

Transportation Legislation Review Committee Presentation

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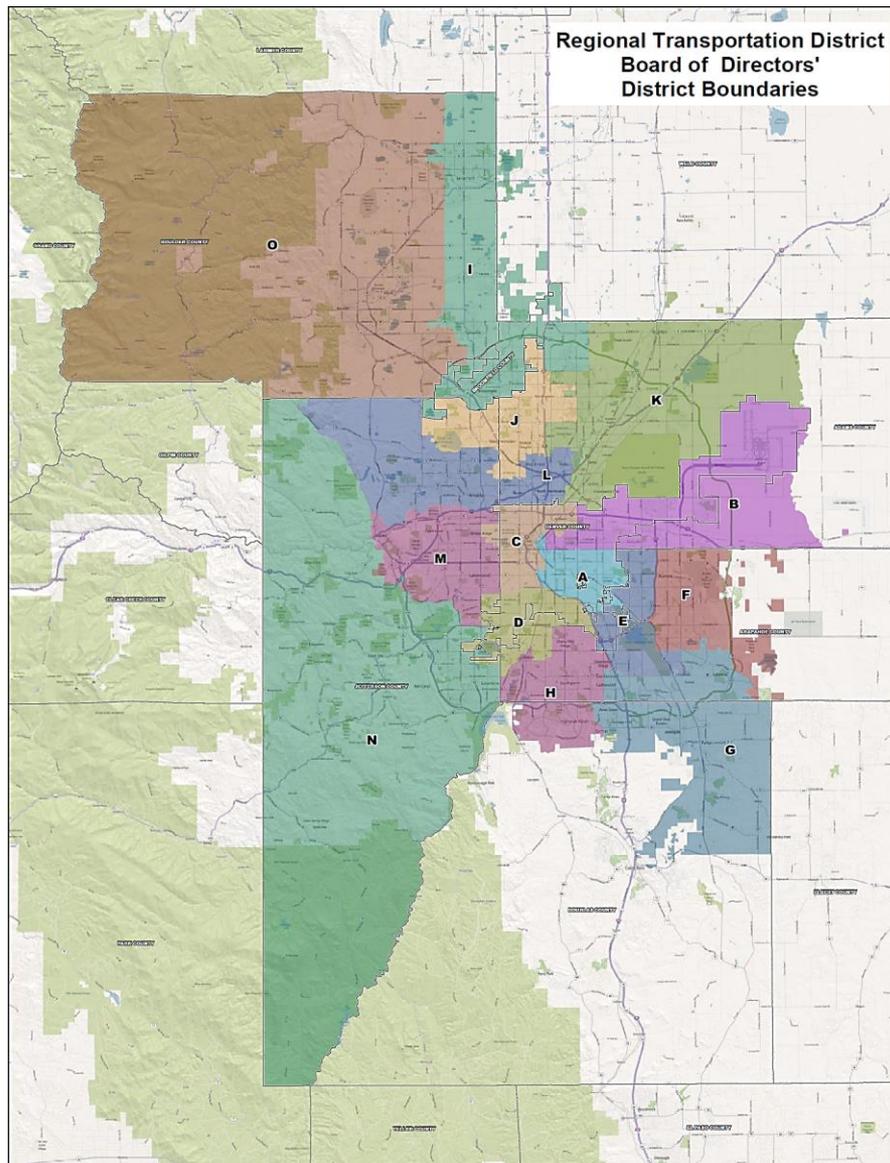
August 5, 2014

Agenda

- RTD Overview/Update
- Union Station Update
- FasTracks Progress
- US 36 Bus Rapid Transit Update
- Northwest Area Mobility Study Consensus
- FasTracks Project Updates
- FasTracks Moving Forward
- Questions



RTD Service Area



8 counties or portions thereof:

- Adams
- Denver
- Arapahoe
- Douglas
- Boulder
- Jefferson
- Broomfield
- Weld

40 municipalities

2,340 square miles

2.8 million people

(approx. 53% of State population)

District A – Bill James

District B – Barbara Deadwyler

District C – Angie Rivera-Malpiede

District D – Jeff Walker

District E – Claudia Folska

District F – Tom Tobiassen

District G – Gary Lasater

District H – Kent Bagley

District I – Judy Lubow

District J – Larry Hoy

District K – Paul Solano

District L – Lorraine Anderson

District M – Natalie Menten

District N – Bruce Daly

District O – Chuck Sisk

Current System

- 992 buses
- 172 light rail vehicles
- 137 routes
- 77 park-n-Rides
- 9,509 bus stops
- 48 miles of light rail
- 46 light rail stations
- 102 million annual boardings
- Six operating facilities
- Two administrative facilities



