- The CPV extension, newly designated as the "C" line, opened to the public on April 5, 2002, with revenue service beginning April 7. In 2006, service on the CPV extension was supplemented with the addition of the "E" line from the Southeast Corridor.
- The Central Platte Valley extension is a good example of a private-public partnership. The cost for completing the CPV extension was covered by the following contributions:

Denver Regional Council of Governments (DRCOG)	\$19.60 million
City and County of Denver	\$ 5.00 million
RTD	\$19.25 million
Private stakeholders - Cash (Broncos, Rockies, Six Flags/Elitch Gardens, Lower Downtown, Auraria, Pepsi Center, and Trillium)	<u>\$ 2.55 million</u> \$46.40 million
Donated transit easements	<u>\$ 1.40 million</u>
Total project cost	\$ 47.80 million

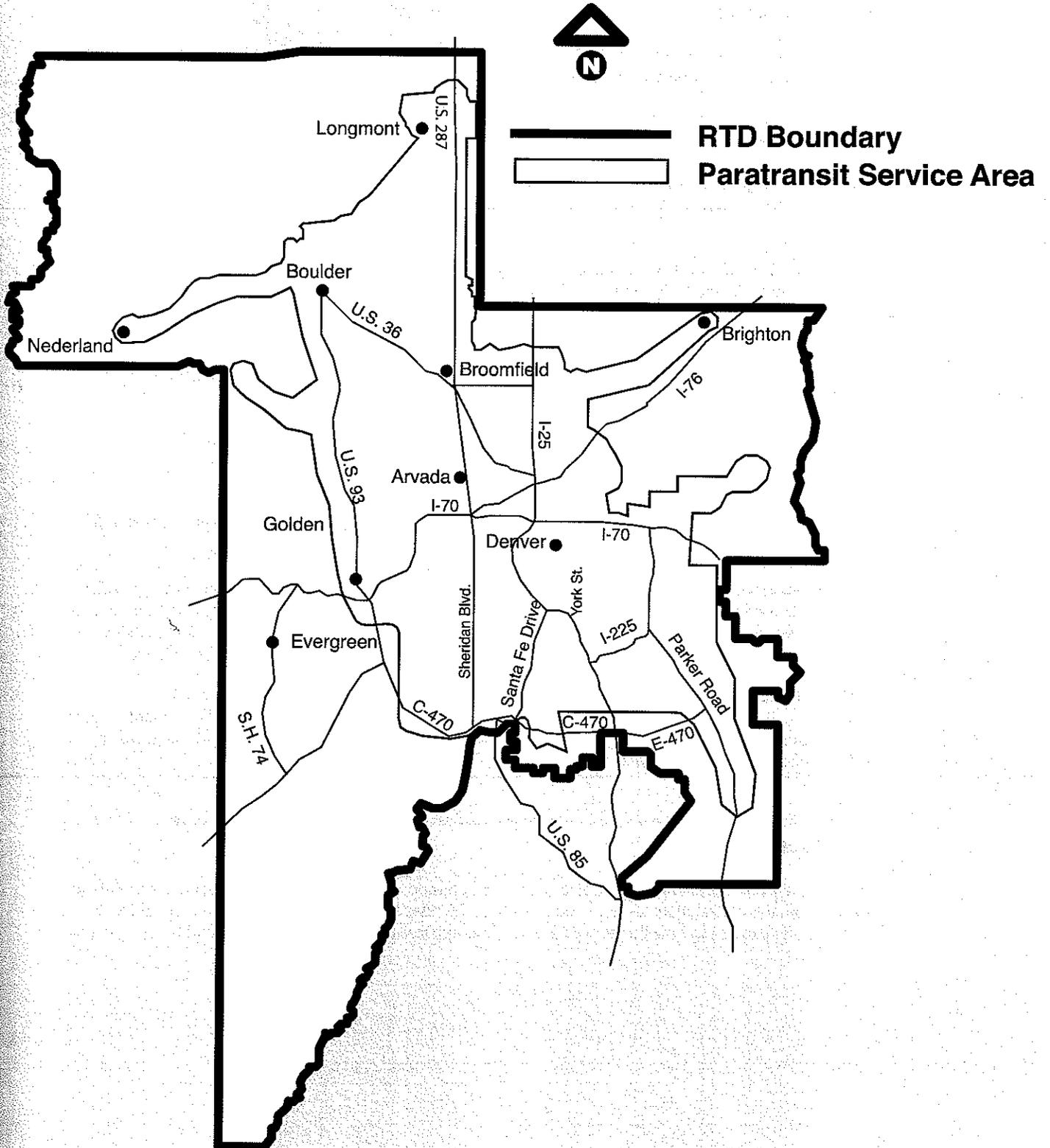
- The CPV extension was the third consecutive light rail project RTD has completed on time and within budget.

System Characteristics

- 1.8 mile length
- 4 stations
- Double-tracked
- Train frequency:
15-minute weekday peak/off-peak and weekend service; more frequent service is provided for special events, such as Broncos, Nuggets, Rockies and Avalanche games.
- Ridership:
On average weekday, boardings on the CPV line totaled 2,343 in 2009, providing 4% of the system total boardings.
Ridership for Rockies games averaged over 4,615 per game in 2009.
Ridership for Broncos games has averaged 16,365 per game in 2009.
The C&E Lines, which use the CPV, carried almost 8,048 riders on an average weekday in 2009.



ADA Paratransit Service access-a-Ride





ADA Paratransit Service access-a-Ride

Project Overview

- The Americans with Disabilities act of 1990 (ADA) requires that RTD provide paratransit service to disabled individuals unable to use RTD fixed route buses, operating the same days and hours of service as the fixed route service. This service is called *access-a-Ride*.
- *access-a-Ride* is a curb-to-curb (with door-to-door assistance upon special request) transportation system offered to disabled individuals who cannot functionally use RTD's regular fixed route system.
- Passengers wishing to use *access-a-Ride* must complete an interview/assessment and be certified as ADA eligible by certification specialists.
- Passengers eligible for *access-a-Ride* services must have an origin and destination within 3/4 of a mile of an RTD non-commuter fixed route and travel during the same days and hours that fixed route service operates.
- Five different service contractors operate RTD's *access-a-Ride* service. First Transit is responsible for accepting passenger trip requests as well as scheduling and dispatching the trips. Four different companies provide the service and maintain the vehicles.
- RTD leases 323 ADA paratransit vehicles to the various contractors for the operation of *access-a-Ride* service. Service providers include CUSA, Inc., Global Transportation, Special Transit and MV Transportation.
- Three types of services are being offered through *access-a-Ride*. They are as follows:

Subscription Service: Standing order ride requests, no call-in needed.

Reservation Service: Requests for service from 3 days in advance of ride up to the day before the ride.

- Passengers using *access-a-Ride* are charged a fare to ride the vehicle. Under the provisions of ADA,
- fares are limited to twice the applicable charge for a similar trip on a fixed route vehicle. *access-a-Cab* provides flexible, on-call service through private transportation companies. *access-a-Ride* certified passengers pay the first \$2.00 of the regular fare and any amount of the total fare over \$14.00.
- RTD works closely with an advisory group comprised of representatives from the disabled
- community, health care and social services officials, service providers and state/local representatives. This committee, named the ADA Paratransit Advisory Committee (APAC), meets quarterly, advising RTD of all aspects of the service.

Certification

- RTD's certification is provided via Easter Seals of Colorado. RTD provides free applicant transportation to and from the certification center. Once certified, the passenger is issued a customer ID card and users' guide explaining how the service works. The applicant is not charged for the certification process.

Introduction

RTD operates 74 parking facilities throughout the metropolitan area. There are no parking fees at 40 of these locations. At 34 locations, daily parking fees apply only to vehicles with license plates registered to an address outside RTD boundaries. After 24 hours, extended parking fees apply to all vehicles at these facilities. See the [RTD park-n-Ride Facilities](#) map on the reverse side to locate RTD parking facilities and applicable fees.

How to Use RTD Parking Facilities

STEP 1: Choose a parking facility in a convenient location that provides the service you require.

- To find the facility that best fits your needs, go to the RTD web site, [RTD-Denver.com](#), select "How to Ride," then "parking" and see the [Alphabetical park-n-Ride list](#) for available service.

STEP 2: To determine if parking fees apply at your chosen facility, see the map on the reverse side. The highlighted locations have parking fees. Or visit [RTD-Denver.com](#).

- If your chosen facility is not highlighted, you may simply park-n-Ride at your convenience. If fees apply go to Step 3.

STEP 3: Determine if parking fees apply to the facility you have selected.

- If your vehicle has "in"-District license plates, your daily park-and-depart use is free. You will have to pay for extended use each day after the first 24 hours.
- If your vehicle has "out"-of-District license plates, you will have to pay for each day's use, whenever that occurs.

STEP 4: To determine whether your license plate is registered to an address that is "in" or "out" of the District, go to the RTD web site, [RTD-Denver.com](#), select "How to Ride," then "parking," and enter the license plate number of your vehicle in the "license plate lookup."

- If your results are "inconclusive," call [303.299.2900](#).

STEP 5: Know the rules.

- Parking is for patrons of the transit system only up to a maximum of 30 days.
- Parking fee payments must be made at the pay station before boarding. Frequent users may find it convenient to make arrangements with Central Parking in advance by calling [303.292.1505](#).
- Parking facilities are monitored daily. Violators may be ticketed, booted or towed.

STEP 6: If parking fees apply, you need to decide how you will pay before boarding.

- Frequent users may arrange for payment before going to the facility by calling Central Parking at [303.292.1505](#).
- You may make payment at the pay station before you board each time you park.
- Locate the blue canopy and follow the instructions. You will need exact change. Take your receipt with you.
- In-District patrons may apply for **Reserved parking space** at select facilities by calling [303.299.2900](#).



Additional information

Out-of-District Exemptions

Enrolled college students, active military, newcomer and disabled exemptions may apply to you. If so, it is your responsibility to contact Central Parking at [303.292.1505](#) to take the necessary action to avoid Out-of-District fees that will, otherwise, apply. Extended parking fees, beyond 24 hours, will still apply.

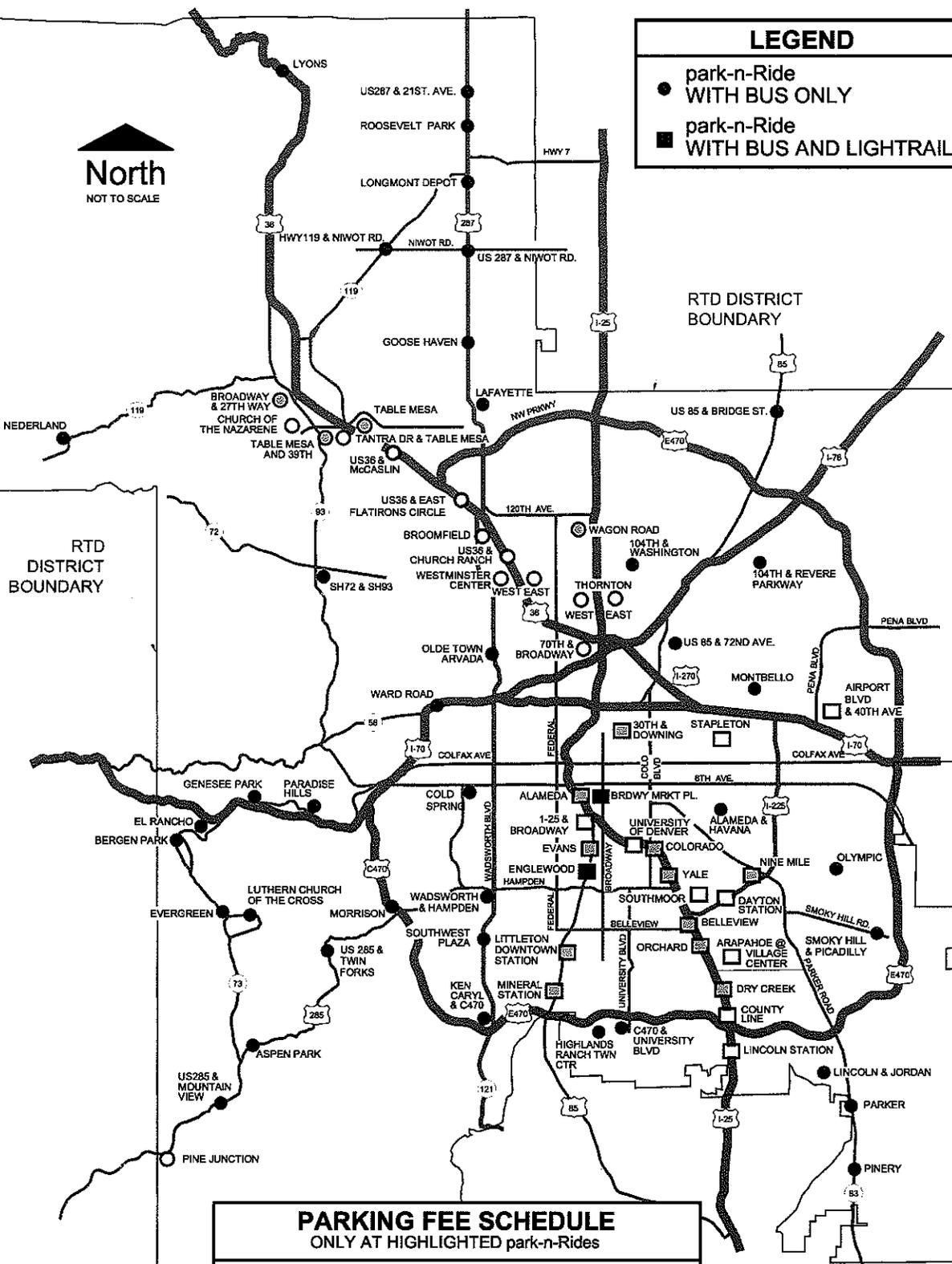
Enforcement

Enforcement information is posted at each site.

RTD park-n-Ride Facilities



LEGEND	
●	park-n-Ride WITH BUS ONLY
■	park-n-Ride WITH BUS AND LIGHTRAIL



PARKING FEE SCHEDULE		ONLY AT HIGHLIGHTED park-n-Rides	
IN DISTRICT USER			
○	□	\$1.00 PER DAY] AFTER FIRST 24 HOURS
⊙	■	\$2.00 PER DAY	
OUT OF DISTRICT USER			
○	□	\$2.00 PER DAY] EVERY DAY
⊙	■	\$4.00 PER DAY	



RTD a Leader in Alternative Fuels and Emissions Standards Testing

RTD remains on the leading edge of the transit industry with respect to our work with alternative fuels and pollution reduction technology. The RTD fleet operates exclusively on ultra low sulfur diesel fuel which contains 95 percent less sulfur. Sulfur produces particulate emissions during the engine combustion process. The use of ultra low sulfur diesel fuel alone results in noticeable Particulate Matter (PM) emissions reductions. To further take advantage of the ultra low sulfur diesel fuel, RTD has taken delivery of new buses which are equipped with many advanced emission devices compatible with ultra low sulfur diesel fuel. In addition, RTD has recently started the use of biodiesel blends in the RTD-operated fleet of over 600 buses. Biodiesel is a clean burning alternative fuel produced by renewable domestic resources. The use of biodiesel helps lower exhaust emissions and decrease our dependence on foreign oil.

Over 15 years ago RTD began to experiment with various alternative fuels including methanol, propane and Compressed Natural Gas (CNG) in the daily operation of our standard passenger buses and support vehicles. In 2000, RTD introduced a fleet of 36 new mall buses that operate on CNG in electric-hybrid configuration. To support RTD's CNG buses, RTD has a CNG fueling station at its District Shops facility.

RTD is one of the pioneers in the use of true electric-hybrid buses in transit service with our 16th Street Mall Shuttle hybrid buses fueled by Compressed Natural Gas (CNG). These mall shuttle buses take advantage of the latest advanced technology series electric-hybrid propulsion systems. They use a combination of conventional internal combustion engines powered by CNG and electric motors. A small Ford 2.5 liter engine drives a generator which in turn charges a set of batteries. These batteries provide electrical power to propel two electric motors that drive the rear wheels. Each bus can carry up to 116 passengers under the horsepower produced by an engine that is as small as the engine in the popular Toyota Prius hybrid passenger car. The mall buses are quiet and have very low exhaust emission. This fleet of electric-hybrid buses is one of the most successful fleets of hybrid buses in the country. For our hard work with electric-hybrid buses, we received the prestigious award from the Department of Energy's National Renewable Energy Laboratories for leadership in promoting renewable energy and energy efficiency. To further enhance the use of hybrid technology, RTD now operates in regular city transit service nine hybrid buses equipped with the highly advanced parallel hybrid system designed and produced by General Motors. These buses are driven by both a small diesel engine typically found in a pickup truck and electric motors integrated in a transmission like component. The hybrid buses are showing about 15 to 30 percent improvements in fuel consumption as compared to the conventional diesel buses.

RTD has recently concluded a successful fleet study on biodiesel in partnership with the National Renewable Energy Lab (NREL). Five regular transit buses were operating from our Boulder facility on a mixture of 20 percent biodiesel made from agricultural products and 80 percent regular diesel. This study was published in an award-winning Society of Automotive Engineers (SAE) paper. The study found reduced emissions of all regulated pollutants with the use of biodiesel. As a follow-up to this study, RTD has worked with its fuel supplier, Suncor of Commerce City, to implement the use of biodiesel. This summer, RTD started blending biodiesel to its diesel fuel supply for use in the RTD-operated fleet of over 600 buses.

RTD has worked with the bus transmission manufacturer to implement an intelligent transmission shifting program into several hundred of its transit buses. Taking advantage of the increased computer power of the transmission electronic controllers, RTD has programmed the transmissions to select the shifting points based on the terrain (flat or steep roads), bus load, acceleration power available from the engine, and road surface resistance. The intelligent program automatically selects the most fuel efficient shift pattern according to the road conditions to achieve a fuel savings of between 5 to 10 percent as seen in RTD operating conditions. RTD is in the process of implementing this intelligent shift feature into additional buses to further reduce fleet energy consumption, green house and other gaseous emissions.

In other efforts to minimize vehicle emissions, RTD continues to phase out the use of old high emission buses. Since 2000, RTD has procured almost 1,000 new buses to replace the old buses. All of the new buses are powered by clean diesel engines, which are equipped with the latest emission reduction devices and certified to meet the most stringent EPA emission regulations at the time of manufacture. These buses reduce exhaust emissions as much as 90 percent when compared to some of the old high emission buses which they replaced. RTD District Shops has housed one of the premier engine and fuel research labs in the nation, the Renewable Fuels and Lubricants (ReFUEL) Research Laboratory. The Lab is being operated by the Department of Energy's National Renewable Energy Laboratories. Many of RTD's alternative fueled test buses were thoroughly tested by the lab for exhaust emission reduction as compared to regular diesel buses. RTD maintains high exhaust emissions standards of two times more stringent than the requirements by the state of Colorado. If a bus fails an emissions test, it is taken off the streets immediately to remedy the problem. To make sure RTD buses are the cleanest in the state, RTD maintains one of the largest diesel fleet self certification stations in the state.



Sales and Pass Programs

College Pass

College Pass is a discounted pass program between RTD and a college or university and is designed to provide students with access to RTD services in and around the Denver metro area. Students are assessed a fee along with their tuition each academic term. Students may then use their Student ID's to board RTD buses and light rail. There are currently seven colleges enrolled in the College Pass program including:

- Auraria Campus (includes the University of Colorado-Denver, Metropolitan State College of Denver, Community College of Denver)
 - Colorado School of Mines
 - Naropa University
 - Rocky Mountain School of Art and Design
 - University of Colorado at Boulder
 - University of Denver – Undergraduate and Law Students
 - Anschutz Medical Campus
-

Business Eco Pass

Eco Pass, RTD's most popular discounted pass program, is priced based on a group insurance concept which allows employers to provide benefits of public transportation to all employees at a low cost per employee. Eco Pass is an annual photo ID pass used for unlimited rides on any of RTD's regular service routes including Regional, Express, Local, Light Rail and call-n-Ride. Eco Pass contracts in 2010 represented \$17,421,534 in revenue and more than 105,000 potential riders at over 1,950 companies. Eco Pass holders pay \$5.00 for skyRide service to DIA. Eco Passes issued by DIA employers are exempt.

Transit Voucher

Transit Voucher is a tax-free fare subsidy program that uses special transit vouchers that employees can redeem toward the purchase of monthly bus passes or 10-Ride ticket books.

Annual ValuPass

ValuPass is a program which lets frequent riders purchase an annual pass at a discount rate equivalent to the cost of eleven monthly passes. Annual pass subscribers pay the amount in advance and receive their pass in the mail each month.

Pass Outlets

RTD's Pass Outlet program allows companies to sell RTD monthly transit passes to employees, students, and/or customers from their own establishments on consignment.

Neighborhood Pass Program

The Neighborhood Eco Pass program is a discounted pass program offered to residential communities. The program is similar to the Business Eco Pass program in that all housing units within a particular residential area must be included in a Neighborhood Eco Pass program. The community must be represented by either a registered neighborhood or homeowner's association, or a city or county government entity. In 2010, 43 neighborhoods participated in the program, representing \$615,293 in revenue.

CORRIDORS

Information is estimated and can change during the program.

WEST CORRIDOR

Length (miles): 12.1
 Stations: 12
 Technology: Light rail
 Frequency of Service (Rail): 5 min (peak)/15 min (off-peak)
 Denver to Federal Center
 15 min (peak and off-peak)
 Federal Center to Jefferson County

NORTHWEST RAIL CORRIDOR

Length (miles): 41
 Stations: 7
 Technology: Diesel commuter rail
 Frequency of Service: 30 min (peak), 60 min (off-peak)

GOLD LINE

Length (miles): 11.2
 Stations: 7
 Technology: Electric commuter rail
 Frequency of Service (Rail): 15 min (peak)/15 min (off-peak)

I-225 CORRIDOR

Length (miles): 10.5
 Stations: 8
 Technology: Light rail
 Frequency of Service (Rail): 7.5 min (peak)/10 min (off-peak)

EAST CORRIDOR

Length (miles): 22.8
 Stations: 6
 Technology: Electric commuter rail
 Frequency of Service (Rail): 15 min (peak)/15 min (off-peak)

NORTH METRO CORRIDOR

Length (miles): 18.4
 Stations: 8
 Technology: Commuter rail
 Frequency of Service (Rail): 15 min (peak)/30 min (off-peak)

CENTRAL EXTENSION

Length (miles): 0.8
 Stations: 2
 Technology: Light rail
 Frequency of Service (Rail): 15 min (peak)/15 min (off-peak)

SOUTHEAST CORRIDOR EXTENSION

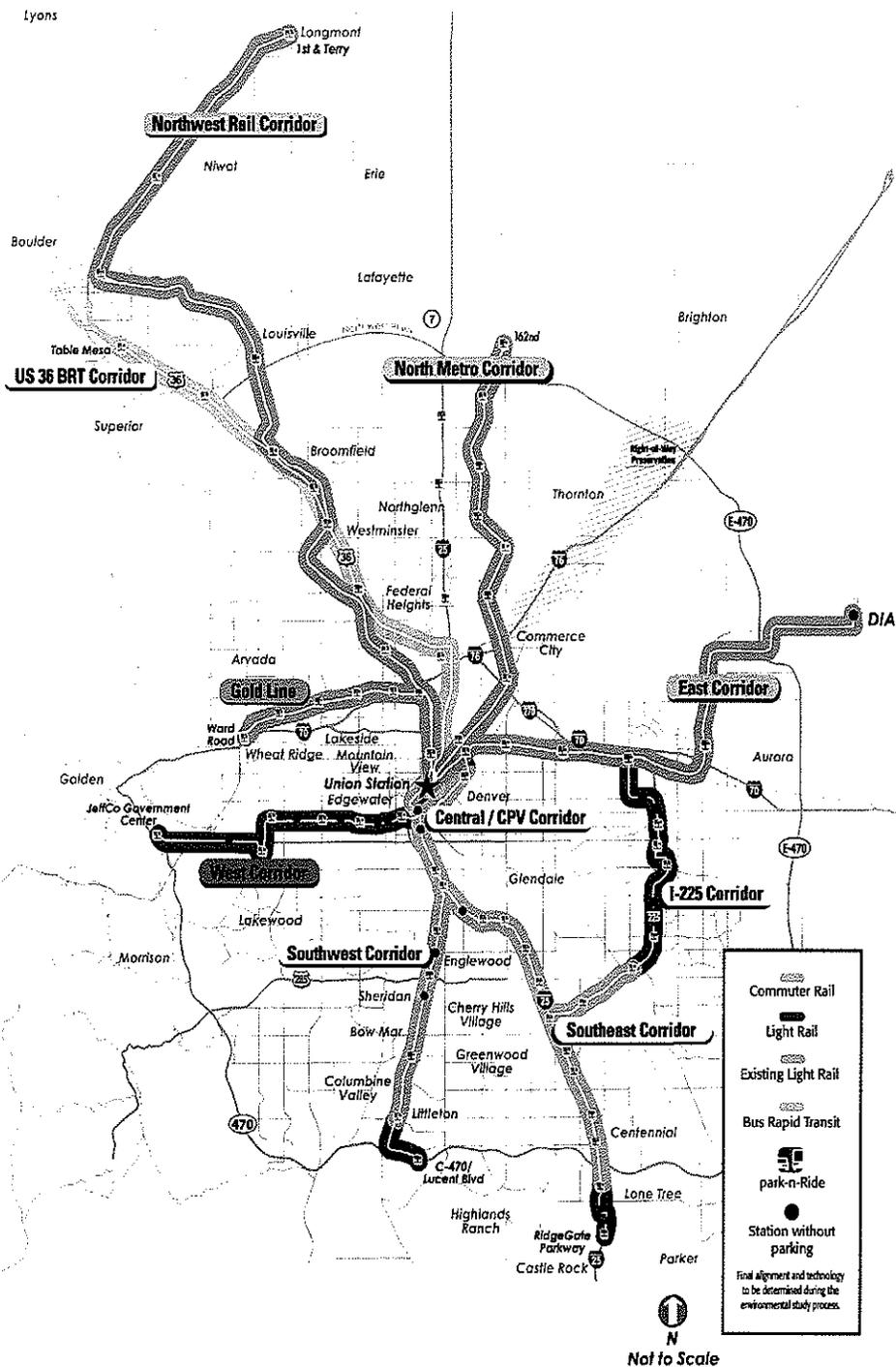
Length (miles): 2.3
 Stations: 3
 Technology: Light rail
 Frequency of Service (Rail): 7.5 min (peak)/10 min (off-peak)

SOUTHWEST CORRIDOR EXTENSION

Length (miles): 2.5
 Stations: 1
 Technology: Light rail
 Frequency of Service (Rail): 10 min (peak)/15 min (off-peak)

US 36 BRT CORRIDOR

Length (miles): 18**
 Stations: 6
 Technology: Bus Rapid Transit
 Frequency of Service: 2 min (peak), 4 min (off-peak)



** FasTracks investments include construction of BRT slip ramps, park-n-Rides and stations, and a contribution toward HOV lanes. HOV lane construction is done by CDOT.

The FasTracks program is a multi-billion dollar plan to build a comprehensive, integrated region-wide transit network that will provide a reliable and safe system, enhance mobility and respond to the growing transportation needs within the eight-county Regional Transportation District.

ELEMENTS OF FASTRACKS

Rapid Transit

- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT)
- 57 new transit stations
- Enhanced bus/rail connections with convenient timed transfers

park-n-Rides

- 31 new park-n-Rides
- 21,000 new parking spaces at rail and bus stations

Enhanced Bus Network

- FastConnects – improves transit service for suburb-to-suburb travel
- Addition of new bus routes and adjustment of existing routes to provide convenient connections to rapid transit stations

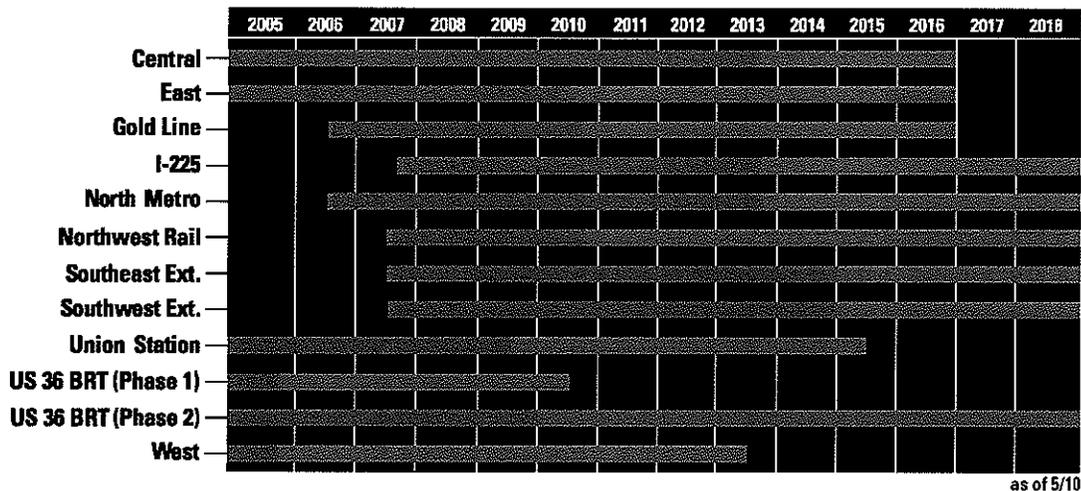
Denver Union Station

- Redevelopment of Denver Union Station (DUS) into a multi-modal transit hub
- Provides access to all parts of the Denver metro region
- Serving commuter rail, light rail, buses, taxis, shuttles, bicycles, regional rail and pedestrians

Transit Facilities

- Enhancements designed to improve passenger safety, convenience and use of the transit system
- Additional security measures at stations
- Improved passenger information and shelters at stations and park-n-Rides

IMPLEMENTATION SCHEDULE

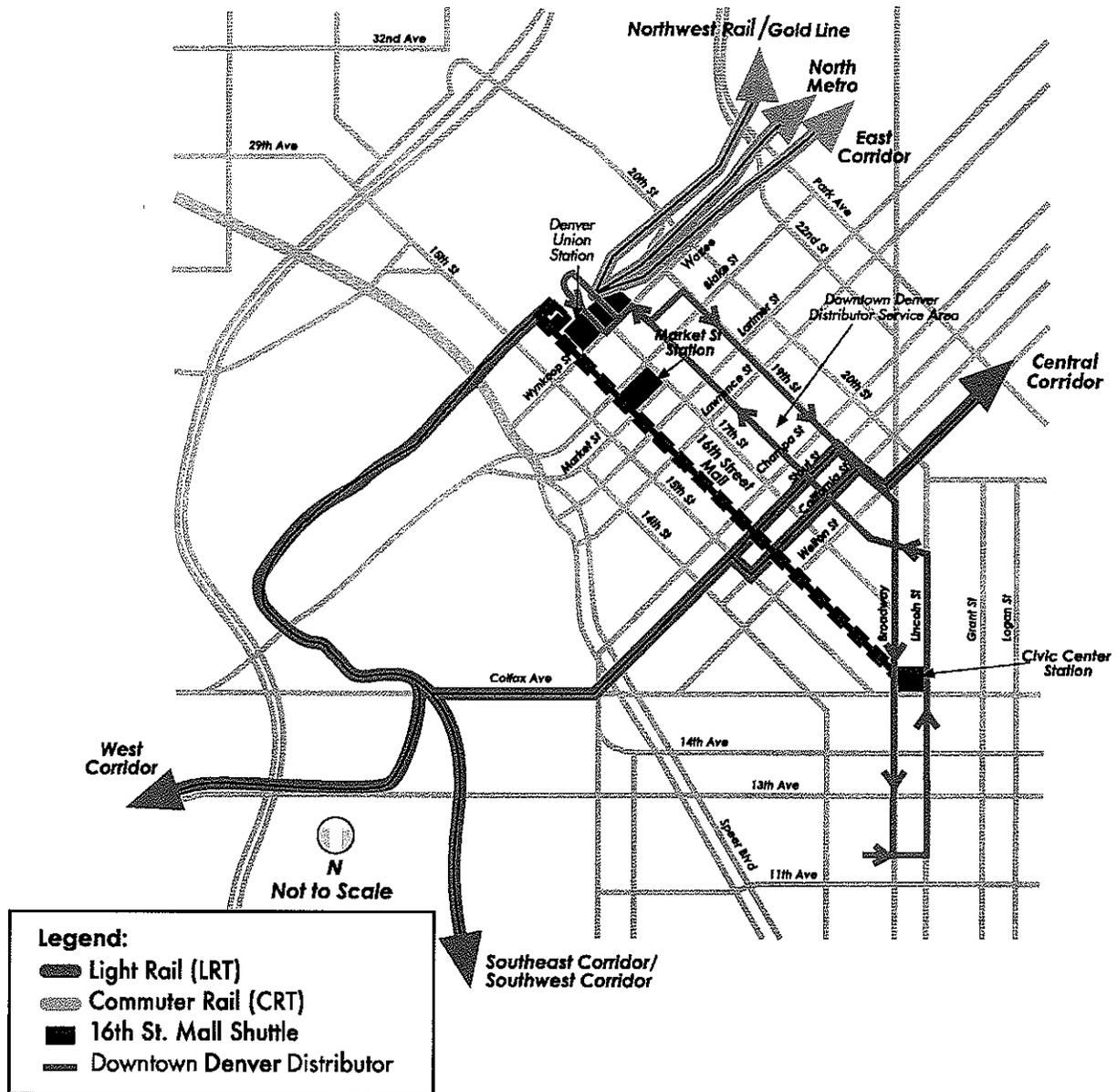


Environmental Planning / Preliminary Engineering / Contractor Selection
 Final Design / Construction

*All corridor schedules subject to change and based on actual bid and financial plan adjustments.
 U.S. 36 (Phase 2) schedule dependent on CDOT funding.
 Schedule assumes new revenues beginning January 2013.*

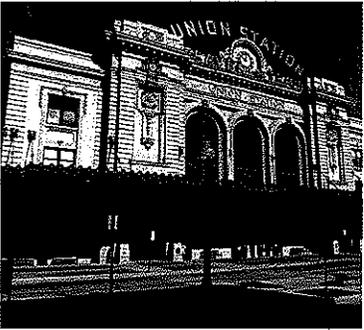


DENVER UNION STATION



DENVER UNION STATION (DUS) AT A GLANCE

- DUS is part of FasTracks – RTD’s voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- DUS will be the “Grand Central Station” of Denver as the center of the regional transit system in the heart of the city.
- As the intermodal hub for the region, DUS will provide access to every FasTracks rapid transit corridor, bringing passenger rail, light rail, regional buses, taxis, shuttles and new development to the site.
- The approved plan includes an at-grade, eight-track commuter rail station; relocation of RTD’s regional bus facility below grade under 17th Street; and relocation of the light rail station at-grade to the Consolidated Main Line (CML).
- The 16th Street Mall shuttle and the new Downtown Denver Distributor will include stops for easy commuter rail and light rail transfers.
- Construction on DUS began in 2010 for light rail and commuter rail, with completion in 2014.



PROJECT OVERVIEW

- In 2001, RTD purchased the site in accordance with a jointly funded Intergovernmental Agreement among RTD, the City and County of Denver, the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG).
- In 2002, the Denver Union Station project team was initiated to develop a Master Plan, rezone the site for Transit Oriented Development (TOD) and prepare an Environmental Impact Statement (EIS).
- This Master Plan serves as the blueprint for redeveloping and preserving Denver’s historic Union Station and the 19.85 acres of surrounding land.
- In 2004, the FasTracks initiative was passed providing funding for a regional rapid transit system, including DUS.
- The Union Station Neighborhood Company (USNC) (Continuum Partners LLC /East West Partners) was selected in 2006 as the Master Developer team and Kiewit Western Co. was selected as the design-build contractor in 2009.
- In January 2008, partnering agencies signed a Letter of Intent (LOI) with USNC which outlines the key elements of the public/private partnership and interim dates for land purchase and development on the site.
- In October 2008, the Federal Transit Administration (FTA) signed the Record of Decision (ROD) for the DUS EIS, confirming that construction of the proposed transit improvements can proceed within the mitigation measures provided in the EIS.
- The Denver Union Station Project Authority (DUSPA) was created by the Denver City Council in July 2008 to manage the redevelopment project.

**LEARN MORE
ABOUT DENVER
UNION STATION**

For more information,
visit RTD-FasTracks.com
and click on Denver
Union Station or call
our information line at
303-299-2000.

