

The logo for FASTTRACKS RTD, featuring the word "FASTTRACKS" in a bold, italicized, black sans-serif font with a red underline, and "RTD" in a smaller, black sans-serif font to the left.

MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study

Regional Transportation District

Denver, Colorado



Peer Region Presentation

November 19, 2008

Service Characteristics Operations



- Services Operated
 - Local/Express Bus
 - Light Rail
 - Demand Response (ADA and “call-n-Ride”)
 - Vanpool Service
- Hours of Service
 - Weekday / Weekend:
 - Local Bus: 5:00a – 10/11p; numerous late night routes
 - Light Rail: 4:00a – 2:30a / 4:00a – 2:30a
 - Demand Response: ADA varies per law; “call-n-Ride” 5:30a – 8:00p

Service Characteristics

Fares



Mode	Type	One-Way Fare	
Bus	Local	Regular \$1.75	Reduced \$0.85
	Express	\$3.00	\$1.50
	Regional	\$4.00	\$2.00
Light Rail	1 Zone	Regular \$1.75	Reduced \$0.85
	2 Zones	\$1.75	\$0.85
	3 Zones	\$3.00	\$1.50
	4 Zones	\$4.00	\$2.00
Demand Response (ADA)	Local	Regular \$3.50	Reduced N/A
	Express	\$6.00	N/A
	Regional	\$8.00	N/A