Contracted Bus Service Summary

- 55.89% of RTD bus services are operated by private contractors
 - RTD may statutorily contract up to 58% of bus services
- Contracted services include:
 - Fixed route = 44.72% contracted
 - Access-a-Ride = 100% contracted
 - Call-n-Ride = 100% contracted



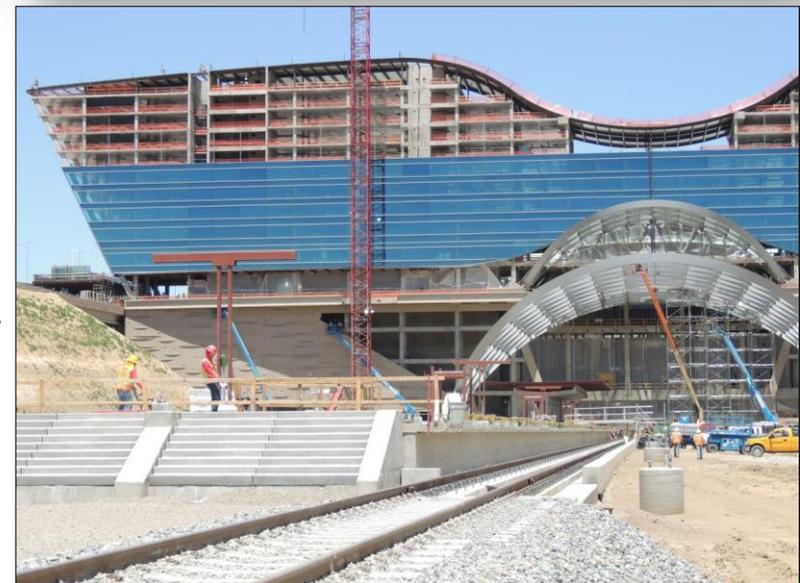
FasTracks by the Numbers

- 81.9 miles of new rail and bus transit are currently in construction or under contract to begin construction
- \$5 billion in projects currently under construction or under contract
- \$3 billion already injected into the local economy since 2005
- 6,400 jobs on average will be created annually during peak construction
- 2,500 direct and indirect jobs the Eagle P3 project has created at the peak of construction in 2014
- \$4 ROI for every \$1 spent on transit infrastructure over 20 year period
- \$1.75 billion estimated amount of federal funds to be received

FasTracks Status



- **West Rail Line (W Line)**—First FasTracks line to open, April 2013
- **Denver Union Station**—Bus Concourse opened in May
- **East/Gold/Northwest Rail Lines (EAGLE)**—60% complete
- **Central Rail Connection/Extension**—RTD submitted the project for a TIGER grant
- **Aurora Line/I-225 Rail**—31% in construction progress; 91% in design progress
- **U.S. 36 BRT**—Phase 1 of managed lanes 74% complete, Phase 2—34.5%
- **North Metro Line**—Design underway, early work to begin in fall
- **Southwest Rail Extension**—working with SW area stakeholders to identify opportunities to move the project forward
- **Southeast Rail Extension**—Advanced basic engineering complete

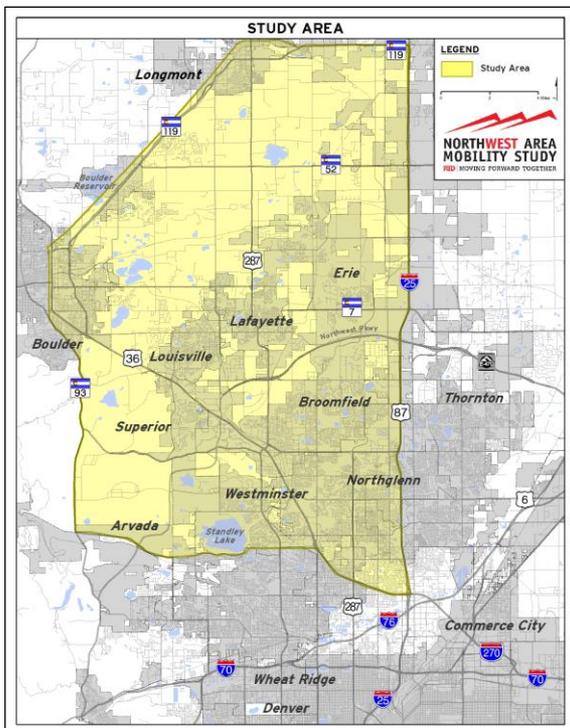


Free MetroRide

- Additional transit capacity between DUS and Civic Center
- Free service complements Free MallRide service; runs along 18th and 19th streets
- Stops two to three blocks apart for faster travel than MallRide
- Service began May 12
- Averaging 110 passengers/service hour (in peak direction)