DENVER UNION STATION SCHEDULE

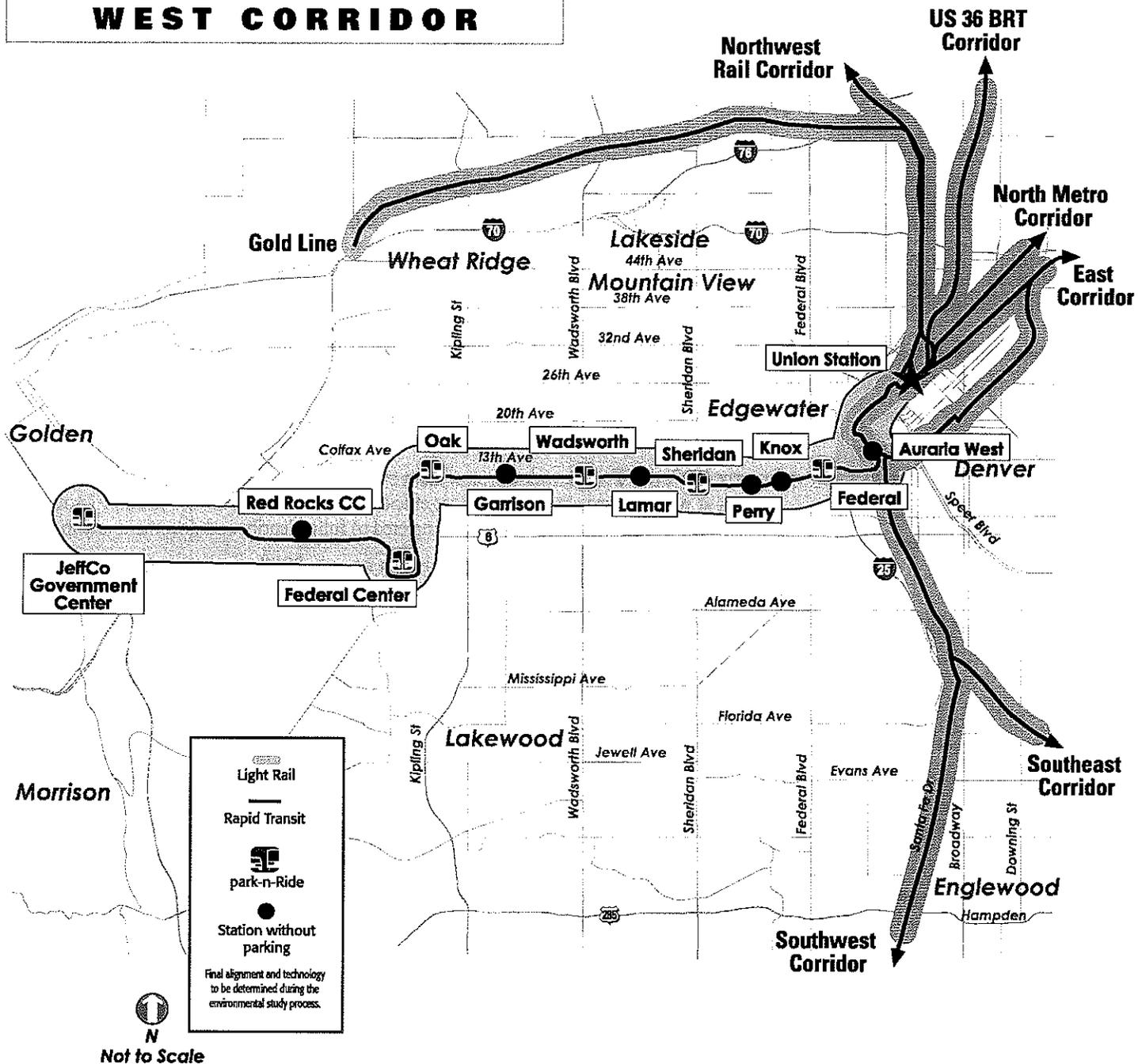


■ Environmental Planning / Preliminary Engineering / Contractor Selection
 ■ Final Design / Construction

Schedule consistent with 2010 Financial Plan. Subject to change.



WEST CORRIDOR



Light Rail
 Rapid Transit
 park-n-Ride
 Station without parking
 Final alignment and technology to be determined during the environmental study process.

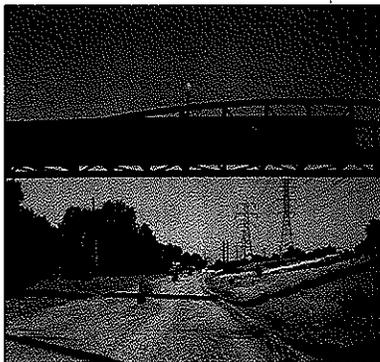
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WEST CORRIDOR FAST FACTS:	
Length (miles):	12.1
Vehicle Type:	Light Rail
Stations:	12
Parking:	4,959 new parking spaces
Frequency of Service:	5 min (peak)/15 min (off-peak) Denver to Federal Center 15 min (peak and off-peak) Federal Center to Jefferson County



WEST CORRIDOR AT A GLANCE

- The West Corridor light rail project is part of FasTracks – RTD’s voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The West Corridor is a 12.1-mile light rail transit corridor extending from Denver Union Station to Jefferson County, through Denver, Lakewood and Golden.
- Twelve stations are proposed for the West Corridor including Auraria West, Decatur/Federal, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Federal Center, Red Rocks Community College and Jeffco Government Center.

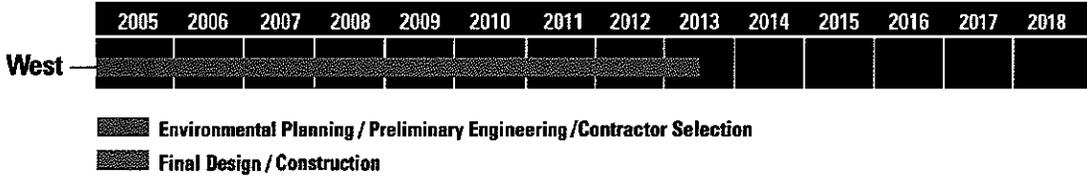


PROJECT OVERVIEW

- The West Corridor Environmental Impact Statement (EIS) began in 2001 and identified impacts on the community and environment, as well as mitigation measures.
- The Final EIS was issued in fall 2003, and a Record of Decision from the Federal Transit Administration (FTA) was received in spring 2004.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the West Corridor.
- In early 2007, the West Corridor project team conducted an internal Value Engineering (VE) exercise to look at ways the project could be more efficient and cost-effective. As a result, FTA requested that an Environmental Assessment (EA) be completed to fully identify and document any impacts of VE.
- Utility relocation and early construction began in early 2008.
- The West Corridor Project received a Full Funding Grant Agreement from FTA on Jan. 16, 2009.
- RTD signed the Notice to Proceed to the construction contractor on June 16, 2009.
- Major construction began in 2009 with the line opening in 2013.



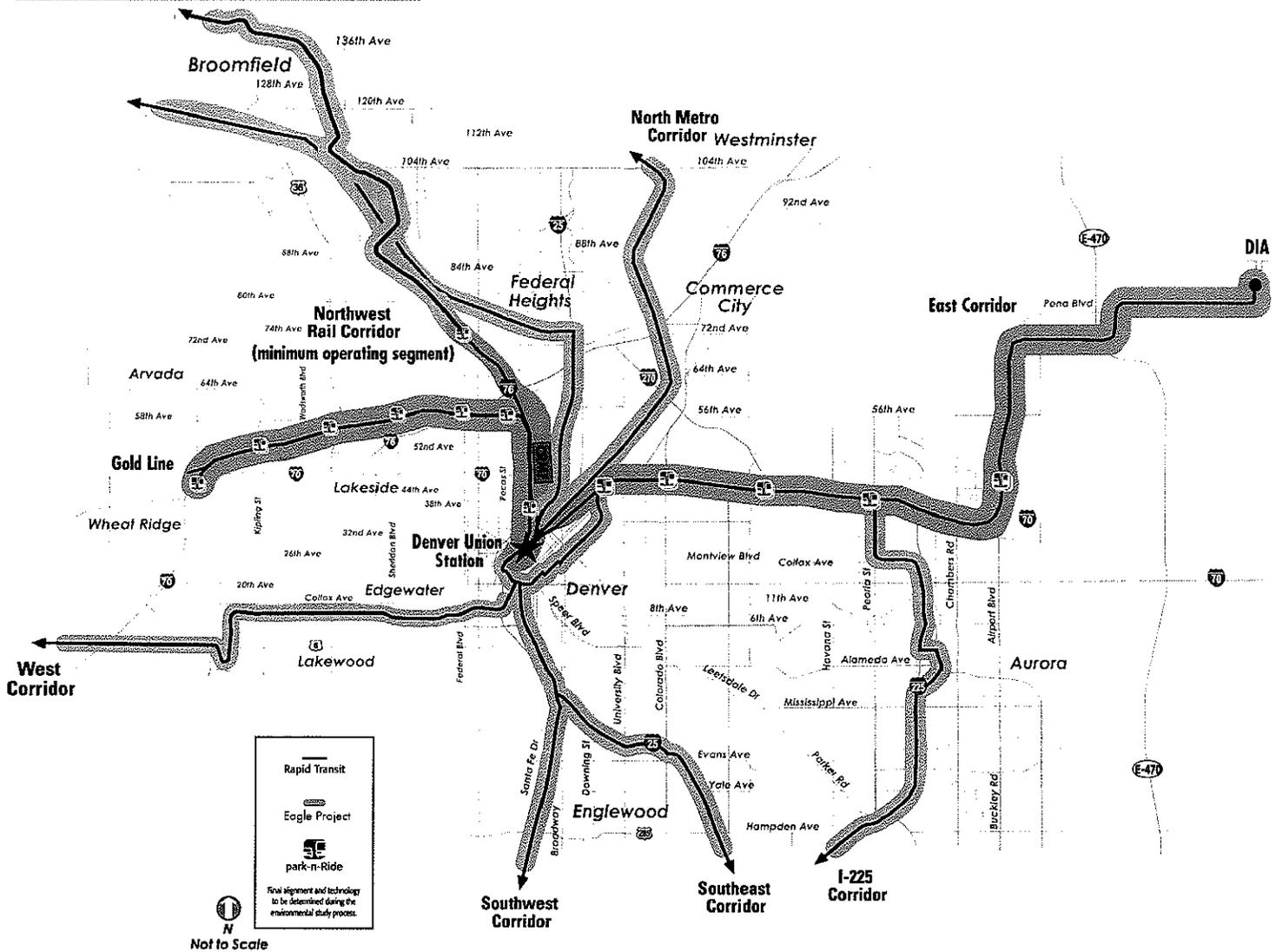
WEST CORRIDOR SCHEDULE



Schedule consistent with 2010 Financial Plan. Subject to change.



EAGLE P3



EAGLE P3 FAST FACTS:

Project Funding - \$2.1 Billion:

- Includes \$1 billion in federal funds
- Includes \$453 million in private financing

Phase I:

- Property acquisition begins
- East Corridor from downtown Denver to Denver International Airport
- Commuter Rail Maintenance Facility and Control Center
- Electric Multiple Unit (EMU) vehicles
- Electrical systems at Denver Union Station

Phase II (once federal funds are awarded):

- Gold Line to Arvada and Wheat Ridge
- Short segment of Northwest Rail to south Westminster

P3 Schedule:

- RTD released Request for Proposals – September 2009
- Final Proposals Received – May 2010
- RTD Board Selected P3 Team – June 2010
- Phase 1 Notice to Proceed issued Aug. 12, 2010
- Opening Day – East Corridor, January 2016; Northwest Rail Segment, March 2016; and Gold Line Corridor, July 2016



EAGLE P3 AT A GLANCE

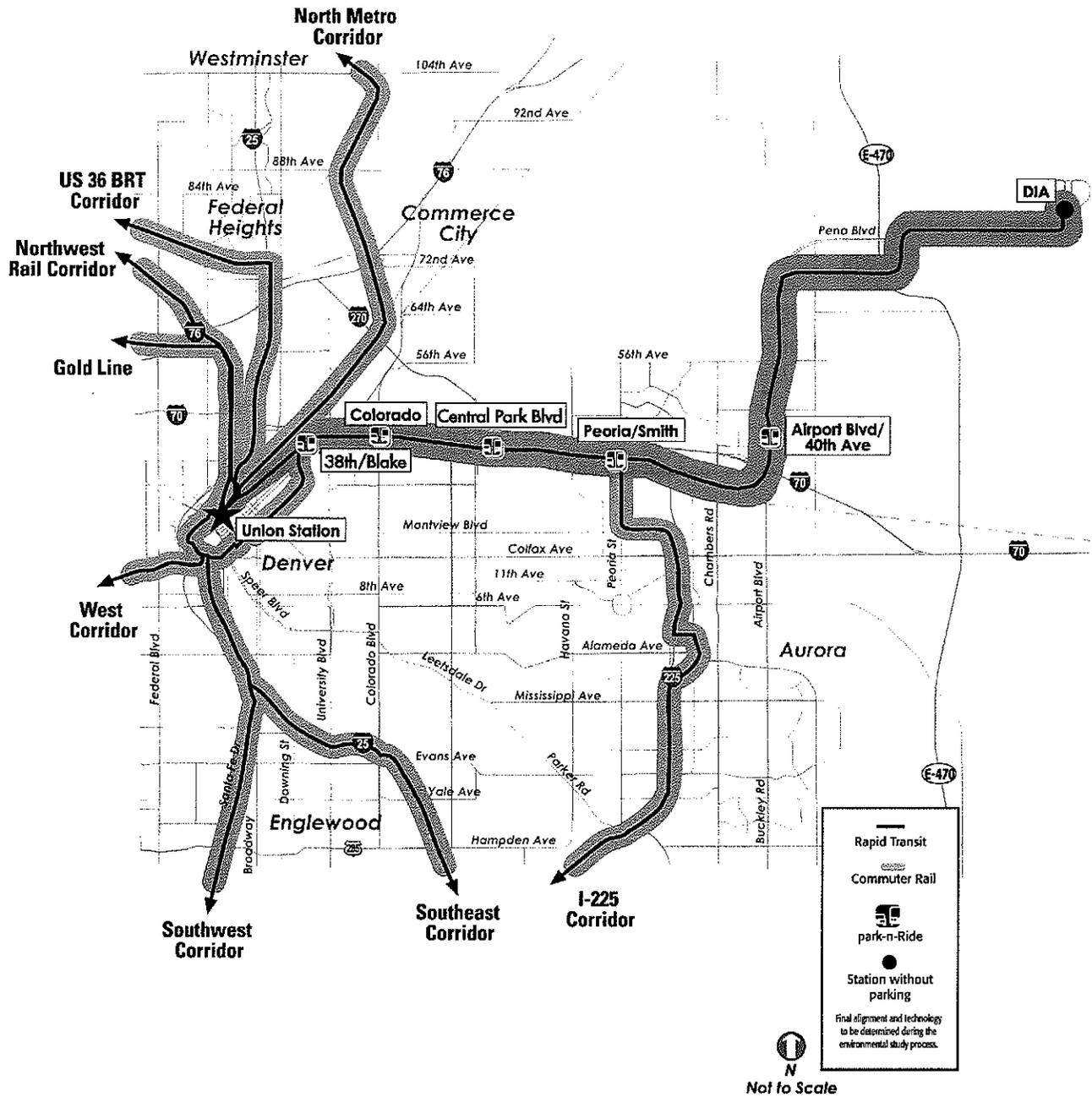
- The Eagle P3 Project is part of FasTracks, RTD's voter-approved comprehensive plan for high quality transit service in the Denver metro region.
- The East Corridor, Gold Line, Commuter Rail Maintenance Facility and a small segment of the Northwest Rail Corridor are all included in the Eagle P3 project.
- The project is a public-private partnership (P3), which is an innovative approach to efficient project delivery. A Design-Build-Finance-Operate-Maintain (DBFOM) mechanism is being pursued for the Eagle P3 Project.
- In a P3 project, a private sector investment provides equity to help build capital projects.
- A P3 transfers certain construction and operational risks to the private sector.
- The Eagle P3 project provides up-front private investment of \$453 million from private sector.
- P3s allow RTD to spread out large upfront costs and preserve cash in early years; this is similar to the concept of 30-year versus a 15-year mortgage.
- RTD will make availability payments to the private partner for a 34-year period and will retain ownership of all assets.

PROJECT OVERVIEW

- The East Corridor is a 22.8-mile electric commuter rail transit corridor that runs between Denver Union Station and Denver International Airport. Five intermediate stations are included at 38th/Blake, Colorado, Central Park Blvd., Peoria/Smith Road and Airport Blvd/40th Ave.
- The Gold Line is a 11.2-mile electric commuter rail transit corridor that connects Denver Union Station to Ward Road in Wheat Ridge. It passes through northwest Denver, Adams County and Arvada. There are six intermediate stations at 41st Avenue, Pecos, Federal, Sheridan, Olde Town Arvada and Arvada Ridge.
- The Commuter Rail Maintenance Facility will be the site to repair, clean, fuel and store the vehicles that will serve the four FasTracks commuter rail corridors: East, Gold Line, Northwest Rail and North Metro.
- The portion of Northwest Rail included in the Eagle P3 is 6.2 miles running from Denver Union Station to the south Westminster station, at 71st Avenue and Lowell Boulevard in Westminster.
- In 2009, RTD released a Request for Proposals (RFP), seeking a private partner for the Eagle P3 project. The RTD Board selected Denver Transit Partners in June 2010.
- Phase I of the project includes property acquisition, construction of the East Corridor, construction of the Maintenance Facility and control center, the purchase of Electric Multiple Unit (EMU) rail vehicles and the electrical systems at Denver Union Station. Phase I began in August 2010.
- Phase II of the project includes the Gold Line and the short segment of Northwest Rail. Phase II is scheduled to begin following the award of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration in 2011.
- The entire Eagle P3 project is scheduled for completion by 2016.



EAST CORRIDOR



EAST CORRIDOR FAST FACTS:

Length (miles):	22.8
Vehicle Type:	Electric commuter rail
Stations:	6
Parking:	601 new parking spaces
Frequency of Service:	15 min (peak) / 15 min (off-peak)



EAST CORRIDOR AT A GLANCE

- The East Corridor is part of FasTracks, RTD's voter-approved multi-year comprehensive plan for high quality transit service in the Denver metro region.
- The East Corridor is a proposed 22.8-mile electric commuter rail transit corridor that runs between Denver Union Station to Denver International Airport.
- Six stations are proposed for the East Corridor, including 38th/Blake, Colorado, Central Park Blvd., Peoria/Smith, Airport Blvd./40th Ave. and Denver International Airport.
- Construction on the East Corridor is scheduled to begin in 2011, with the line opening to the public in 2016.

PROJECT OVERVIEW

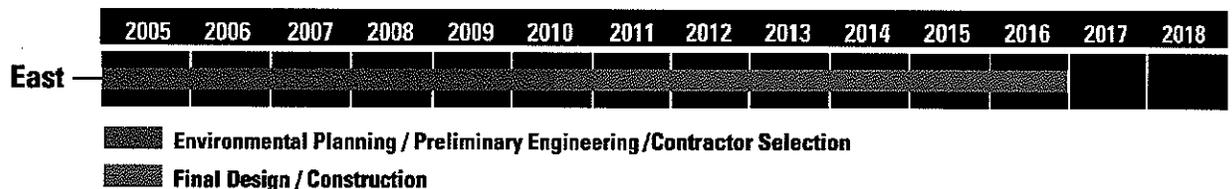
- Plans for rapid transit between downtown Denver and Denver International Airport began in 1997 when a Major Investment Study (MIS) was conducted to determine recommendations for commuter rail, light rail, highway widening and transportation management elements.
- In 2003, the East Corridor Environmental Impact Statement (EIS) began in conjunction with Colorado Department of Transportation (CDOT) studying improvements to I-70 East.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the East Corridor.
- In 2006, the highway and transit elements along the East Corridor separated into two independent projects.
- In 2007, the Federal Transit Administration (FTA) selected the East Corridor and Gold Line Corridor for the Public-Private Partnership Pilot Program (Penta-P).
- The East Corridor project released a Draft EIS in January 2009, a Final EIS in September 2009 and received a Record of Decision (ROD) from the Federal Transit Administration in November 2009, signaling the completion of the environmental process.
- In September 2009, RTD released a Request for Proposals (RFP), seeking a private partner(s) to design, build, finance, operate and maintain the Gold Line and East Corridor.
- Denver Transit Partners was selected in June 2010 to design, build, finance, operate and maintain the East Corridor and other Eagle P3 elements under a 34-year concession contract; construction will begin in 2011, with the East Corridor opening to the public in 2016.



LEARN MORE ABOUT EAST CORRIDOR

For more information, visit
RTD-FasTracks.com
and click on East Corridor
or call our information line at
303-299-2000.

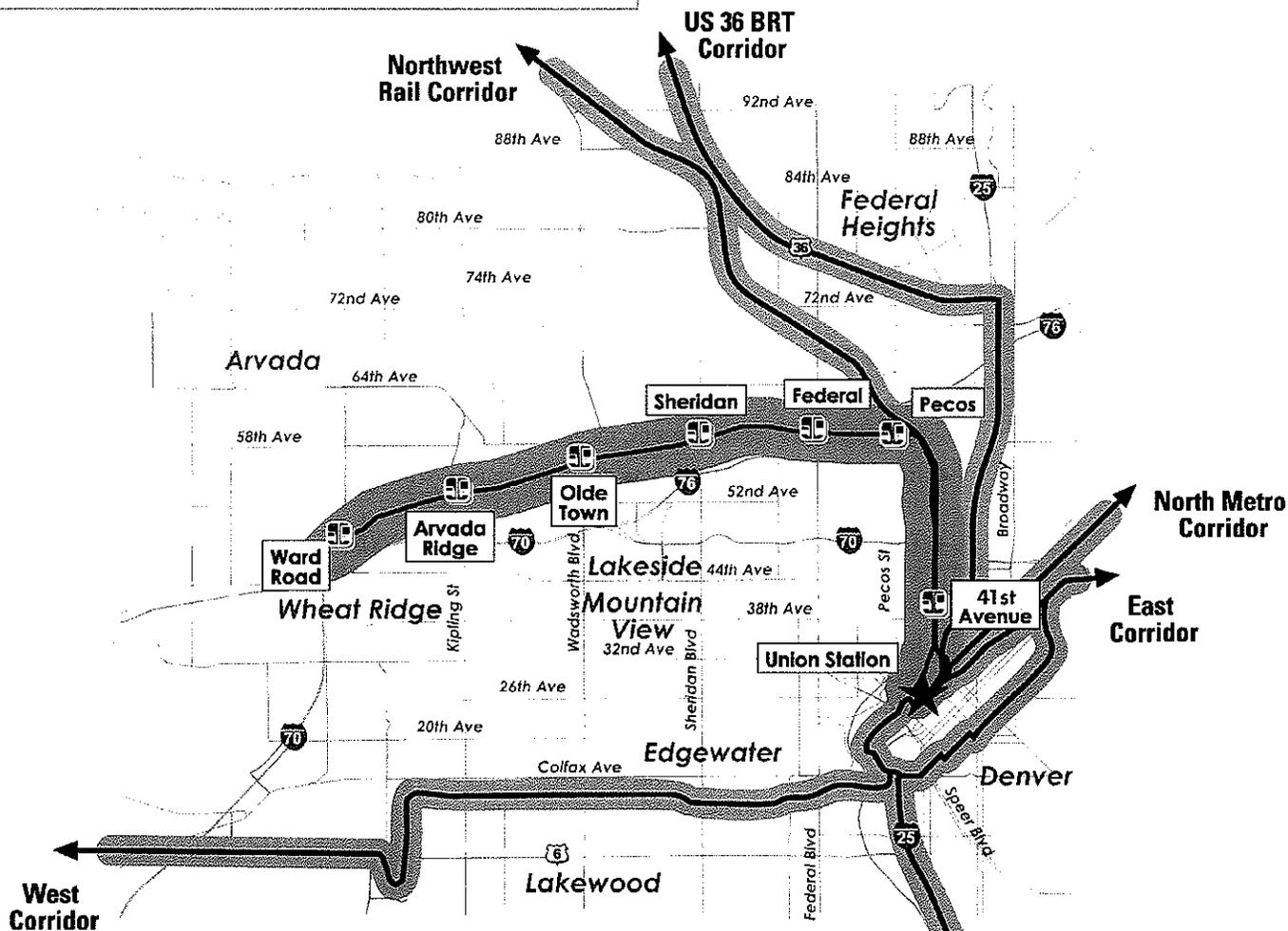
EAST CORRIDOR SCHEDULE



Schedule consistent with 2010 Financial Plan. Subject to change.



GOLD LINE



Rapid Transit
 Commuter Rail
 park-n-Ride
 Station without parking

Final alignment and technology to be determined during the environmental study process.



Not to Scale

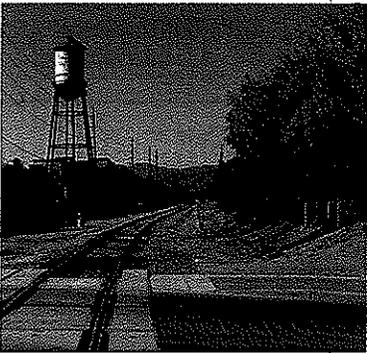
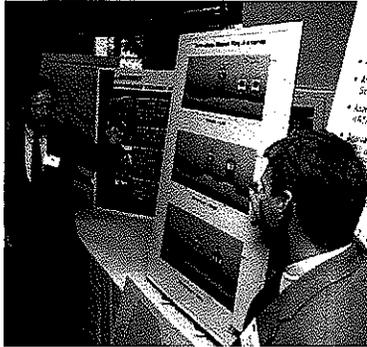
GOLD LINE FAST FACTS:

Length (miles):	11.2
Vehicle Type:	Electric commuter rail
Stations:	7
Parking:	2,300 (opening day) 2,090 (2030)
Frequency of Service:	15 min (peak) / 15 min (off-peak)



GOLD LINE AT A GLANCE

- The Gold Line is part of FasTracks, RTD's voter-approved multi-year comprehensive plan for high quality transit service in the Denver metro region.
- The Gold Line is a proposed 11.2 mile electric commuter rail transit corridor that connects Denver Union Station to Wheat Ridge, passing through northwest Denver, Adams County and Arvada.
- Seven stations are proposed, including 41st, Pecos, Federal, Sheridan, Olde Town, Arvada Ridge and Ward Road.
- Construction on the Gold Line is scheduled to begin in 2011, with the line opening to the public in 2016.



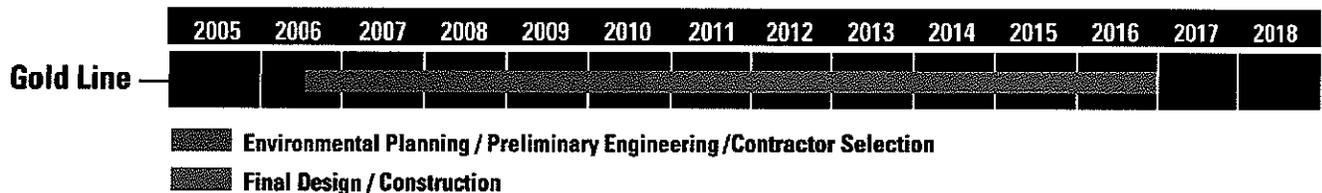
PROJECT OVERVIEW

- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the Gold Line Corridor.
- In 2006, the Gold Line began a comprehensive study of transit alternatives that resulted in an Environmental Impact Statement (EIS).
- The Gold Line project released a Draft EIS in July 2008, a Final EIS in 2009 and received a Record of Decision (ROD) from the Federal Transit Administration in November 2009, signaling the completion of the environmental process.
- In 2009, RTD released a Request for Proposals (RFP), seeking a private partner(s) to design, build, finance, operate and maintain the Gold Line and East Corridor.
- Denver Transit Partners was selected in June 2010 to design, build, finance, operate and maintain the Gold Line and other Eagle P3 elements under a 34-year concession contract; upon completion of a grant agreement with the Federal Transit Administration, construction will begin in 2011, with the Gold Line opening to the public in 2016.

LEARN MORE ABOUT THE GOLD LINE

For more information, visit
RTD-FasTracks.com
and click on Gold Line
or call our information line at
303-299-2000.

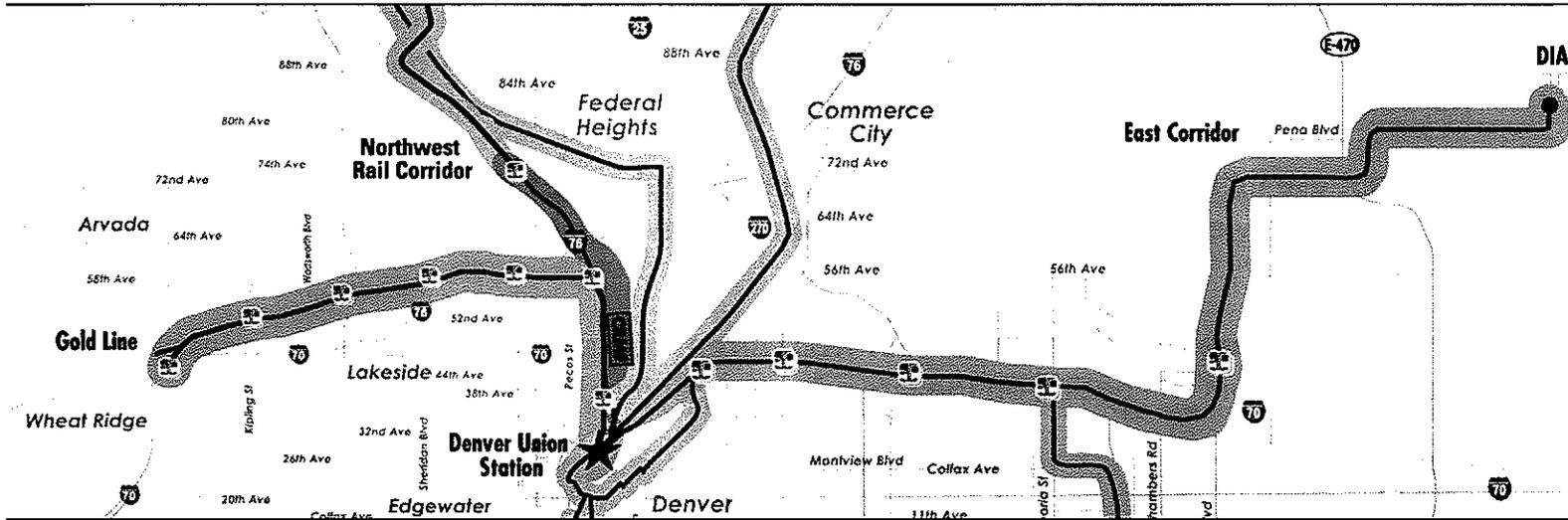
GOLD LINE SCHEDULE



Schedule consistent with 2010 Financial Plan. Subject to change.

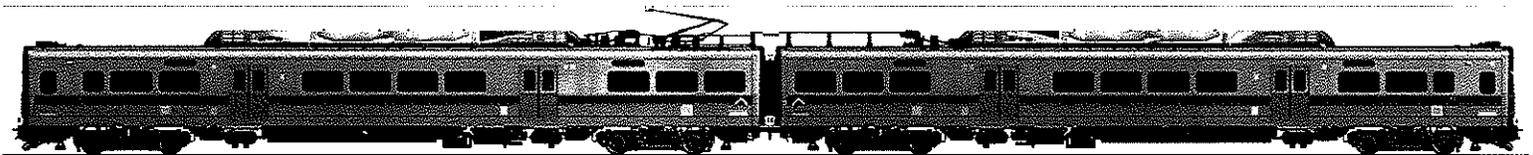


RTD's new commuter rail vehicle will start operating on the East Rail Line, Gold Line and first segment of Northwest Rail in 2016.



RTD COMMUTER TRAIN HIGHLIGHTS:

- Passenger capacity per car: 232 (90 seated, 142 standing)
- Rail car dimensions: 85 feet long, 10 feet wide, 15 feet tall
- Power: Electric, overhead catenary 25kV, 60Hz
- Maximum operating speed: 79 mph
- Stainless steel vehicle exterior
- Sustainable, efficient dynamic braking system including electric regeneration
- Enhanced safety features including positive train control and vehicle monitoring system technologies
- Security with video surveillance visible to the operator and security control
- Real-time passenger information system
- ADA-compliant level boarding entry at all doors
- Exceeds ADA requirement with two wheelchair locations and wider entrance vestibule
- High passenger comfort: seat pitch of 32.5", LCD displays, wide windows



Frequently Asked Questions:

Who manufactures this train? Hyundai Rotem USA, a leading railcar manufacturer that has produced more than 15,000 electric and diesel railcars. Over 60 percent of the vehicle components will be made in America.

Why do you use two cars (married pairs?) RTD will use married pairs for the East Rail Line, Gold Line and the first segment of the Northwest Rail. Married pairs are more cost effective to use. They also allow a better use of space as an operating cab is not needed at each end of each car.

Why not use light rail vehicles? The freight railroads whose corridors we are sharing require RTD to use heavier commuter rail cars that comply with Federal Railroad Administration safety standards.

What will the fare be on commuter rail? RTD current fare structure is based on zones. The RTD Board of Directors will decide on the fare prior to opening day in 2016.



Rail Technology Comparison

Commuter Rail	Light Rail
Powered by 25kV alternating current overhead electrical system	Powered by 750 V direct current by overhead electrical system
Typically serves longer lines with fewer stations	Can operate along crowded, narrow streets
Can operate up to 79mph	Can accelerate and decelerate quickly; top speed 55 mph
Capacity of 90 seats, 140 standing	Capacity of 64 seats, 80 standing



Federal Funding for RTD FasTracks

The Federal Transit Administration (FTA) awarded RTD a \$1.03 billion Full Funding Grant Agreement (FFGA) for the FasTracks Eagle P3 project in August 2011. This grant is helping to fund the \$2.1 billion Eagle P3 project, which will build out the East Rail Line to Denver International Airport, the Gold Line to Arvada-Wheat Ridge and the first segment of Northwest Rail to south Westminster. When these projects open in 2016, they will add commuter rail to the list of services RTD provides to the Denver metro region.

WHAT IS A FULL FUNDING GRANT AGREEMENT (FFGA)?



An FFGA is a unique agreement between FTA and the participating transit agency that helps fund new rapid transit projects such as light rail, commuter rail, exclusive bus/high occupancy vehicle lanes or ferry service. The agreement is designed to:

- Define the project, including cost, scope and schedule;
- Commit to a maximum level of financial assistance (subject to appropriation);
- Establish the terms and conditions of federal financial participation;
- Define the period of time for completion of the project; and
- Help FTA and the project sponsor manage the project in accordance with federal law.

PROCESS FOR AWARDING THIS FULL FUNDING GRANT AGREEMENT

FTA sent the FFGA to Congress on May 2 for the required 60-day review period. It is during this period, that the members of Congress and their staff are given the opportunity to review the FFGA and ask clarifying questions. The 60-day review period was completed on June 30, marking the final step before awarding the \$1.03 billion to RTD.