Source: RTD, 2008

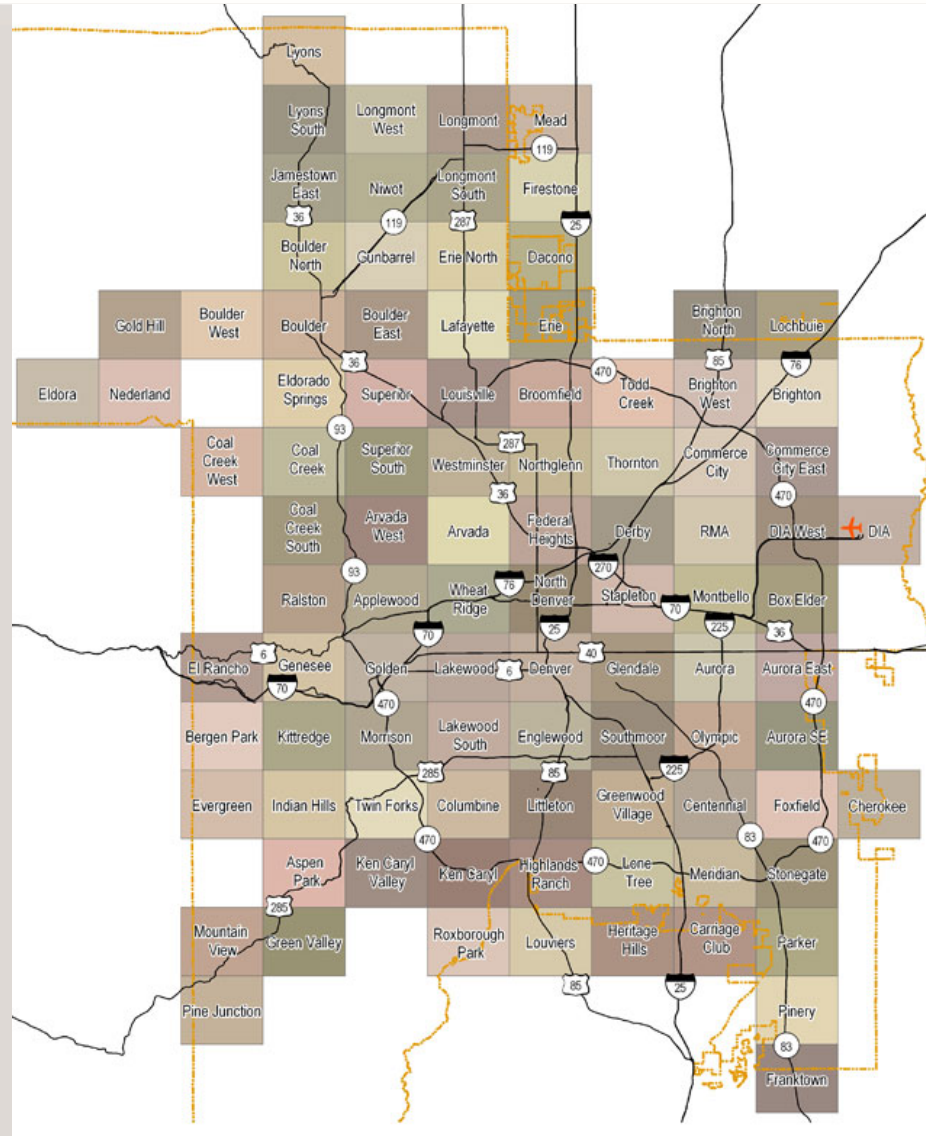
Service Characteristics

Capital



- Bus
 - No. of Vehicles: 1,179
 - No. of directional guideway miles: 50.7
- Light Rail
 - No. of Vehicles: 83
 - No. of directional guideway miles: 70
- Demand Response (ADA & 20 “call-n-Ride” services)
 - No. of Vehicles: 377
- Vanpool Service
 - No. of Vehicles: 156

System Map



Source: RTD, 2008

Regional Transit Coordination



- 1970s – Today: MPO identification of priority transit corridors in RTP with RTD input and coordination
- 1995 – 2001: RTD, MPO and CDOT cooperatively conducted Major Investment Studies in 7 priority corridors and identified transit and highway improvements
- 2000 – 2006: T-REX project; CDOT & RTD jointly managed \$1.7 billion highway and light rail (19 miles) expansion project
- 2004: RTD FasTracks transit expansion initiative, gained support from all mayors in the region; most elected officials; business and development community

Funding Sources



- Local Sales Tax
 - 1 percent total sales tax (0.6% base; 0.4% FasTracks)
 - FasTracks Initiative
 - Passed in 2004
 - Local sales tax funding for the \$6.1 billion program to expand light rail and commuter rail (122 miles)
 - New Funding for Bus Rapid Transit service
 - 80 percent increase in parking capacity at park-and-ride facilities
- Federal Funds
 - Formula Funds
 - New Starts Funds
 - \$525 million for T-REX light rail – opened 2006
 - \$308 million for West Corridor light rail (pending Full Funding Grant Agreement)
 - \$1.03 billion for East and Gold Lines Public-Private Partnership (just entering New Starts Funding Process)

Future Expansion (FasTracks)



- West Corridor (2013)
 - 12.1 miles of LRT
- East Corridor (2015)
 - 23.6 miles of CRT
- NW Rail Corridor (2015)
 - 41 miles of CRT
- Central Corridor (2015)
 - 0.8 miles of LRT
- I-225 Corridor (2015)
 - 10.5 miles of LRT
- North Metro Corridor (2015)
 - 18 miles of CRT
- Gold Line (2015)
 - 11.2 miles of CRT
- SE Corridor (2016)
 - 2.3 miles of LRT
- SW Corridor (2016)
 - 2.5 miles of LRT
- US 36 (2016)
 - 18 miles of BRT

Source: RTD, 2008

Significant Accomplishments



- Opened 4 light rail (LRT) Corridors on time and budget; with ridership exceeding projections each time:
 - 1994 – Central Corridor, 5.3 miles, \$116.5 million
 - 2000 – SW Corridor, 8.7 miles, \$177.7 million
 - 2002 – Central Platte Valley, 1.8 miles, \$47.8 million
 - 2006 – SE Corridor, 19 miles, \$879 million
- 2004 – Development and Passage of FasTracks Ballot (sales tax) initiative for funding of \$6.1 billion regional rapid transit system expansion
- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)

Sustainability Goals and Policies

Board Adopted Policy and Goals in October 2006

- Objectives
 - Improve environment (energy efficiency, air/water quality, alternative fuels, recycling, etc.)
 - Provide greater travel choices and accessibility
 - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)
- Implementation still in relatively early stages (examples):
 - 36 hybrid/CNG-electric buses in operation; alternative fuels demonstration projects
 - Design compliance with LEED standards as recognized goal
 - Recycling wash water, motor oil, fluids, tires, etc.

Why Regional Transit System?



- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving the need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system
- Assures efficient (cost-effective) allocation of funds and supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities