



Fastracks Overview

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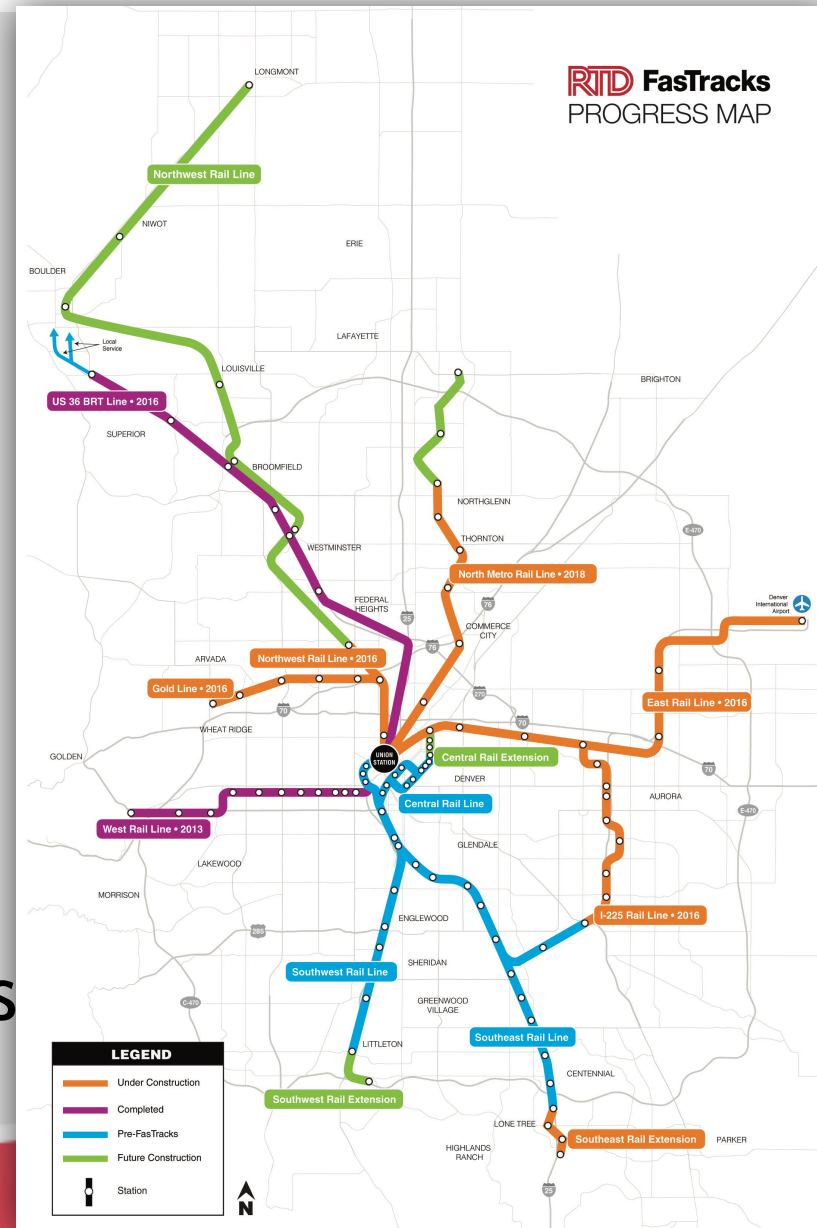
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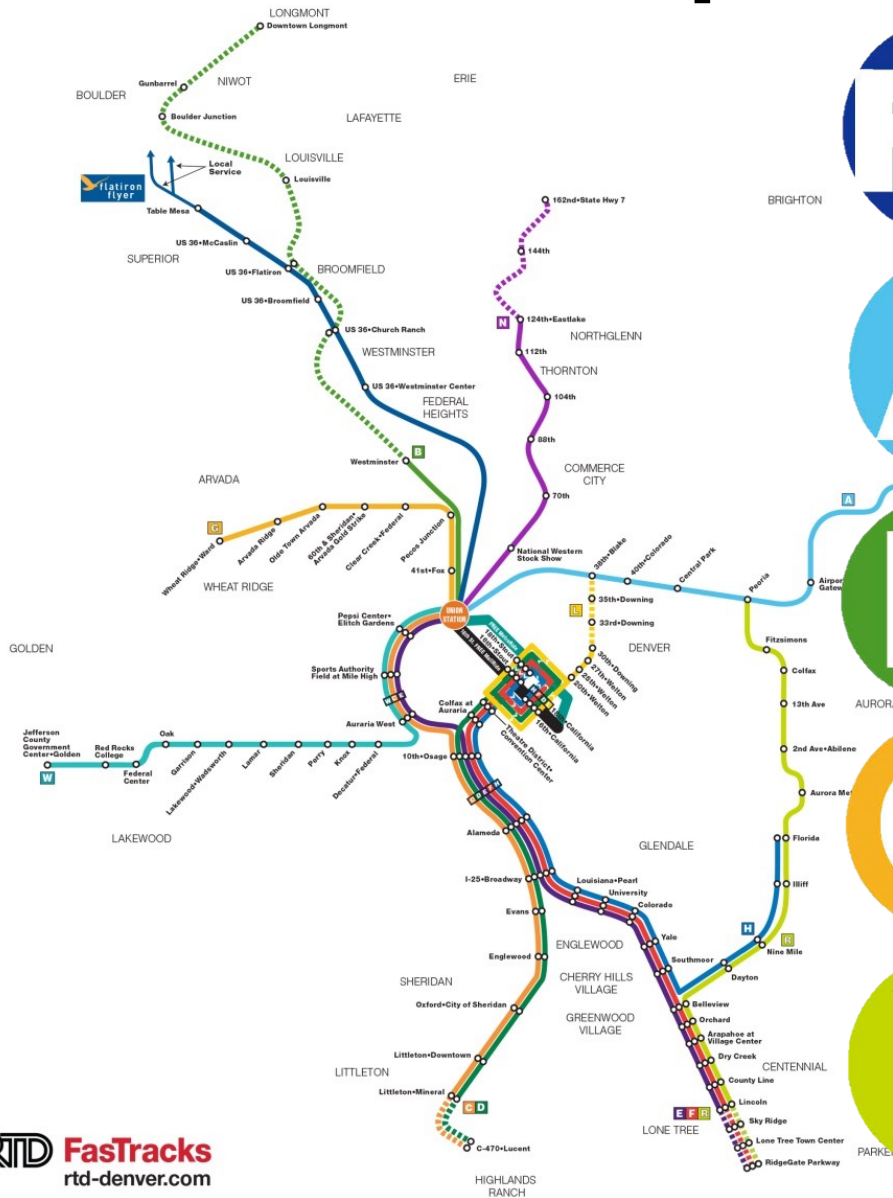
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The RTD FasTracks Plan