RTD received official notice in July that the FFGA was approved for the Eagle P3 project – marking the start of construction on the Gold Line and first segment of the Northwest Rail Line, as well as additional progress

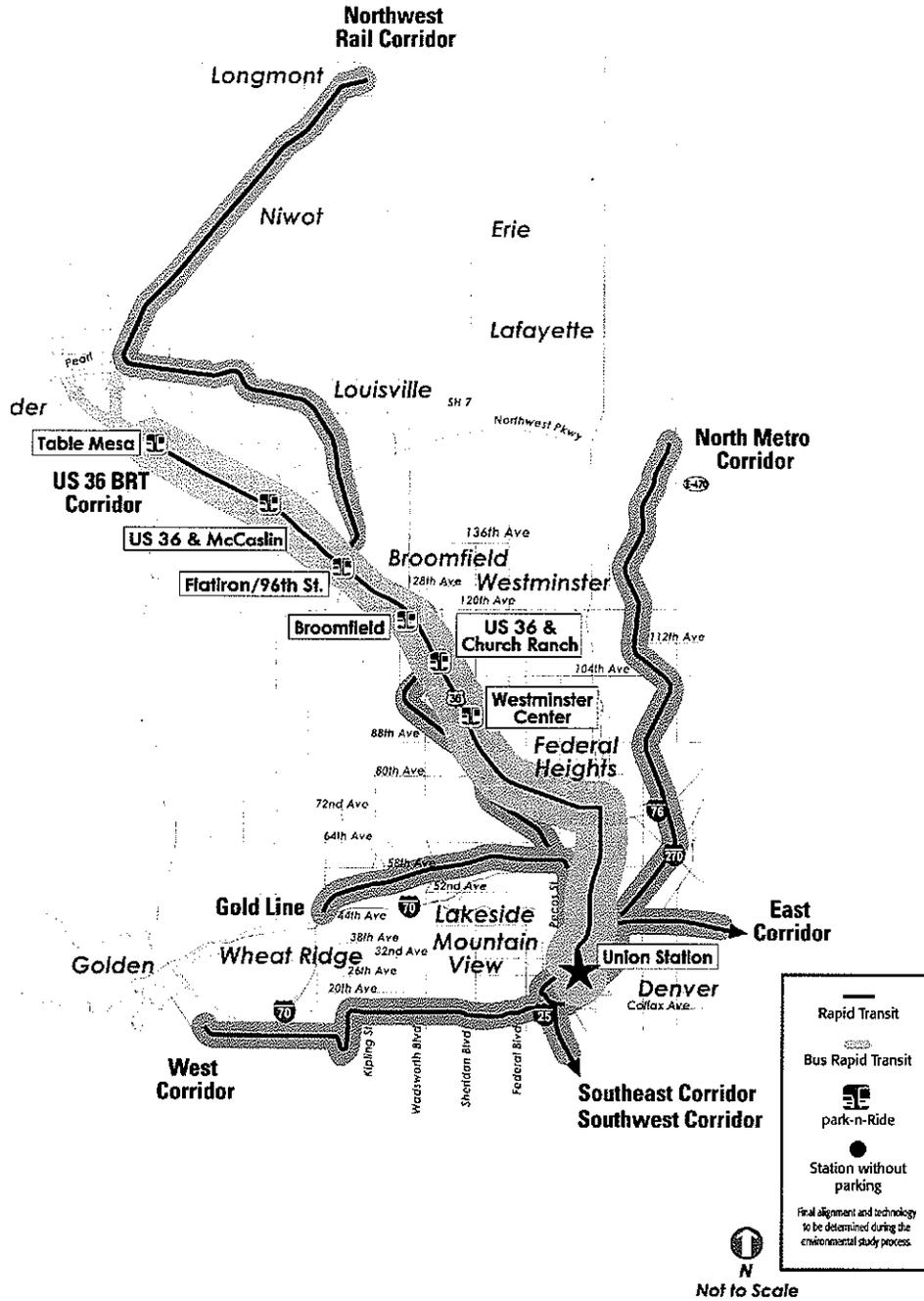
on several other FasTracks projects.

RTD began the FFGA process in 2007 and submitted more than 3,700 documents during the process.

The FFGA is a sign of the confidence that FTA has in RTD, the Eagle P3 project and the FasTracks Program.



U.S. 36 BRT CORRIDOR



U.S. 36 BRT CORRIDOR FAST FACTS:

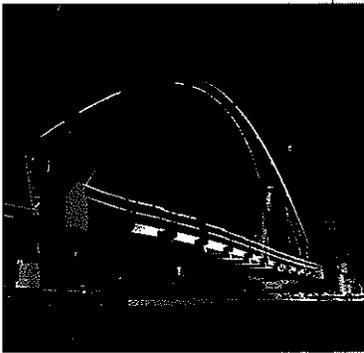
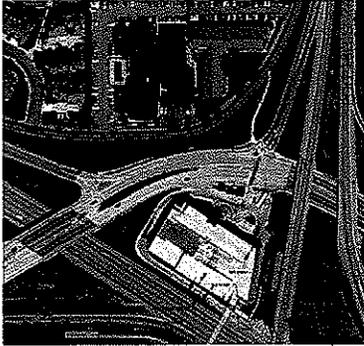
Length (miles):	18
Vehicle Type:	Bus Rapid Transit
Stations:	6**
Parking:	1,278 new parking spaces
Frequency of Service:	2 min (peak)/4 min (off-peak)

**all existing stations



U.S. 36 BRT CORRIDOR AT A GLANCE

- U.S. 36 Bus Rapid Transit (BRT) service is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The U.S. 36 BRT Corridor includes 18 miles of proposed Bus Rapid Transit service that connects Denver Union Station to Boulder, passing through Westminster, Broomfield, Superior and Louisville.
- Six stations are proposed for the U.S. 36 BRT Corridor, including Westminster Center, Church Ranch, Broomfield, Flatiron/96th St., McCaslin and Table Mesa.



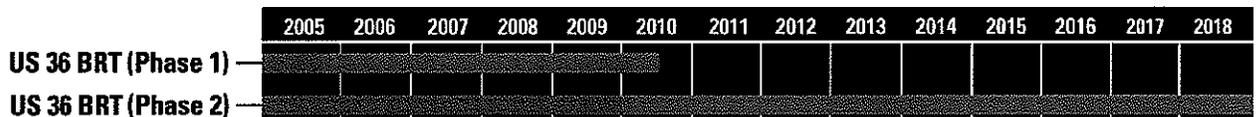
PROJECT OVERVIEW

- The U.S. 36 Corridor Project began as a single project with two distinct transit elements: the BRT corridor and the commuter rail line from Denver through Boulder to Longmont.
- In 2001, RTD and the Colorado Department of Transportation (CDOT) completed a Major Investment Study (MIS) which evaluated transit alternatives on the U.S. 36 corridor.
- The Environmental Impact Statement (EIS) for the U.S. 36 Corridor began in 2003 with the Record of Decision signed in late 2009.
- In 2006, the rail and BRT corridors split into two separate projects – the Northwest Rail Corridor and the U.S. 36 BRT Corridor.
- A Final Environmental Impact Statement (FEIS) was released in October 2009, which identified a Preferred Alternative that includes BRT from Denver to downtown Boulder.
- The Phase 1 U.S. 36 project was the first FasTracks project to be completed. The project included a new park-n-Ride and bus pullouts at Church Ranch Boulevard; new bus pullouts and a pedestrian bridge at McCaslin Boulevard in 2006; and bus pullouts and a pedestrian bridge at the US 36 & Broomfield park-n-Ride in 2010.
- The design for the Table Mesa Pedestrian Bridge and bus ramps is underway with construction anticipated in 2010.

LEARN MORE ABOUT THE U.S. 36 BRT CORRIDOR

For more information, visit
RTD-FasTracks.com
and click on U.S. 36 BRT Corridor
or call our information line at
303-299-2000.

U.S. 36 BRT CORRIDOR SCHEDULE



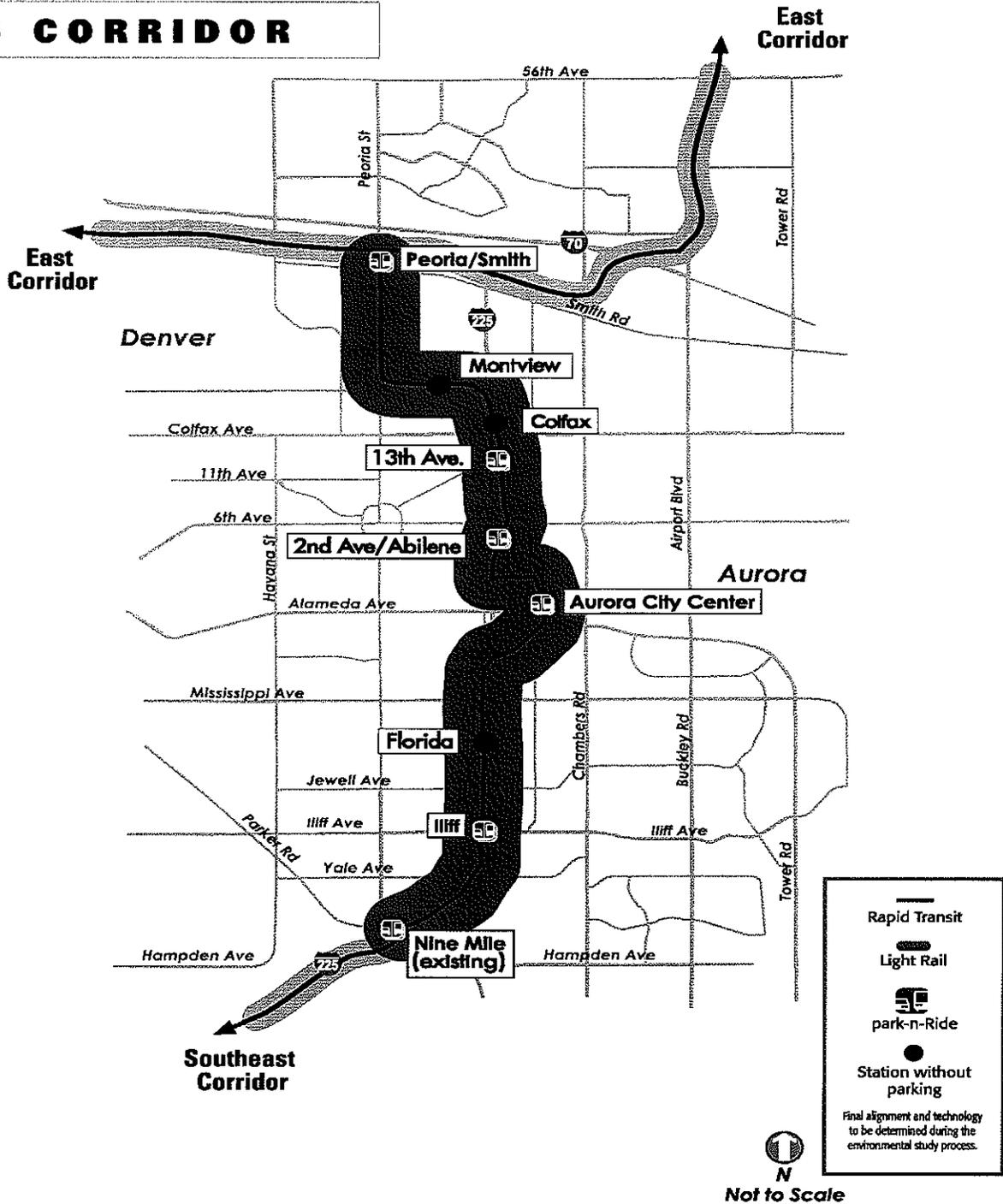
■ Environmental Planning / Preliminary Engineering / Contractor Selection

■ Final Design / Construction

Schedule consistent with 2010 Financial Plan. Subject to change.



I-225 CORRIDOR



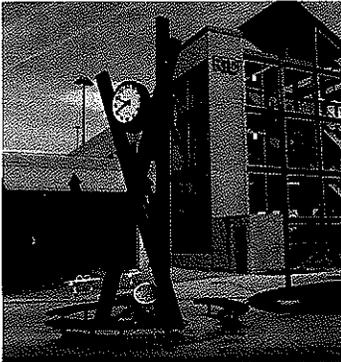
I-225 CORRIDOR FAST FACTS:

Length (miles)	10.5
Vehicle Type	Light Rail
Stations	8
Parking	1,800 new parking spaces
Frequency of Service	7.5 min (peak)/10 min (off-peak)



I-225 CORRIDOR AT A GLANCE

- The I-225 Corridor is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The I-225 Corridor is a proposed 10.5-mile light rail corridor within the city of Aurora and will provide a key regional rail linkage between the East and Southeast rail lines.
- Eight stations are proposed for the I-225 Corridor, including Peoria/Smith, Montview, Colfax, 13th Avenue, 2nd Ave/Abilene, Aurora City Center, Florida and Iliff.
- Final design is underway on the I-225 Corridor with construction to follow as funding becomes available.



PROJECT OVERVIEW

- Utilizing RTD's 2001 Major Investment Study (MIS) and 2005 Three Corridor Scoping Study, RTD identified the proposed alignment, station locations and defined light rail as the vehicle technology.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the I-225 Corridor.
- In fall 2009, the environmental planning process was completed with the adoption of an Environmental Evaluation (EE) by the RTD Board of Directors. The EE included an analysis of alternative alignments and station locations, identification of potential impacts and recommendations for ways to minimize and mitigate any impacts throughout the corridors.
- Preliminary Engineering (PE) level design plans were completed in fall 2009 based on the alignment and station locations identified in the EE.
- Final design of the segment of the I-225 corridor from the existing Nine Mile station to the proposed Iliff station began in fall 2009 and was completed in fall 2010.
- RTD will continue to partner with the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA) and the City of Aurora during final design and construction of the I-225 Corridor.

**LEARN MORE
ABOUT
I-225 CORRIDOR**

For more information,
visit RTD-FasTracks.com
and click on I-225
Corridor or call our
information
line at 303-299-2000.

I - 2 2 5 C O R R I D O R S C H E D U L E

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
I-225														

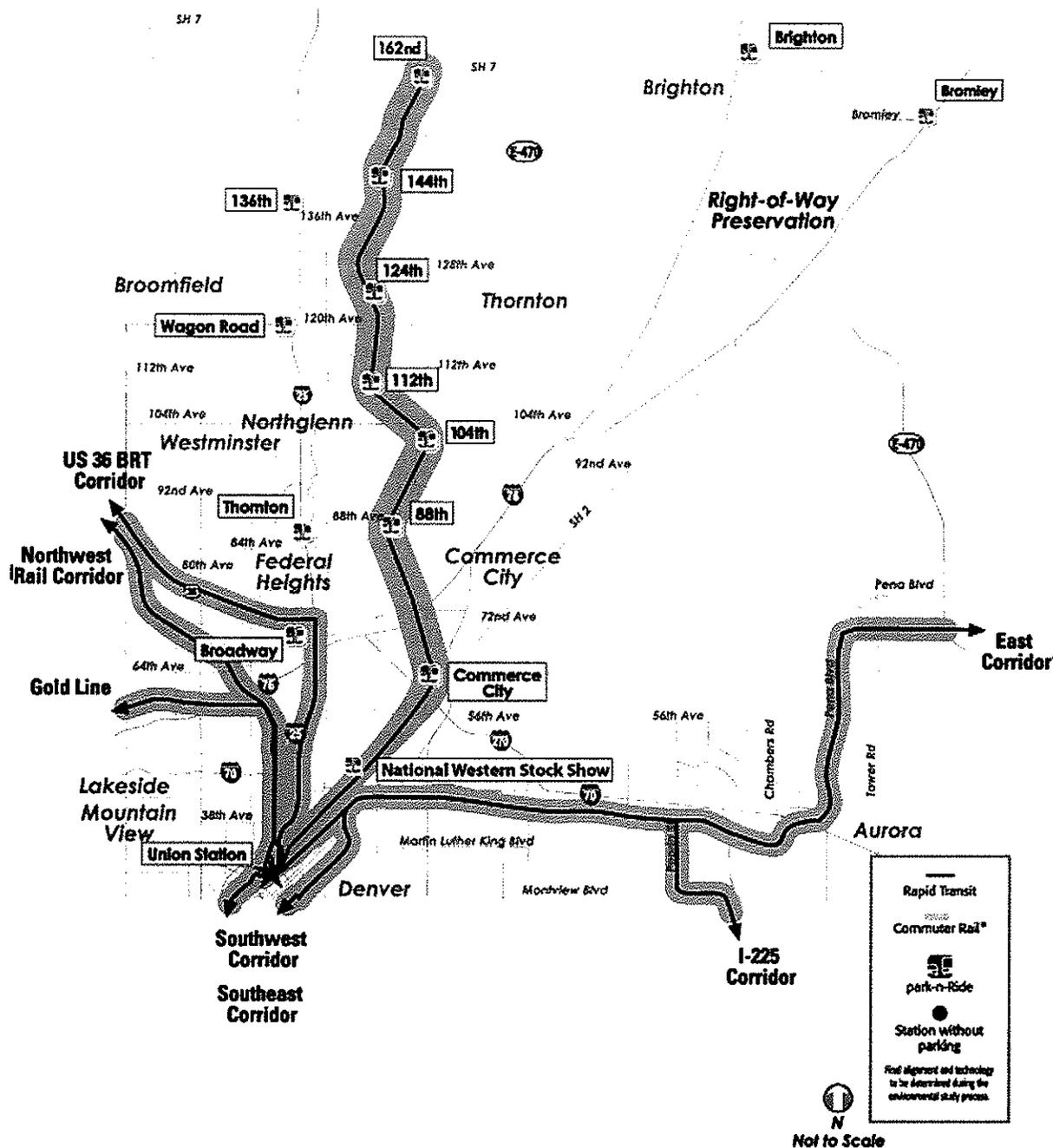
 Environmental Planning / Preliminary Engineering / Contractor Selection

 Final Design / Construction

Schedule consistent with 2010 Financial Plan. Subject to change.



NORTH METRO CORRIDOR



NORTH METRO CORRIDOR FAST FACTS:

Length (miles):	18.4
Vehicle Type:	Electric commuter rail
Stations:	8
Parking:	4,040 parking spaces
Frequency of Service:	15 min (peak)/30 min (off-peak)



NORTH METRO CORRIDOR AT A GLANCE

- The North Metro Corridor is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The North Metro Corridor is a proposed 18.4 mile electric commuter rail transit corridor that connects Denver Union Station with Northglenn, Commerce City and Thornton.
- Eight stations are proposed for the North Metro Corridor, including National Western Stock Show, Commerce City, 88th, 104th, 112th, 124th, 144th and 162nd.



PROJECT OVERVIEW

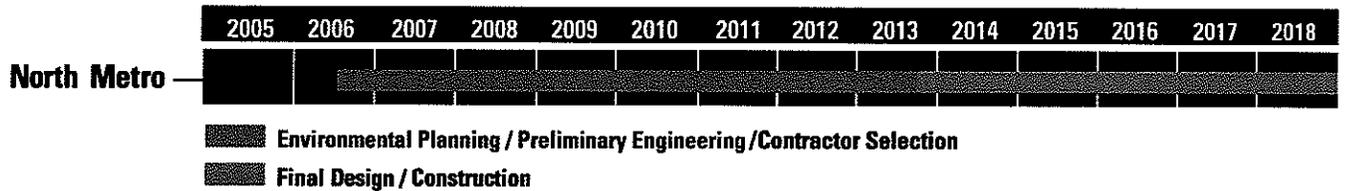
- In 2001, RTD completed the North Metro Major Investment Study (MIS), which evaluated transit alternatives on the north I-25 corridor from Denver to Brighton.
- In 2005, RTD conducted the Three Corridors Scoping Study, which built on previous analysis of the North Metro Corridor.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the North Metro Corridor.
- In 2006, the North Metro Corridor Team began the Environmental Impact Statement (EIS) to analyze transit alternatives in the corridor. The North Metro EIS builds upon recommendations from the two previous studies to identify a recommended alternative, identify possible adverse impacts that may result from its implementation and identify possible mitigation for those impacts.
- In June 2009, RTD purchased the majority of the right-of-way for the North Metro Corridor from Union Pacific Railroad for \$118 million.
- The North Metro Corridor issued a Final EIS in 2011, which identifies the associated benefits and effects of implementing rapid transit service in the area.



**LEARN MORE ABOUT
 NORTH METRO
 CORRIDOR**

For more information, visit
RTD-FasTracks.com
 and click on North Metro
 or call our information line at
 303-299-2000.

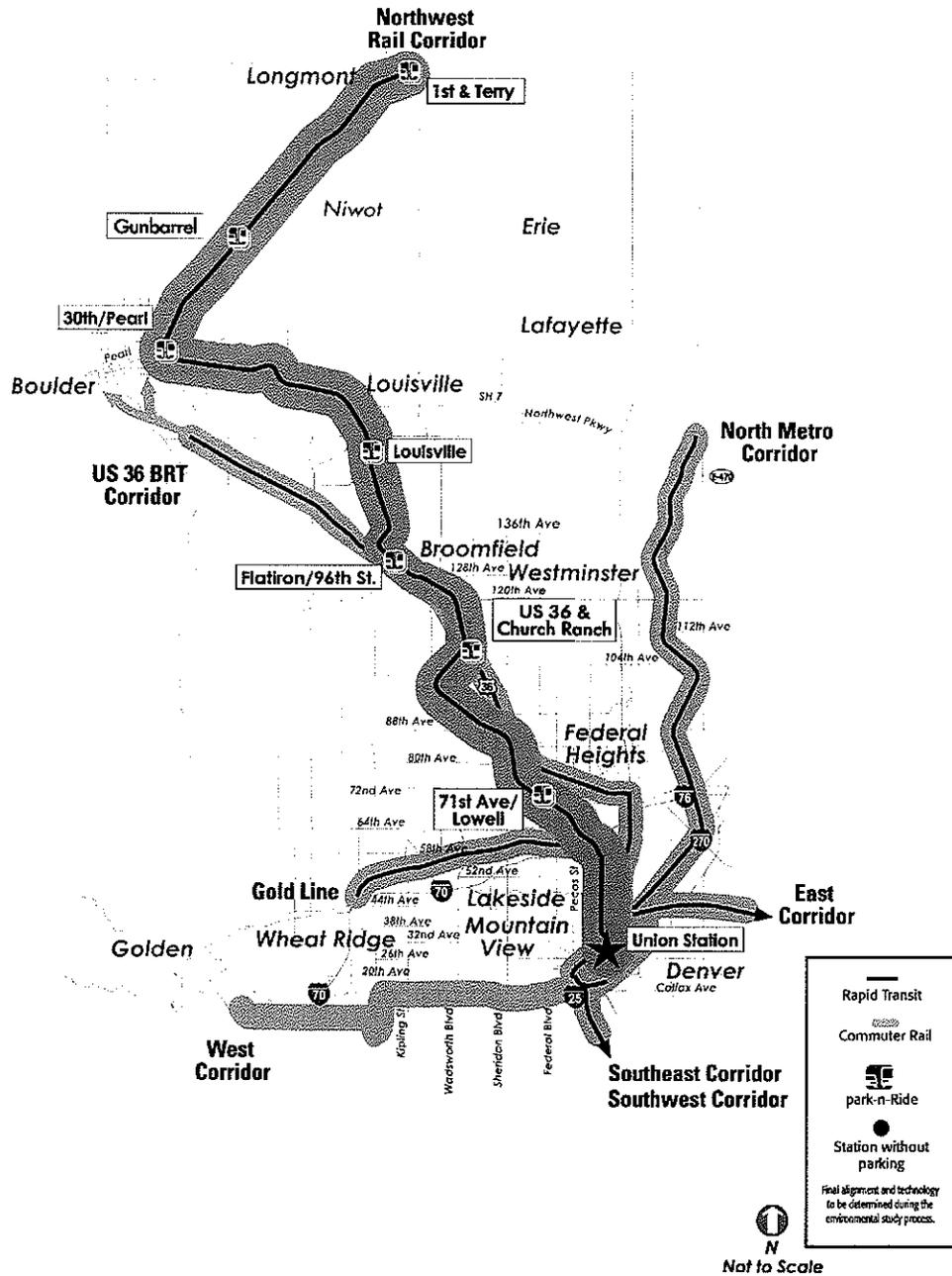
NORTH METRO CORRIDOR SCHEDULE



Schedule consistent with 2010 Financial Plan. Subject to change.



NORTHWEST RAIL CORRIDOR



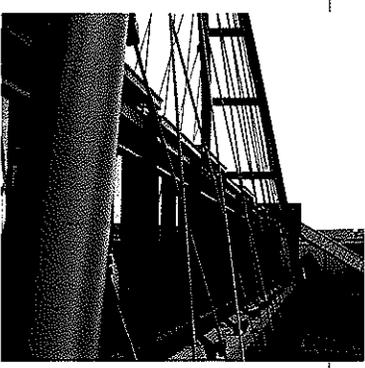
NORTHWEST RAIL FAST FACTS:

Length (miles):	41
Vehicle Type:	Diesel commuter rail
Stations:	7
Parking:	4,393 new parking spaces
Frequency of Service:	30 min (peak)/60 min (off-peak)



NORTHWEST RAIL AT A GLANCE

- The Northwest Rail Corridor is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The Northwest Rail Corridor is a proposed 41-mile diesel commuter rail transit corridor that will operate between Denver Union Station and Longmont, passing through North Denver, Adams County, Westminster, Broomfield, Louisville, and Boulder.
- Seven stations are proposed for the Northwest Rail Corridor, including 71st/Lowell, U.S.36 & Church Ranch, 96th/Flatiron, Louisville, 30th/Pearl, Gunbarrel and 1st & Terry.



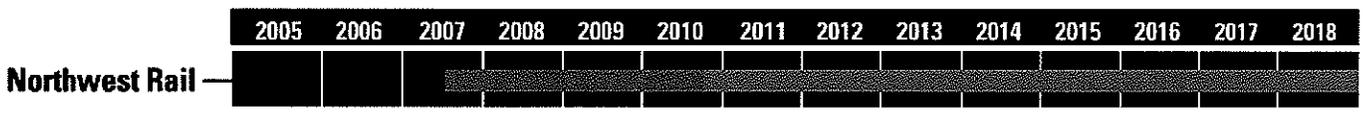
PROJECT OVERVIEW

- In 1998, RTD and the Colorado Department of Transportation (CDOT) began the U.S. 36 Major Investment Study (MIS), which resulted in the identification of a Locally Preferred Alternative (LPA) that called for a combination of transit and highway improvements between Denver and Boulder.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the full length of the existing Northwest Rail Corridor.
- In 2005, RTD completed the Longmont Diagonal Rail Feasibility Study to determine the feasibility of potential commuter rail implementation in the Longmont Diagonal Corridor.
- In late 2005, RTD began an Environmental Evaluation (EE) to further analyze the Longmont Diagonal Rail Study area.
- In 2006, RTD combined the commuter rail portion of the two studies into one corridor – Northwest Rail – to be studied and implemented separately from the highway improvements planned for U.S. 36.
- The Northwest Rail Corridor issued a Final EE in 2010, which identified the associated benefits and effects of implementing rapid transit service along the BNSF Railway Line.
- A segment of the Northwest Rail project, from Denver Union Station to south Westminster, will begin construction in 2011 as part of the Eagle P3 project.

**LEARN MORE ABOUT
NORTHWEST RAIL
CORRIDOR**

For more information, visit
RTD-FasTracks.com
and click on Northwest Rail or
call our information line at
303-299-2000.

NORTHWEST RAIL CORRIDOR SCHEDULE



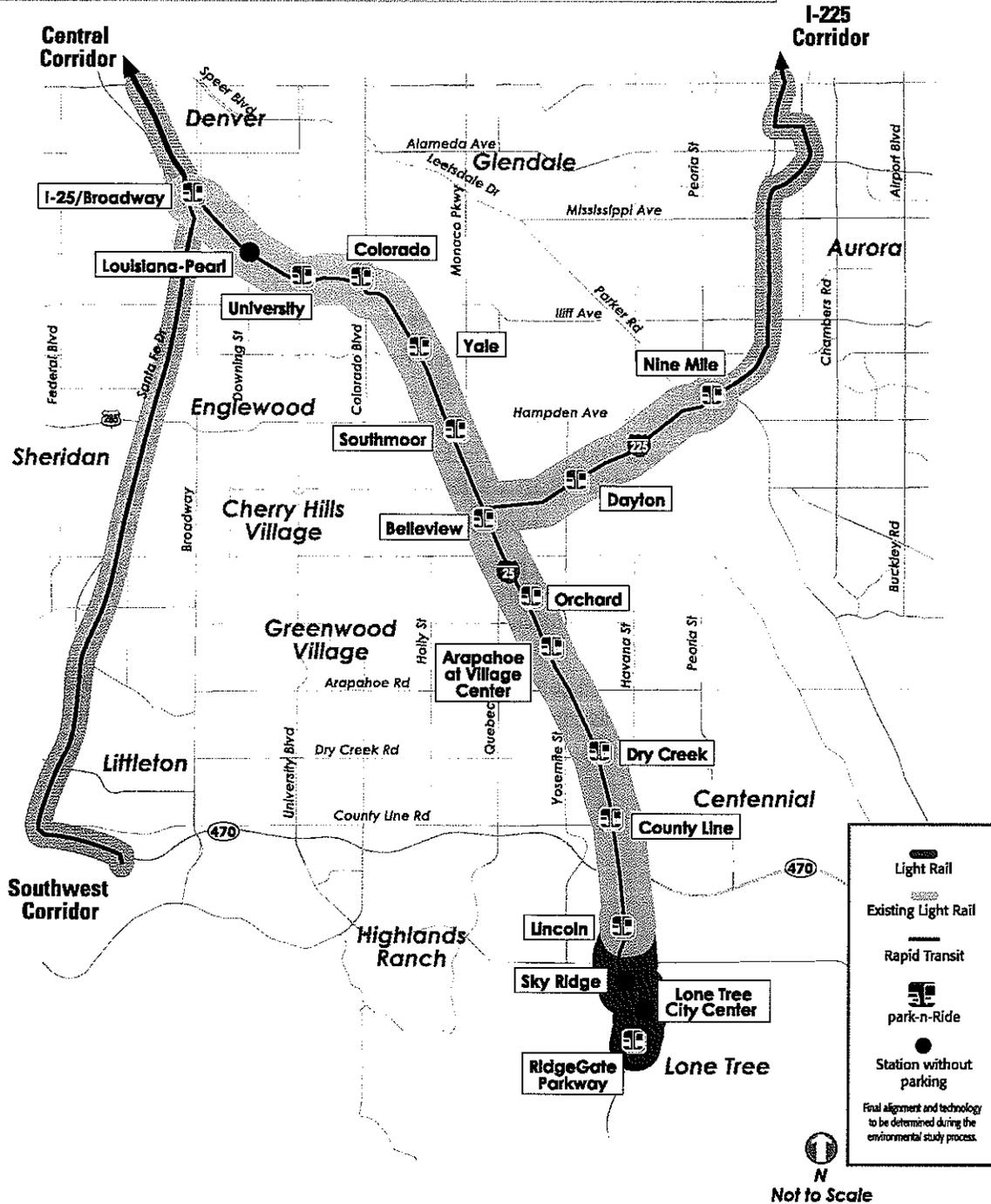
 Environmental Planning / Preliminary Engineering / Contractor Selection

 Final Design / Construction

Schedule consistent with 2010 Financial Plan. Subject to change.



SOUTHEAST CORRIDOR EXTENSION



SOUTHEAST CORRIDOR FAST FACTS:

- Length (miles): 2.3
- Vehicle Type: Light Rail
- Stations: 3
- Frequency of Service: 7.5 min (peak)/10 min (off-peak)



SOUTHEAST CORRIDOR EXTENSION AT A GLANCE

- The Southeast Corridor Extension is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The Southeast Corridor Extension will extend the existing Southeast Light Rail Line 2.3 miles from Lincoln Station to RidgeGate Parkway in the city of Lone Tree.
- Three new stations are proposed for the Southeast Corridor Extension, including a kiss-n-Ride (drop-off station) at Sky Ridge Avenue near the Sky Ridge Hospital and one at the future Lone Tree City Center, and a park-n-Ride at RidgeGate Parkway that will accommodate 2,000 parking spaces.
- Final design and construction on the Southeast Corridor Extension will begin when funding becomes available.



PROJECT OVERVIEW

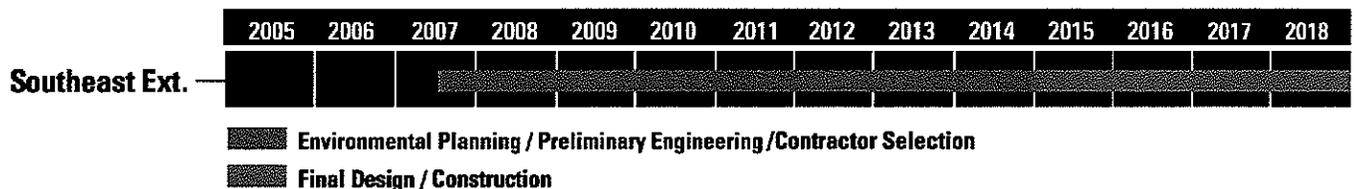
- From the Southeast Corridor/Lone Tree Light Rail Extension Limited Major Investment Study (MIS) that was conducted in 2003, RTD identified the proposed alignment and station locations.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the Southeast Corridor Extension.
- In summer 2008, the environmental planning and basic engineering process began.
- As part of the planning process, an Environmental Evaluation (EE) was conducted, and includes an analysis of alternative alignments and station locations, identification of potential impacts and a recommendation for ways to minimize and mitigate any impacts throughout the corridor.
- A final EE, as well as 30 percent basic engineering, was completed in 2010.



LEARN MORE ABOUT SOUTHEAST CORRIDOR

For more information, visit
RTD-FasTracks.com
 and click on Southeast Corridor
 or call our information line at
 303-299-2000.

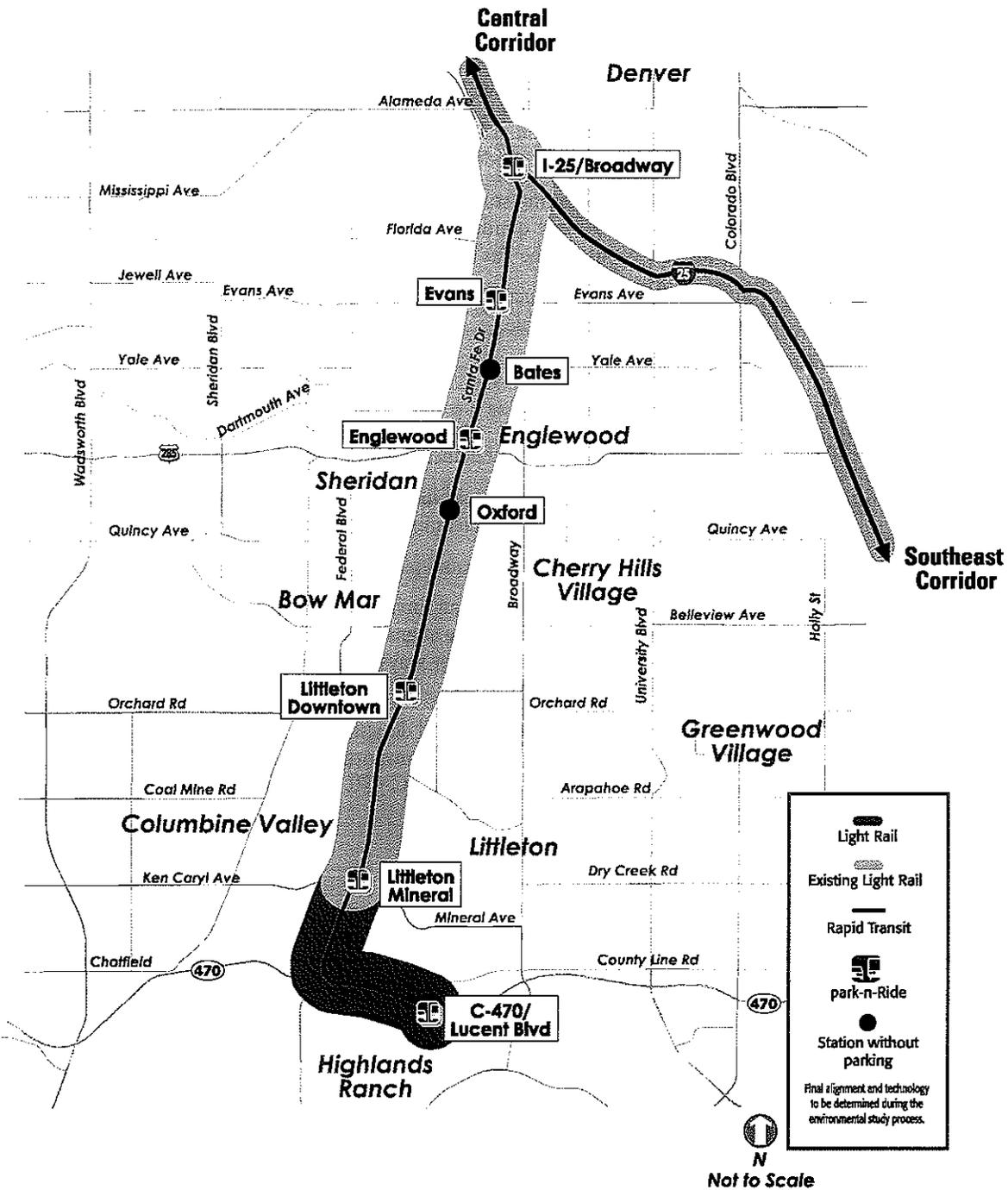
SOUTHEAST CORRIDOR SCHEDULE



Schedule consistent with 2010 Financial Plan. Subject to change.