Northwest Area Mobility Study (NAMS)



- Determined transit priorities in the region. The 13-month study addressed five key issues.
- In late June, RTD Board adopted the following consensus:
 - **US 36 Bus Rapid Transit (BRT):** Complete remaining FasTracks-funded U.S. 36 BRT commitments.
 - **Two Priority Arterial BRT Corridors:** Conduct advanced planning and design of arterial BRT on Colorado 119 and U.S. 287. New funding must be identified for these and other arterial BRT corridors.
 - **I-25 Reverse Commute Solutions:** Work with the Colorado Department of Transportation to evaluate I-25 reverse commute solutions between Denver Union Station and Pecos Street.
 - **Northwest Rail:** Annually evaluate strategies to accelerate implementation of Northwest Rail, while recognizing it is a longer term goal.
 - **Additional Arterial BRT:** Consider implementing additional arterial BRT/enhanced bus corridors (Colorado 7, South Boulder Road, 120th Avenue, Colorado 42/95th Street and 28th Street/Broadway).

Arterial BRT

Conceptual Capital Cost and Ridership Ranges

- Arterial BRT Corridors (From Technical Advisory Committee [TAC])
 - SH 119; between Table Mesa PnR and Longmont (Bolt/Skip/205)
 - S. Boulder Rd. (Dash)
 - SH 7 (Jump/225)
 - US 287 (L/LX)
 - SH 42 (New Route)
 - 120th Ave (120)
- Capital Cost Range \$255-300M
- Ridership Range 2035: 16,300 - 26,600 Boardings/day
 - Conceptual ridership range includes **existing riders**
 - Many Arterial BRT corridors may serve different travel patterns than rail
 - should not compare rail vs Arterial BRT
- Final cost and ridership estimates will be developed in November, after specific routes and corridors are determined by working together with the TAC and RTD

Federal Funding

- Full Funding Grant Agreements (FFGA) on FasTracks projects
 - Eagle P3 Project – \$1.03 billion
 - West Rail Line – \$308 million
- Other Loans/Grants
 - \$280 million TIFIA loan awarded for Eagle P3
 - \$301 million loans for DUS
 - RRIF loan - \$155 M
 - TIFIA loan - \$146 M
- American Recovery and Reinvestment Act (ARRA) – \$28.8 million for FasTracks and \$18.6 million for DUS
- Transportation Investments Generating Economic Recovery (TIGER) grant – \$10 million for US 36
- Southwest Rail Line (FFGA) – \$120 million
- Southeast Rail Line (FFGA) – \$525 million



Workforce Initiative Now (WIN)



- RTD partnered with Community College of Denver, Denver Transit Partners, and Urban League of Metro Denver to develop WIN to support local construction and transit workforce development
- Regional collaborative partnership
 - Leverages existing training providers to identify, assess, train and place community members into careers on transportation and mixed-use development projects
 - Grows the local workforce
 - Strengthens the community
- FTA awarded RTD \$486,465 grant for WIN program
- 388 people placed in jobs or enrolled in incumbent worker advanced training through WIN
 - Average starting wage of \$16.16/hour
- 93% still in position after three months



Fare Study

- Objective: **Simplify** RTD's fare policy in an **equitable** and **cost-effective** manner to better serve the needs of the District moving forward
- Process: Three Study Phases
 1. Structure – 1st Quarter 2015
 2. Level – 2nd/3rd Quarter 2015
 3. Program – 2nd/3rd Quarter 2015
- **January 1, 2016 – Implement New Policies**

FasTracks Moving Forward

- RTD will continue to:
 - Aggressively pursue alternative funding for FasTracks (Three-legged financing stool – local, federal, private \$)
 - Effectively manage FasTracks build out to complete projects on-time and on-budget
 - Partner with stakeholders on ways to complete projects sooner rather than later
- It took a region to create FasTracks and it will take a region to get it done!

Questions?