- 122 miles of new light rail and commuter rail
- 18 miles of bus rapid transit (BRT)
- 31 new Park-n-Rides; 21,000+ parking spaces
- Enhanced bus network and transit hubs
- Redevelopment of Denver Union Station
- 57 new rail and/or BRT stations
- Opportunities for Transit-Oriented Communities



Five lines opening in 2016



FF

Flatiron Flyer, January

A

University of Colorado
A Line, April 22

B

B Line, Summer

G

G Line, Fall

R

R Line, Winter

Commuter Rail and Light Rail



Commuter Rail

Powered by 25kV alternating current overhead electrical system

Typically serves longer lines with fewer stations

Can operate up to 79mph

Capacity of 90 seats, 140 standing

Light Rail

Powered by 750 V direct current by overhead electrical system

Can operate along crowded, narrow streets

Can accelerate and decelerate quickly; top speed 55 mph

Capacity of 64 seats, 80 standing

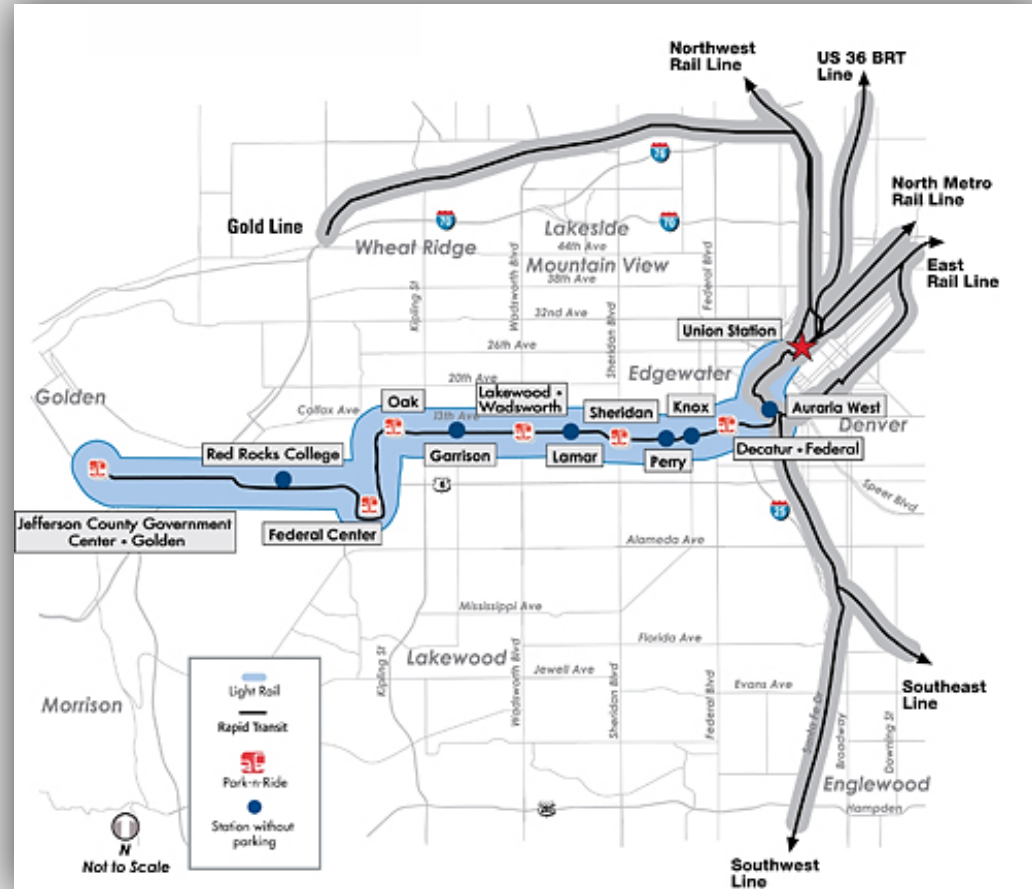
FasTracks Status

- West Rail Line (W Line)—Open
- Denver Union Station—Open
- East/Gold/Northwest Rail Lines (EAGLE) - 95% complete, testing is underway for Gold and Northwest and the University of Colorado A Line opened.
- I-225 Rail Line—More than 80% complete.
- U.S. 36 BRT—Phase 1 & 2 Express Lanes complete, with final construction activities wrapping up in the spring of 2016.
- N Line—Construction continues on the Skyway Bridge; work on five other bridge is underway. Station work is beginning.
- Southeast Rail Extension— NTP 1 issued Sept. 2015 to Balfour Beatty Infrastructure Inc. (BBII). Construction expected to start spring 2016.



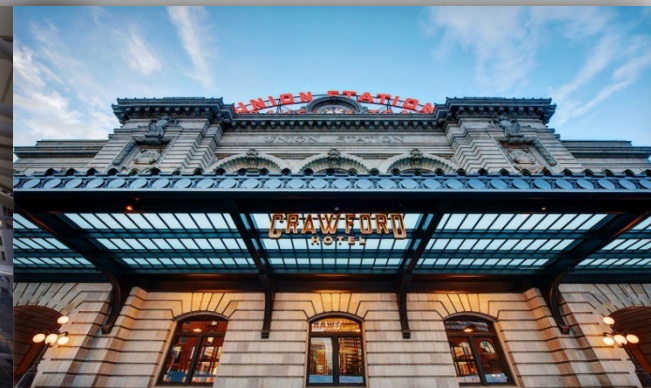
W Line

- 12.1 miles of light rail (Union Station to Jeffco Gov't Center)
- 12 Stations
- 5,605 parking spaces
- Train Frequency:
 - Auraria Campus to Federal Center
 - 7.5 minutes (peak)
 - 15 minutes (off peak)
 - Federal Center to Jeffco Government Center
 - 15 minutes



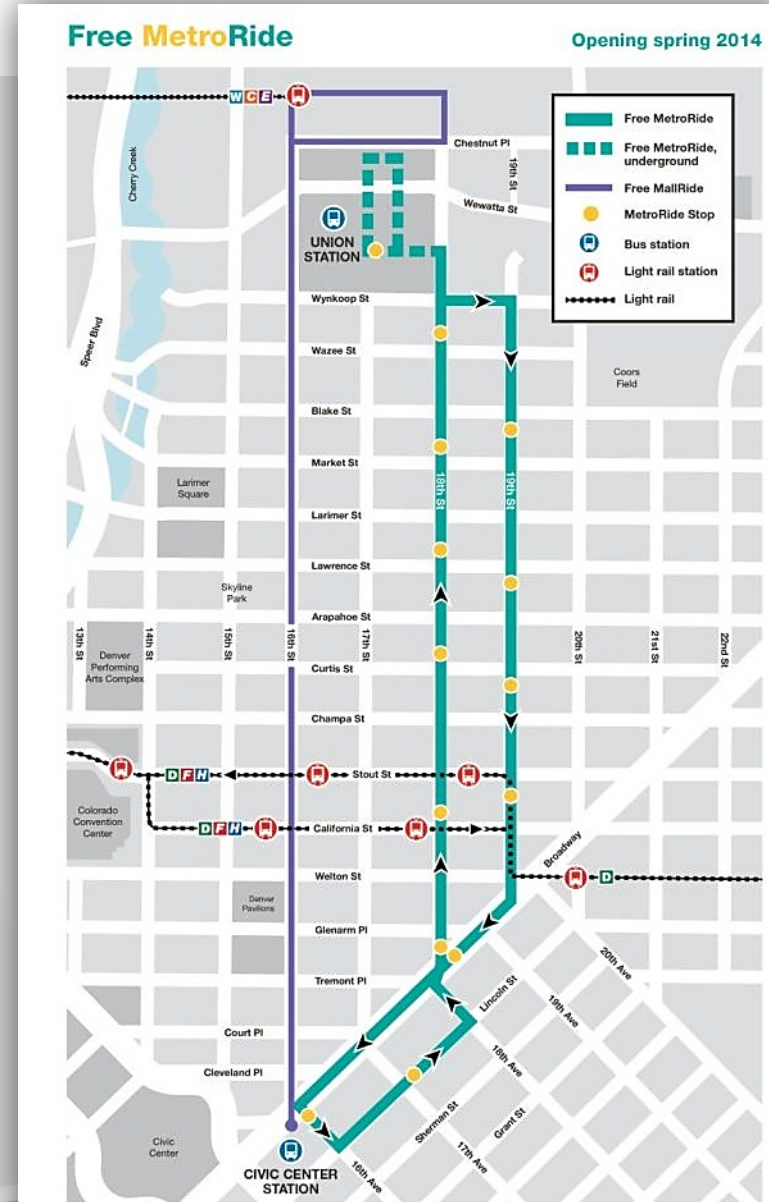
Denver Union Station

- \$484 million project
- Multimodal hub integrating light rail, commuter rail, Amtrak, buses, taxis, shuttles, bikes and pedestrians
- Partners include RTD, Colorado Department of Transportation, City and County of Denver, Denver Regional Council of Governments
- Bus concourse opened in May 2014
- Historic building opened last July as boutique hotel, restaurants and shops



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 2014



Free MetroRide service will run every 5 minutes during peak rush hours: 6-9 a.m. and 3-6 p.m., Monday - Friday

Flatiron Flyer



- 18 miles of bus rapid transit (BRT)
- 6 stations
- Jointly funded by RTD, CDOT and Colorado High Performance Transportation Enterprise (HPTE)
- Service began January 2016



Eagle P3 Project

- RTD pursued concept of P3 in 2007
 - “The Perfect Storm”: Costs skyrocketed, revenues plummeted
- First transit P3 of this magnitude in the U.S.
- RTD retains ownership of asset
- 34-year contract
 - 6 years design/build
 - 28 years operate/maintain
- More public entities are turning to P3s to build out their projects



Eagle P3 Project

- Includes East Rail Line, Gold Line, first segment of Northwest Rail and commuter rail maintenance facility
- Project cost - \$2.2 billion
 - \$1.03 billion funded by federal grant
- Opens in 2016



University of Colorado A Line



- 22.8 miles electric commuter rail
- 7 stations
- 37-minute travel time to DIA
- Opened April 22, 2016



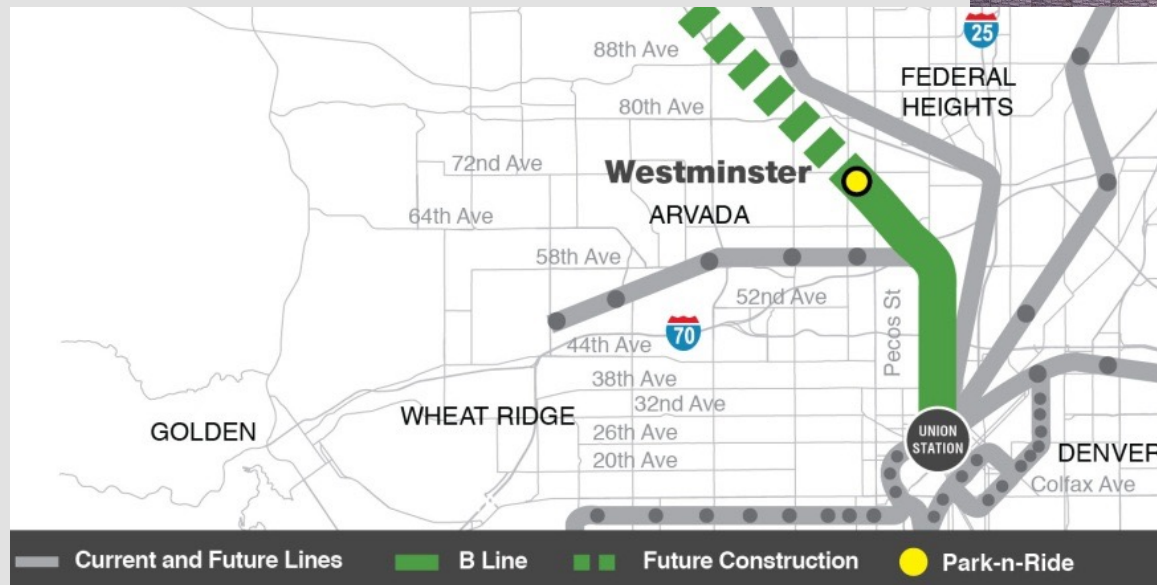
G Line to Wheat Ridge/Arvada



- 11.2 miles electric commuter rail
- 7 Stations
- 25-minute travel time to Ward Road
- Opens Fall 2016

B Line Segment 1 to Westminster

- 6.2 miles electric commuter rail
- Downtown to Westminster at the 71st/ Lowell Station
- 11-minute travel time to Westminster
- Opens summer 2016