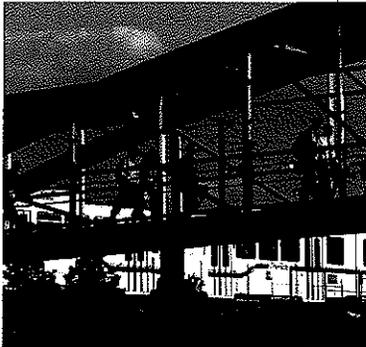
SOUTHWEST CORRIDOR EXTENSION



SOUTHWEST CORRIDOR FAST FACTS:	
Length (miles):	2.5
Vehicle Type:	Light Rail
Stations:	7
Parking:	1,000 new parking spaces
Frequency of Service:	10 min. (peak)/15 min. (off-peak)



SOUTHWEST CORRIDOR EXTENSION AT A GLANCE



- The Southwest Corridor Extension is part of FasTracks, RTD's voter-approved multi-year comprehensive plan to expand quality transit service in the Denver metro region.
- The Southwest Corridor Extension will extend the existing Southwest Light Rail Line 2.5 miles from Mineral Station to Lucent Boulevard in Highlands Ranch.
- A new end-of-line station at Lucent and C-470 will accommodate up to 1,000 additional parking spaces for the corridor.
- Planning and engineering studies will also include an evaluation of a potential intermediate station at the southeast quadrant of the Santa Fe Boulevard and C-470 interchange, that is not funded as part of the FasTracks plan.
- Final design and construction on the Southwest Corridor Extension will begin when funding becomes available.



PROJECT OVERVIEW

- A Planning and Conceptual Engineering Study for the Extension was completed in 2002.
- In November 2004, the FasTracks initiative was passed by voters, providing funding for a regional rapid transit system, including the Southwest Corridor Extension.
- In summer 2008, the environmental planning and basic engineering process began.
- As part of the planning process, an Environmental Evaluation (EE) was conducted, and includes an analysis of alternative alignments and station locations, identification of potential impacts and a recommendation for ways to minimize and mitigate any impacts throughout the corridor.
- RTD is coordinating engineering and design with the Colorado Department of Transportation (CDOT) efforts on the proposed C-470 flyover ramp at Santa Fe Drive.
- A final EE, as well as 30 percent basic engineering, was completed in 2010.

LEARN MORE ABOUT SOUTHWEST CORRIDOR

For more information, visit RTD-FasTracks.com and click on Southwest Corridor or call our information line at 303-299-2000.

SOUTHWEST CORRIDOR SCHEDULE

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Southwest Ext.														

Environmental Planning / Preliminary Engineering / Contractor Selection
 Final Design / Construction

Schedule consistent with 2010 Financial Plan. Subject to change.





The Regional Workforce Initiative Now (WIN) is a collaborative workforce partnership led by Denver's Regional Transportation District (RTD), in coordination with the Community College of Denver, Denver Transit Partners, and Urban League of Metro Denver. WIN seeks to leverage existing training resources to identify, assess, train, and place community members, including military veterans, into careers in transportation and mixed-use development projects, thereby growing the local workforce and strengthening the economy.

WIN addresses regional workforce challenges identified by employers, construction training programs, and community stakeholders to ensure that training protocols link directly to employment for mutual benefit.

- Need for streamlined access to a pre-screened local workforce
- Demand for coordination among training programs to limit duplication of services
- Support for capacity building activities for local service providers to enhance program operations
- Access to employment and training for community residents impacted by large infrastructure projects

What is WIN's mission?

WIN seeks to support livable, sustainable communities by supporting the workforce, businesses, and neighborhoods in the following ways:

Workers

- Develop skills that are transferable into various industry sectors
- Provide training, jobs, and career development through local partnerships

Businesses

- Support opportunities to create and grow local businesses
- Provide a coordinated process to customize hiring and training

Communities

- Increase access to resources that support community growth
- Strengthen existing community organizations through collaborative networks

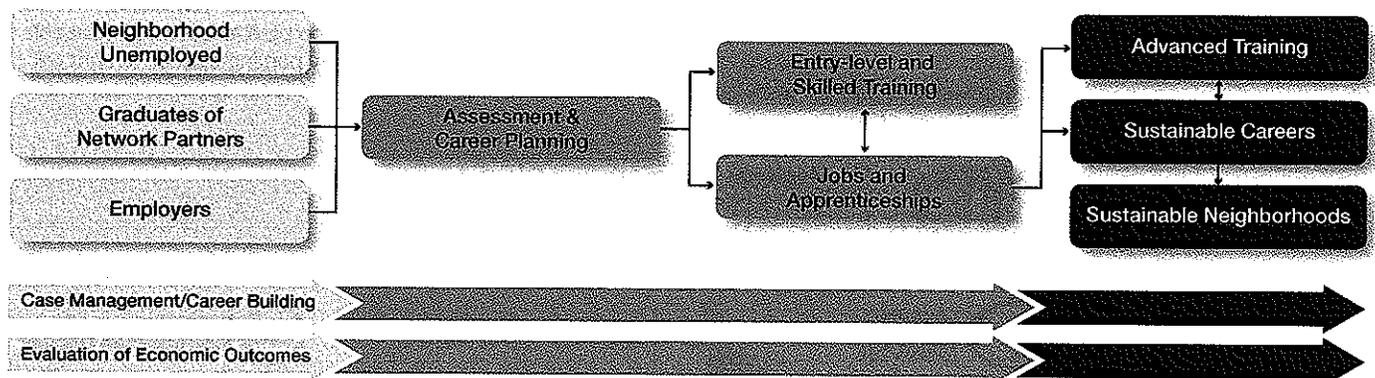
What are the benefits?

Through collaborative partnerships, WIN seeks to benefit clients, employers, and partners.

- Clients receive training, placement and resources to help them attain and retain jobs with living wages
- Employers benefit from an aligned network of training and resource providers with expertise in placement and retention for long-term employment success; Moreover, the WIN network will connect employers with financial incentives and workforce development resources
- Collaborators benefit from coordinated agency partnerships that utilize each organization's unique expertise to meet shared client needs

How does WIN work?

The WIN model has three delivery components—pre-employment services, training and placement services, and career and community development services. As illustrated in the following diagram, case management and career building services are integrated through all phases of delivery.



How extensive is WIN's training and service network?

WIN utilizes an existing network of training and service providers, including community and technical colleges, community organizations, industry training programs and the public workforce system, to address business and community needs. This innovative approach offers significant benefits:

- Limits duplication of programs and reduces training costs by targeting resources to address shared needs
- Leverages resources by providing placement activities for programs already receiving training funds from outside sources
- Ensures diverse training options including entry-level and skilled upgrade training, as well as entrepreneurial skills development
- Establishes a collaborative forum to solve common challenges that create barriers to long-term employment success in the transit and construction industries
- Provides on-going career coaching and mentoring activities, supports retention on-the job and offers post training, a service that many community programs lack funding to offer
- Encourages partnerships that may bring additional funding sources to the community to expand critical supportive services programs

How is success measured?

WIN's success will be measured by its positive effects on job seekers, businesses, communities and regional partnership development. Specific metrics based on key socio-economic factors including unemployment rate, job growth, educational attainment, crime rate, property value, and income will be established in residential areas impacted by construction projects.

In addition, training and employment goals will be determined to measure outcomes in three categories—entry level training and placement, skilled upgrade training and placement, and customized advanced training for incumbent workers. Quarterly and annual reports will monitor progress in achieving WIN program metrics.

Is this program sustainable?

This partnership leverages significant resources by aligning existing programs to provide new services. These resources include staff positions, training facilities and previously developed course curricula, thereby allowing WIN partners to focus their activities on providing services to ensure participant success and employer satisfaction.

In all planning and implementation activities, WIN will focus on sustainability to leverage partnership resources. Strategies to ensure project sustainability include:

- Use and align existing resources to enhance connections with other regional industry-related programs and funding streams
- Partnership with metro Denver workforce regions to ensure coordinated services and leveraged Workforce Investment Act funding
- Development of a long-term WIN sustainability plan within the first year

It is our intention that the WIN partnership will serve as a model for community workforce development programs on transit infrastructure projects, which may be implemented on a national scale.

What is WIN's current focus?

WIN is initially focused on developing local construction careers along the Eagle P3 corridor of the RTD FasTracks project in metro Denver, Colorado. This corridor will provide vital transportation between downtown Denver and Denver International Airport (DIA). We estimate that at the height of construction, between 2012-2013, the Eagle P3 project alone will create thousands of jobs.

About RTD

The Regional Transportation District (RTD) is Colorado's largest public transit network. With more than 150 bus routes and 5 light rail lines, RTD connects the eight-county metro Denver community. RTD's FasTracks project, is a multi-billion dollar comprehensive transit expansion plan to build 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit, 21,000 new parking spaces at light rail and bus stations, and enhance bus service. In the process, RTD will create jobs, opportunities, and increase transit options.



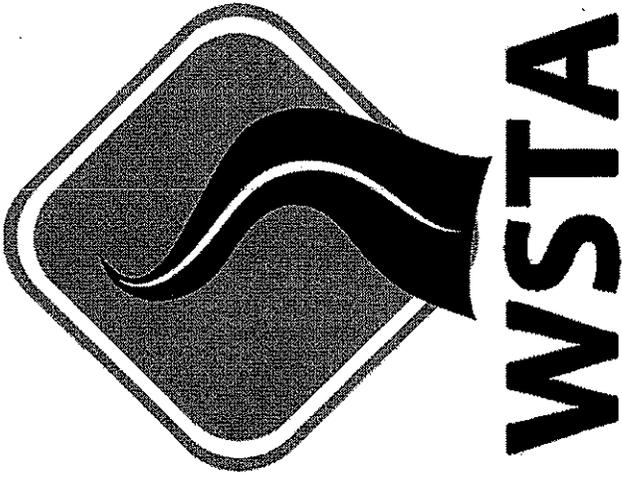
Regional Transportation District

1600 Blake St., Denver, Colorado 80202
303.299.6000 | rtd-denver.com



LET'S CONNECT.

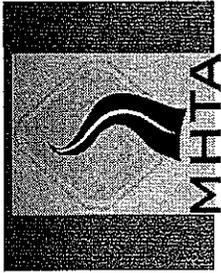




WESTERN STATES TRANSPORTATION ALLIANCE

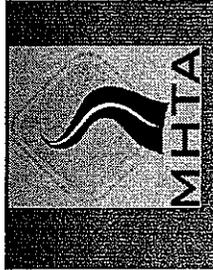
September 2011

Creating Western Regional Outcomes from Federal
Reauthorization Process.



WSTA

Association of 10 western states, is seeking to build a consensus among member and other western states on key western transportation issues and to impact the federal reauthorization process now underway for the betterment of western states. Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, Utah and Wyoming.



WSTA is Seeking

Adoption of Western Governors Transportation Scenario from FHWA study done in 1999 for reauthorization.

Identification from western DOT agencies and industry associations other consensus items for support.

Build upon the WGA/FHWA 1999 report and current state alliances to impact reauthorization process to the benefit of western states and create western regional transportation improvements

Western States Highway Transportation Issues

Growth in
Western
States

Capacity
Issues for
all States
to include
movement
of freight
& services

Funding to
preserve
and
expand
system

Oversight
of highway
systems in
the west

Creating
new
efficiencies
that reduce
congestion
& emissions

WGA Harmonization Study States



Colorado

Idaho

Kansas

Montana

Nebraska

Nevada

North Dakota

Oklahoma

Oregon

South Dakota

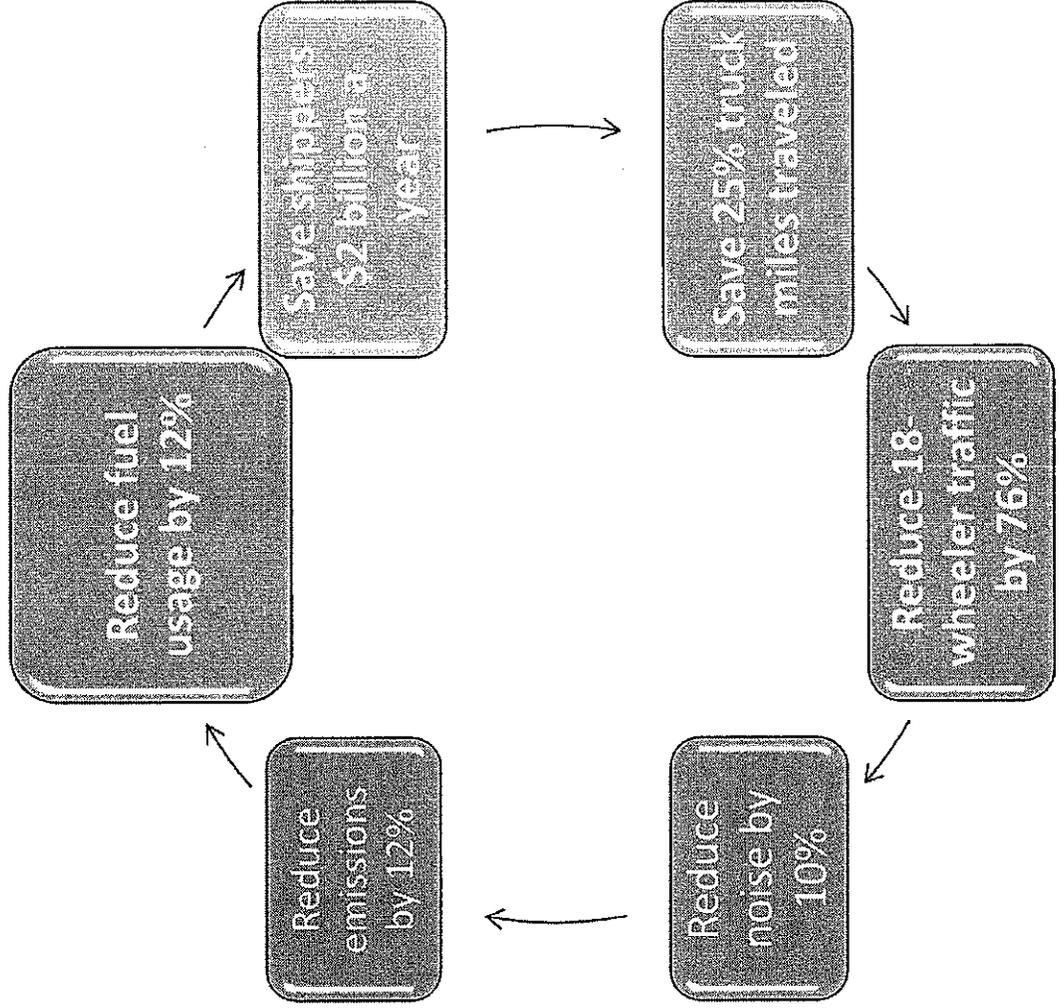
Utah

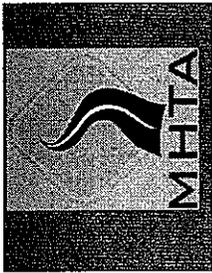
Washington

Wyoming



Study Found That Harmonization Would





The Next Highway Reauthorization Bill

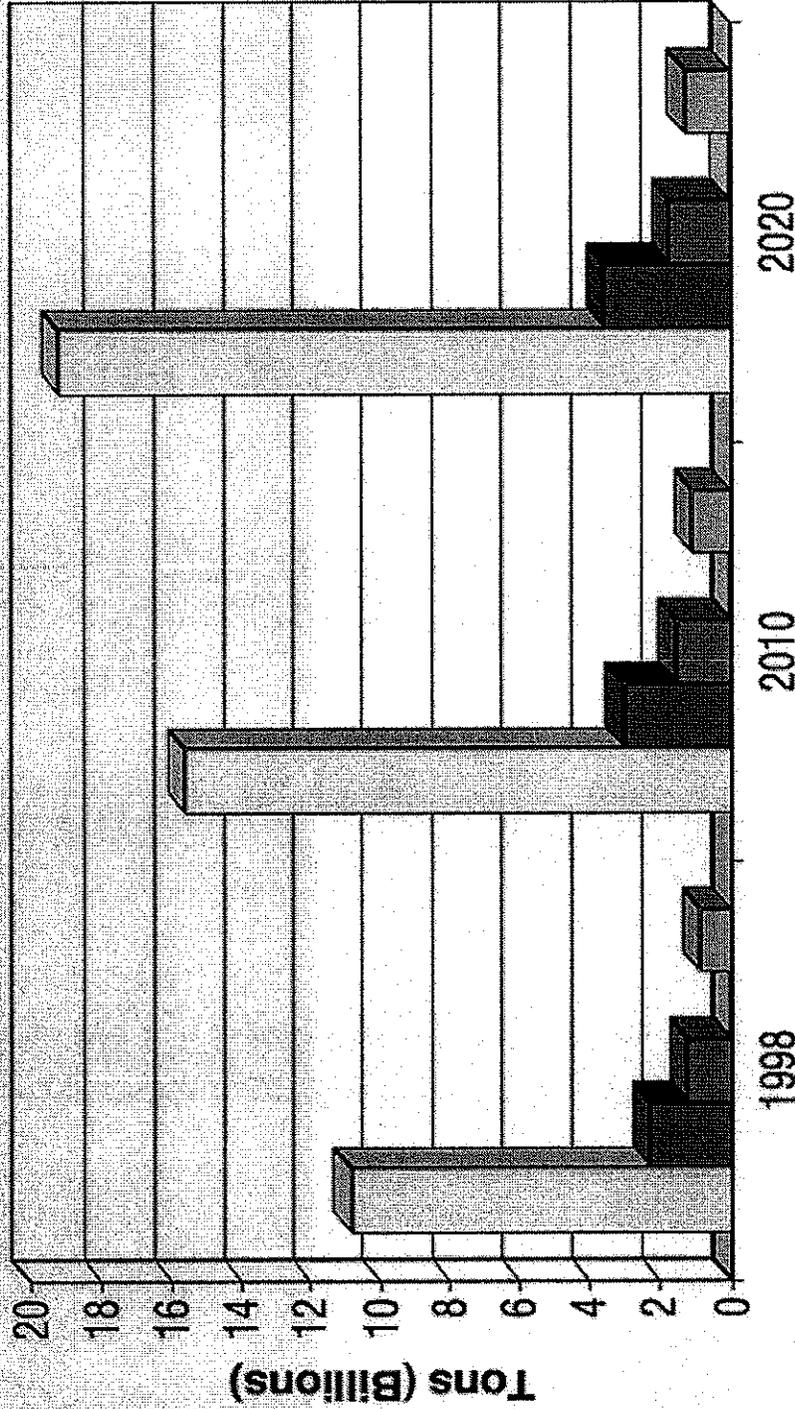


Major Themes

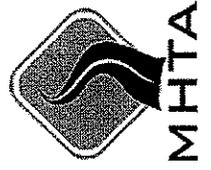
- Expand Highway Capacity and Fully Utilize the Existing System
- Move Freight Efficiently
- Move Freight & Traffic Safely and Securely
- Move Freight in an Environmentally Friendly Manner.