— Current and Future Lines — B Line — Future Construction ● Park-n-Ride

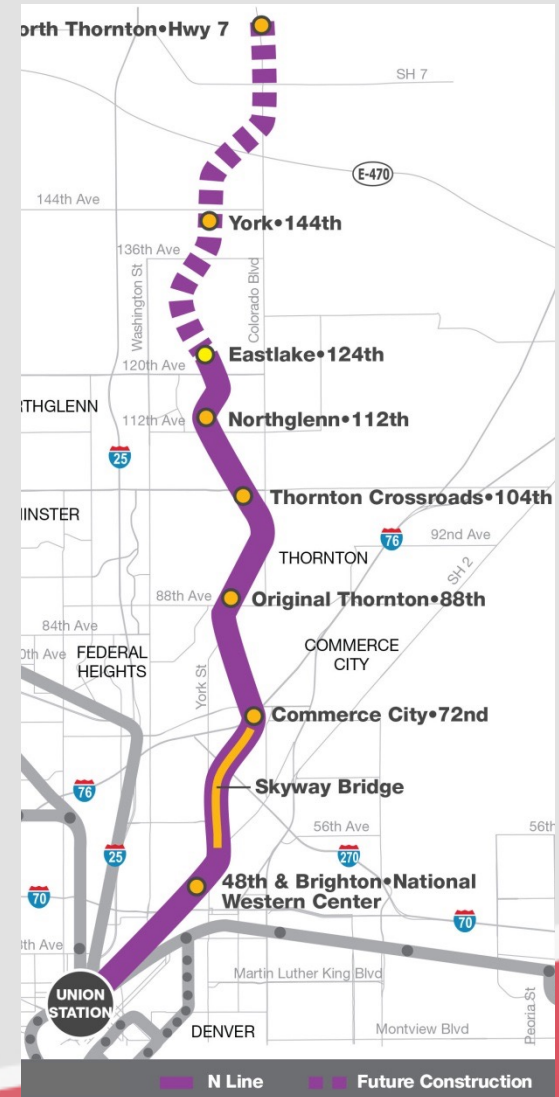
R Line through Aurora



- 10.5 mile light rail extension
- Serves the Aurora City Center and Anschutz/Fitzsimons Campus
- Provides connectivity to East Rail Line at the Peoria Station
- Opens late 2016

N Line to Thornton

- First phase from Denver Union Station to 124th in Thornton will open in 2018
- RTD hopes to exercise an option with the contractor to complete the line to 140th in Thornton



Southeast Extension

- Extends Southeast Light Rail by 2.3 miles from Lincoln Avenue to RidgeGate Parkway
- RTD has \$92 million through Small Starts federal grant
- Southeast partners contributing \$25 million in cash and \$15 million in right-of-way, permits and other in-kind contributions



Central Rail Extension

- Extends rail 0.8 miles from 30th•Downing to 38th•Blake
- Adds two new stations: 33rd•Downing & 35th•Downing
- Connects downtown light rail loop to East Rail Line at 38th •Blake
- RTD staff is continuing with advanced basic engineering and updating financial estimates

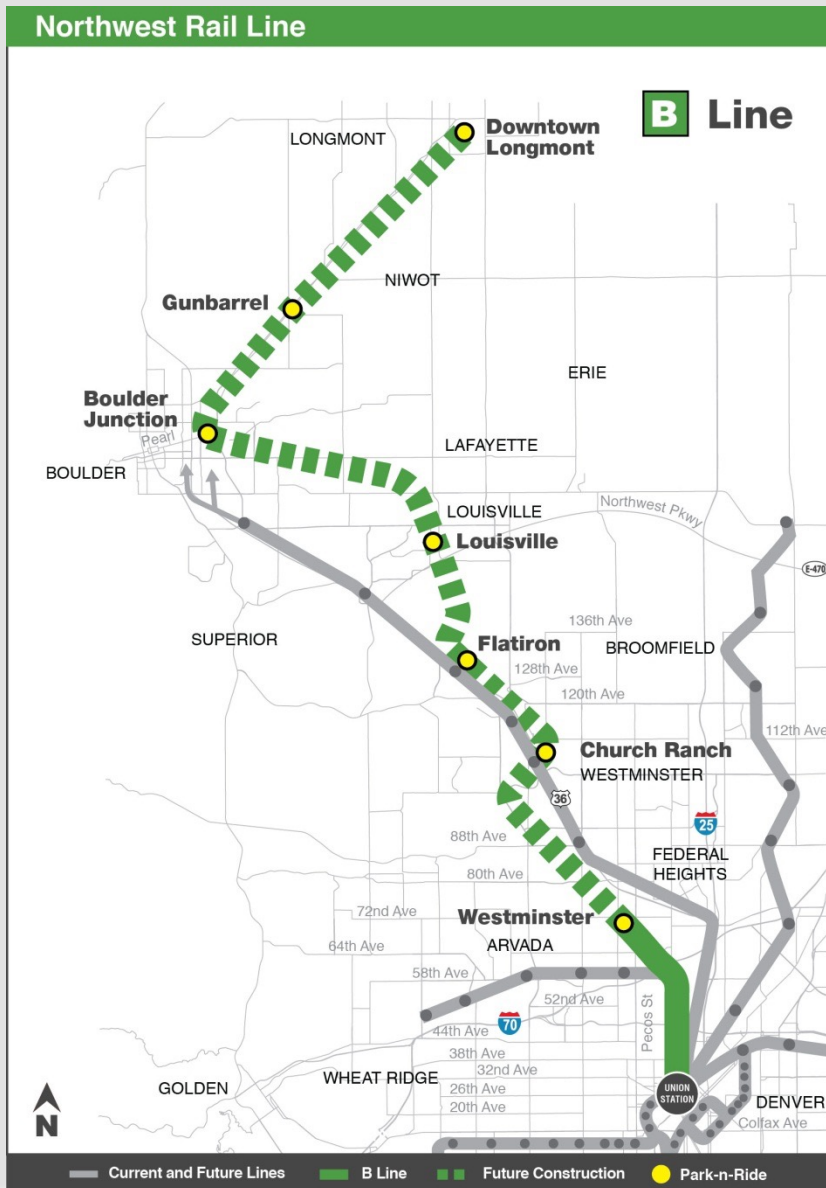


Southwest Extension



- Extends Southwest Light Rail by 2.5 miles from Mineral Station into Highlands Ranch
- New end-of-line station at C-470•Lucent Boulevard with a 1,000-space Park-n-Ride
- Working with area stakeholders to move project forward

Northwest Area Mobility Study



- Significant Northwest Rail cost increases spurred study
- Stakeholders arrived at consensus on transit priorities
- Two priority arterial BRT corridors identified:
 - Colorado 119
 - U.S. 287
- Northwest Rail remains in the FasTracks plan

RTD Secures Federal Funds

- \$1.3 billion in Full Funding Grant Agreements
 - 2011: \$1.03 billion FFGA awarded for East Line and Gold Line
 - 2009: \$308 million awarded for West Line
- \$280 million TIFIA loan awarded for Eagle P3
 - Freeing up cash for other projects
- \$301 million loans for Union Station
 - RRIF—\$155 million loan
 - TIFIA—\$146 million loan



Small Business Office

- Disadvantaged Business Enterprise/Small Business Enterprise (DBE/SBE) Program removes barriers and assists in small-business development
- Focuses on building stronger Colorado economy
 - Certifies firms
 - Ensures goal compliance
 - Provides training
- \$857 million committed to DBEs/SBEs through FasTracks to date



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/transportation workforce development
- Regional collaborative partnership
 - Leverages existing training providers to identify, assess, train and place people into careers on transportation and mixed-use development projects