Total Traffic Forecasts-by Tons

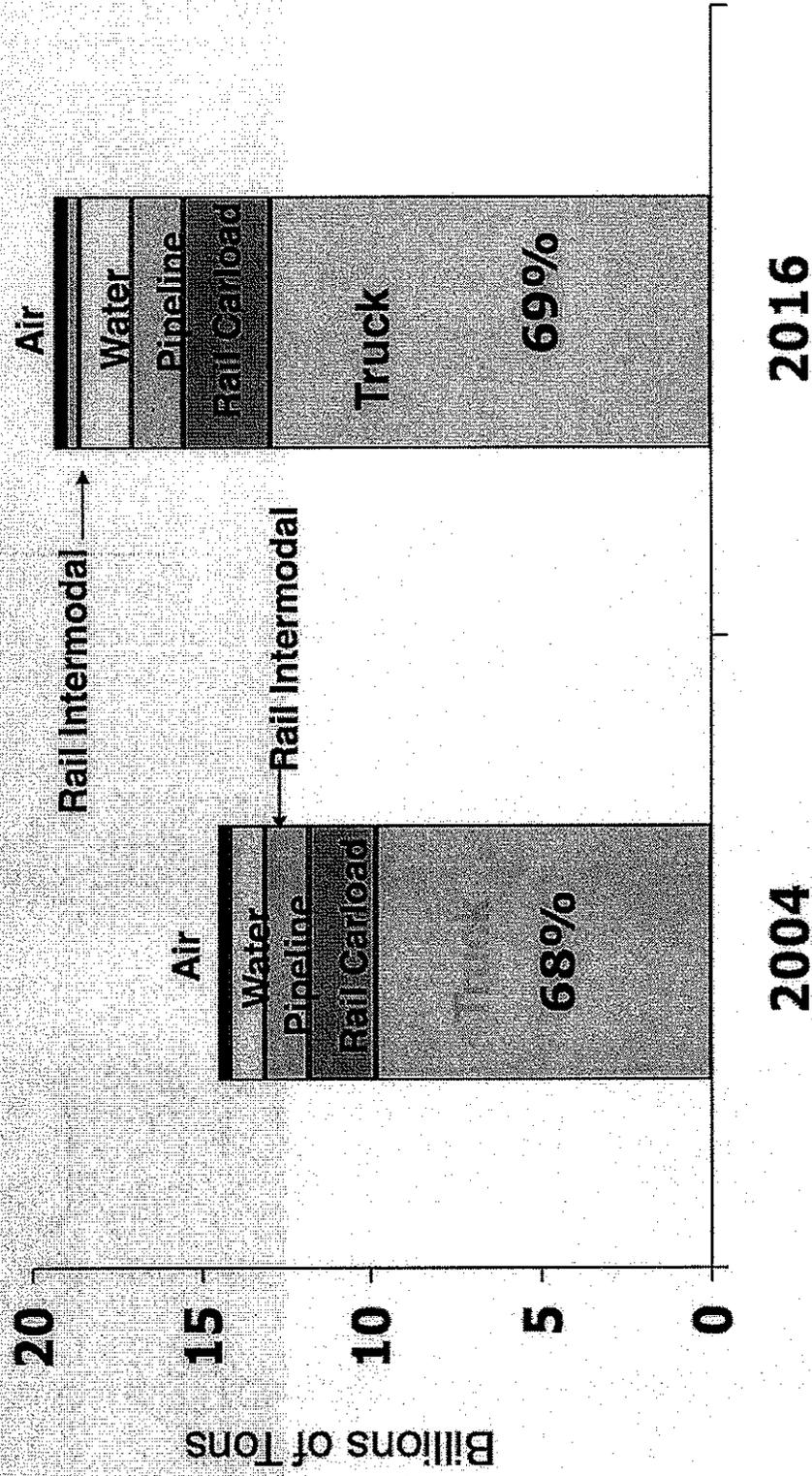
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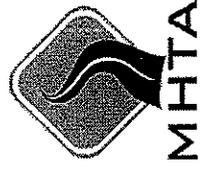
Truck Rail Water Air Other

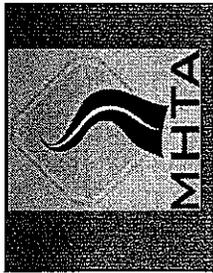


Projected Growth in Freight Transportation Tonnage – Today to 2016



Source: U.S. Freight Transportation Forecast to...2016





WSTA is Working to Bring New Efficiencies to Western Highway Transportation

Greater fuel saving-
less western emissions

Greater efficiency in
transporting goods-less
congestion on
roadways

Greater safety
opportunities- less
infrastructure damage

With these kinds of
potential benefits- the
need is there for western
states to impact the
reauthorization process to
reflect western
needs/opportunities.



WSTA Recent Resolutions

- Lifting the freeze on interstate system for combination vehicles.
- Create driver awareness training for commercial vehicles on highways.
- Support western state needs for funding in the federal reauthorization legislation.
- Create standards for Super Loads permits issued by western DOT

Statutorily Required Reports

Committee	Section	Division	Request Name	Description	Frequency	Due Date	Status	Notes
House Transportation & Energy, Senate Transportation	Section 2-3-104	Transportation Commission (COOT)	(Unofficial) Capital Construction Request based on STIP	To study the capital construction request from the Transportation Commission for state highway reconstruction, repair, and maintenance projects to be funded from money transferred to the capital construction fund, the transportation commission shall submit its capital construction request, based on the statewide transportation improvement programs, with a prioritized list of recommended state highway reconstruction, repair, and maintenance projects with the priority of projects on the list determined on the basis of greatest need without regard to location in the state, except that for the 1998-99 fiscal year, the prioritized list of projects to be funded by the revenues appropriated for such year by House Bill 98-1202, as enacted at the second regular session of the sixty-first General Assembly, shall consist only of state highway reconstruction, repair, maintenance, and capacity expansion projects.	Unspecified	Unknown/Not Received	N/A	
House Transportation & Energy, Senate Transportation	Section 24-30-104, C.R.S.	Department of Personnel and Administration	(Unofficial) Natural Gas Motor Vehicle Purchases	The executive director of the Department of Personnel and Administration shall report to the Transportation Committee of the Senate and the Transportation and Energy Committee of the House of Representatives, or any successor committees, detailing the key financial decision points and analysis that led to the executive director's determination to purchase or decline to purchase motor vehicles that operate on natural gas.	2010 session (date Unspecified)	Unknown/Not Received	N/A	
House Transportation & Energy, Senate Agriculture, Natural Resources, and Energy	Section 24-38-7-104, C.R.S.	Governor's Office	(Unofficial) Colorado Clean Energy Finance Program	Subject to the limitation set forth in section 24-1-135(1), the Governor's Office shall report to the Transportation and Energy Committee of the House of Representatives, and the Agriculture, Natural Resources, and Energy Committee of the Senate, or any successor committees, regarding the Colorado Clean Energy Finance Program. The report shall include the information provided to the office in the program administrator's annual report and whatever additional information the office deems relevant to fully apprise the committees regarding the status of the program.	January 30, 2010 (and thereafter)	Unknown/Not Received	N/A	
House Transportation & Energy, Senate Transportation	Section 32-9-106.1, C.R.S.	Regional Transportation District	(Unofficial) RTD District Area	Copies of the Regional Transportation District boundary map and written document shall be certified by the secretary of the board and shall be filed with the Secretary of State, the Division of Local Government in the Department of Local Affairs, the Department of Revenue, the Transportation and Energy Committee of the House of Representatives, or any successor committee, and the Transportation Committee of the Senate, or any successor committee.	Unspecified	January 2009	Paper	
House Transportation & Energy, Senate Agriculture, Natural Resources, and Energy	Section 40-2-105.5, C.R.S.	Public Utilities Commission	(Unofficial) Incentives for Distributed Generation	The Public Utilities Commission shall develop a policy to establish incentives for consumers who produce distributed generation, including, but not limited to, small wind turbines, thermal biomass, electric biomass, and solar thermal energy. The commission shall consider whether a credit program similar to the renewable energy standard set forth in section 40-2-124 would work for consumers who produce distributed generation. The commission shall present the policy and findings regarding a credit program to the House of Representatives Transportation and Energy Committee and the Senate Agriculture, Natural Resources, and Energy Committee, or their successor committees.	Unspecified	Unknown/Not Received	N/A	Remove*
House Transportation & Energy, Senate Agriculture, Natural Resources, and Energy	Section 40-3-7-105, C.R.S.	Governor's Office - CO Clean Energy Development Authority	(Unofficial) 3-Year Plan of CO Clean Energy Development Authority	The authority shall adopt and submit its initial three-year plan to the Agriculture, Natural Resources, and Energy Committee of the Senate and the Transportation and Energy Committee of the House of Representatives, or any successor committees.	February 1, 2008 (and every third year after)	Unknown/Not Received	N/A	Remove*
House Transportation & Energy, Senate Agriculture, Natural Resources, and Energy	Section 40-3-7-123, C.R.S.	Governor's Office - CO Clean Energy Development Authority	(Unofficial) Activities Report	The authority is required to submit a report of its activities to the Governor and to the Agriculture, Natural Resources, and Energy Committee of the Senate and the Transportation and Energy Committee of the House of Representatives, or any successor committees, no later than February 1 of each year. Each report shall set forth a complete operating and financial statement covering the authority's operations for the previous fiscal year.	February 1 (annually)	Unknown/Not Received	N/A	Remove*
House Transportation & Energy, Senate Transportation	Section 42-3-301, C.R.S.	Correctional Industries	(Unofficial) License Plate/Decal Tabs Fee	The director of shall file a written report with the Transportation and Energy Committee of the House of Representatives, or any successor committee, and the Transportation Committee of the Senate, or any successor committee, concerning any change within the preceding five years in the amount of the license plate and tab fees and any related fee changes.	March 1, 2010 (and every fifth year after)	Unknown/Not Received	N/A	

* Loopers

House Transportation & Energy; Senate Transportation	Section 43-1-113	Department of Transportation	(Unofficial) Proposed Budget Allocation Plan	The Transportation Commission shall adopt and the Department of Transportation shall submit to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee, and the Governor a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1 of the succeeding year. The plan shall be submitted in a format determined by the Joint Budget Committee.	December 15 (annually)	December 2009	Paper
House Transportation & Energy; Senate Transportation	Section 43-4-713, C.R.S.	Department of Transportation	(Unofficial) COOT Revenues	The executive director shall submit a report to the members of the Joint Budget Committee of the General Assembly, the members of the Legislative Audit Committee of the General Assembly, the chair of the House Transportation and Energy Committee and the chair of the Senate Transportation Committee that includes, at a minimum, the following information: (a) The total amount of revenue anticipation notes issued by the executive director in accordance with this part 7; (b) The qualified federal aid transportation projects for which the proceeds from such revenue anticipation notes have been expended, the amount of note proceeds expended on each project, the status of each project, and the estimated date of completion for such projects not yet completed; (c) The total amount of federal transportation funds paid to the department since such revenue anticipation notes have been issued; and (d) The total amount of proceeds from the issuance of revenue anticipation notes, state matching funds, and federal transportation funds allocated by the commission in each state fiscal year for the payment of such revenue anticipation notes and the costs associated with the issuance and administration of such notes.	January 15 (annually)	January 2010 January 2011	Paper & Electronic
House Transportation & Energy; Senate Transportation	Section 43-4-805, C.R.S.	Department of Transportation	(Unofficial) Statewide Bridge Enterprise Report	The Statewide Bridge Enterprise shall present a report to the committees of the House of Representatives and the Senate that have jurisdiction over transportation that includes a summary of the bridge enterprise's activities for the previous year, a summary of the status of any current designated bridge projects, a statement of the enterprise's revenues and expenses, an estimate of the number of jobs created or preserved as a result of the enterprise's activities, and any recommendations for statutory changes that the enterprise deems necessary or desirable. The committees shall review the report and may recommend legislation. The report shall be public and shall be available on the web site of the department on or before January 15 of the year in which the report is presented.	February 15, 2010 (and Feb. 15 of every year after)	January 2010	Electronic
House Transportation & Energy; Senate Transportation	Section 43-4-805, C.R.S.	Department of Transportation	(Unofficial) High Performance Transportation Enterprise Report	The High Performance Transportation Enterprise shall present a report to the Committees of the House of Representatives and the Senate that have jurisdiction over transportation. The report shall include a summary of activities for the previous year, a summary of the status of any current surface transportation infrastructure projects, a statement of the enterprise's revenues and expenses, and any recommendations for statutory changes that the enterprise deems necessary or desirable. The committees shall review the report and may recommend legislation. The report shall be public and shall be available on the web site of the department on or before January 15 of the year in which the report is presented.	February 15, 2010 (and Feb. 15 of every year after)	Recently enacted	N/A
House Transportation & Energy; Senate Transportation	Section 43-4-813, C.R.S.	Department of Transportation	(Unofficial) Transportation Deficit Report	The department is required to prepare and present to the Transportation and Energy Committee of the House of Representatives and the Transportation Committee of the Senate, or any successor Committees, a transportation deficit report that separately addresses the goals of repairing deficient highways and bridges, as evidenced by a C or D rating, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. For each goal, the report shall include a listing of the annual costs for each of the next ten fiscal years of achieving the goal, the annual increase and rate of increase of the costs, the factors contributing to the costs, including, but not limited to, the rate and geographic distribution of population growth, vehicle size and weight, land use policies, and work patterns; methods of reducing the impact of the cost factors, including, but not limited to, land use policy changes, increased use of transit, telecommuting, and peak transportation system demand reduction practices and economic incentives; and a comparison of the costs of mitigating the cost factors and the costs of achieving the goal by repairing, upgrading, or expanding the transportation system. The report shall explain why any cost estimate for a goal differs by more than five percent from any department estimate of such costs published before the effective date of this section and shall separately account for cost overruns other than overruns attributable to increases in the Colorado construction cost index. The department shall publish the report on its web site in a format that can be downloaded.	June 30, 2009 (and March 1 of any year in which road or bridge safety surcharges are imposed)	June 2009	Paper & Electronic

Interim - Transportation Legislation Review Committee

Committee	Section	Department	Report Title	Report Due	Frequency	Start Date	End Date	Medium
Interim - Transportation Legislation Review Committee	Section 25-17-202.7, C.R.S.	Department of Public Health and Environment	[Unofficial] Waste Tire Report	The Department of Public Health and Environment shall report to the Transportation Legislation Review Committee the total number of waste tires recycled in this state according to the information submitted to the Department pursuant to section 30-20-09, C.R.S.	July 1 (annually)	July 2009	July 2010	Electronic
Interim - Transportation Legislation Review Committee	Section 42-4-305, C.R.S.	Department of Revenue	[Unofficial] Quality Assurance and Enforcement Issues Reporter	The executive director shall report to the Transportation Legislation Review Committee annually on the effectiveness of the quality assurance and enforcement measures contained in this section, the overall motorist compliance rates with inspections for registration denial, and the status of state implementation plan compliance pertaining to quality assurance. This annual report shall be submitted to the commission in May of each year for incorporation into appropriate annual and biennial reporting requirements. Reports shall cover the previous calendar year.	Unspecified (annually)	Unknown/Not Received	Unknown/Not Received	N/A Remove
Interim - Transportation Legislation Review Committee	Section 42-4-307, C.R.S.	Department of Public Health and Environment	[Unofficial] High Emitter Program	The Department of Public Health and Environment, in cooperation with the contractor, shall brief the Transportation Legislation Review Committee on the cost and effectiveness of the High Emitter Program. The briefing shall compare the effectiveness of the high emitter program to other emissions reduction options, including, but not limited to, the elimination of the AIR program, the elimination of the requirement for regular motor vehicle emissions inspections, and the appropriate reduction of the emissions inspection fee.	October 15 (annually)	Unknown/Not Received	Unknown/Not Received	N/A Remove
Interim - Transportation Legislation Review Committee	Section 43-4-404, C.R.S.	Department of Transportation	[Unofficial] Law Enforcement Assistance Fund for the Prevention of Drunk Driving Report	The Office of Transportation Safety shall allocate not less than fifty percent and not more than seventy percent of the moneys to municipalities and city and counties that have established a qualified drunken driving prevention and law enforcement program. The intent of the General Assembly is that these moneys be expended in a manner that will improve enforcement of drunken driving laws. To this end, rules for the distribution of these moneys shall be developed by the office of transportation safety. The office shall report annually to the Transportation Legislation Review Committee on the distribution and expenditure of these funds and the nature and purpose of the programs. All moneys appropriated hereunder shall be used for drunken driving prevention and law enforcement improvement by municipalities and city and counties and not for statewide programs.	Unspecified (annually)	Unknown/Not Received	Unknown/Not Received	N/A Remove
Interim - Transportation Legislation Review Committee	Section 43-4-514 (1), C.R.S.	Public Highway Authorities	[Unofficial] PHA Boundaries Report	Copies of public highway authority boundaries shall be filed with the Transportation Legislation Review Committee.	Unspecified	Unknown/Not Received	Unknown/Not Received	N/A Remove
Interim - Transportation Legislation Review Committee	Section 43-4-514 (3), C.R.S.	Department of Local Affairs, Division of Local Government	[Unofficial] Notification of PHA Matters	The Division of Local Government is required to file an annual report with the Transportation Legislation Review Committee concerning the activities of public highway authorities, detailing how many authorities have been created, their boundaries, and a description of the public highways which are being constructed and how they are being financed.	Unspecified	January 5, 2011	January 5, 2011	Electronic
Interim - Transportation Legislation Review Committee	Section 43-1-1303 (3), C.R.S.	Department of Transportation	Rail Line Acquisition Report	Report on potential rail line acquisitions	Unspecified	October 2010	October 2010	N/A Remove
Interim - Transportation Legislation Review Committee	Section 43-4-514 (4), C.R.S.	Public Highway Authorities	[Unofficial] PHA Activities	A report annually to the Transportation Legislation Review Committee on public highway authority activities during the previous year and on its proposed activities during the succeeding year. The board and staff of the authority shall cooperate with the Transportation Legislation Review Committee in carrying out its duties.	August (annually)	Unknown/Not Received	Unknown/Not Received	N/A Remove