 - Grows local workforce
- RTD won \$486,465 FTA grant for WIN
 - Strengthens community
- Has served 1,350+ individuals general career outreach; enrolled 613 people
 - \$16.6/hour average starting wage
- 93% still in position after three months



Pablo Trujillo, Rail Laborer

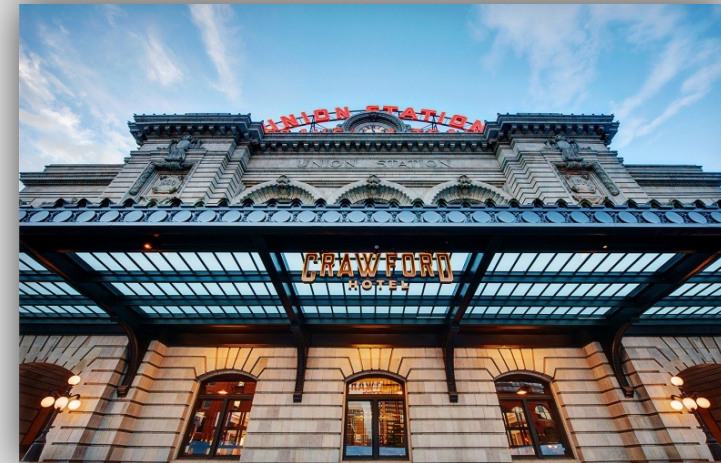
"WIN is helping me to get the training to build my skills so I can get an even better job soon".

FasTracks Snapshot

- *Completed:* One line, Denver Union Station, Free MetroRide, BRT, University of Colorado A Line
- *Under construction:* Five rail lines
- Continue to implement more than \$5 billion across the region
- Economic driver for the region
 - \$3 billion spent and injected into the local economy since 2005
 - 600 construction jobs during West Rail Line construction
 - 2,500 direct and indirect jobs during Eagle P3 construction
- Pursue any possible funding alternatives to complete FasTracks sooner rather than later
- RTD is committed to completing the whole FasTracks program
- It took a region to create FasTracks and it will take a region to get it done!

FasTracks as an Economic Driver

- Continue to implement more than \$5 billion across the region
- 15,000 full-time jobs created since FasTracks began in 2005
- \$1 billion of development around Union Station
- Every \$1 invested in transit infrastructure translates into \$4 injected in the local economy



Questions?

<http://www.rtd-fastracks.com>