



Review of FasTracks Status and Options for Future Direction

Public Meeting Presentation

Regional Transportation District

Fall 2008

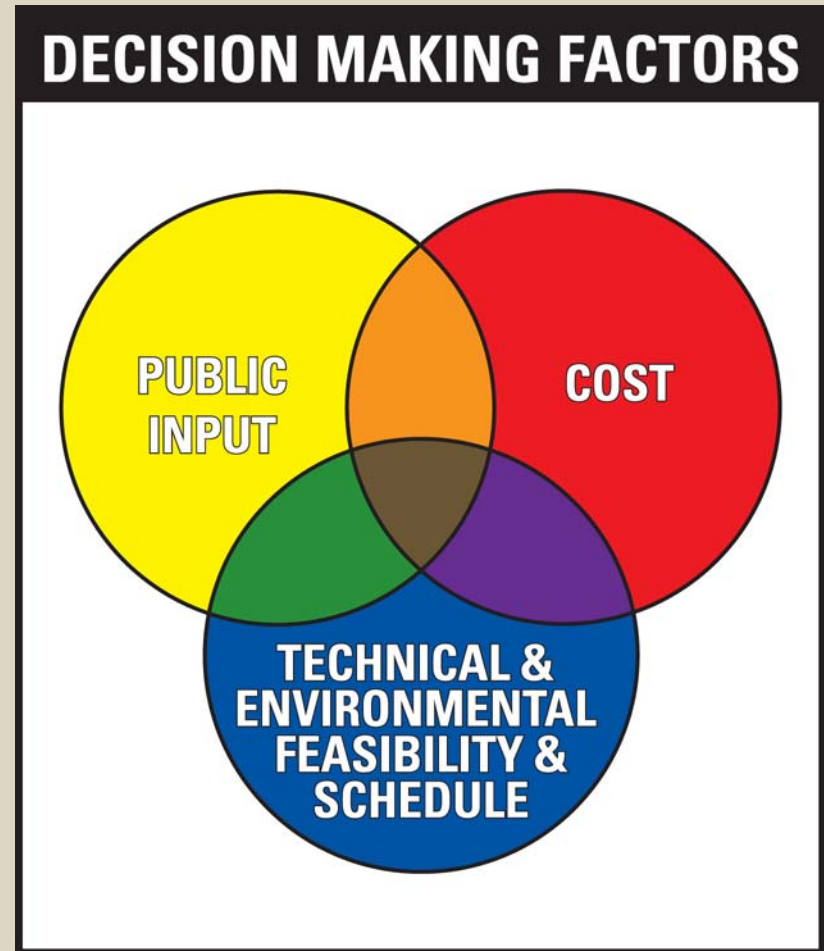


Today's Presentation

- Challenges for the FasTracks Program
 - Changes in cost escalation
 - Changes in revenue forecasts
- Review 5 Options for FasTracks
- Give Feedback on Option Preferences
- Next Steps
- Interactive Public Input
 - Write a comment
 - Use a laptop
 - One-on-one with a project representative

How your input will be used

- Shared with the RTD Board and local elected officials to help determine the path forward for FasTracks by the end of 1st Quarter of 2009



Overview

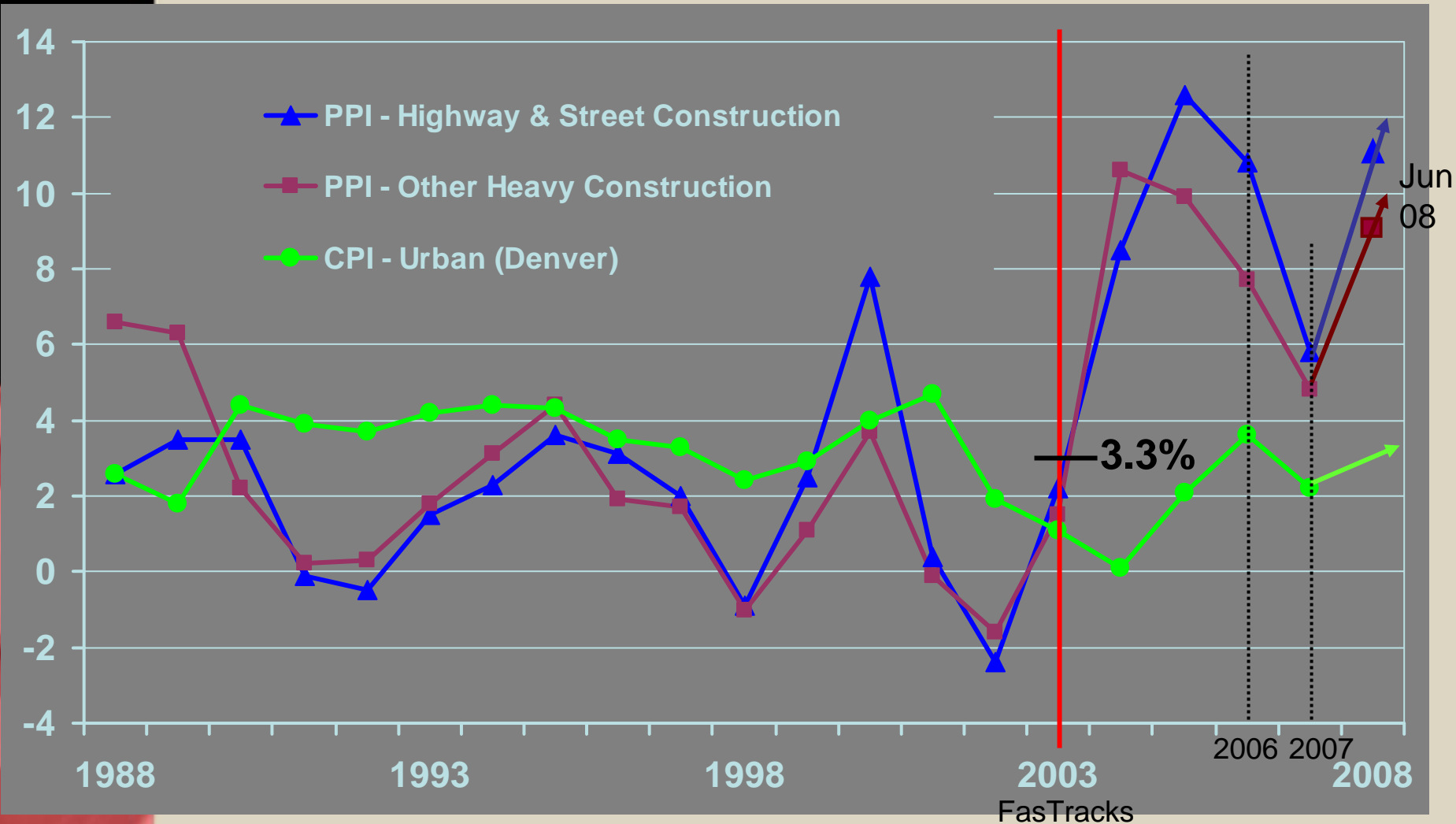
- Like everyone in the country – RTD is feeling the impact of these tough economic times
- The FasTracks program is struggling with the combination of
 - **Increases in fuel and construction costs**
 - **Decreases in RTD required revenues from sales tax**
- Because of these changes in economic conditions, RTD is
 - **Modifying their long term cost escalation and revenue assumptions**
 - **Developing options for delivering the FasTracks program**

Changes in Cost Escalation

Original Cost Escalation Assumption

- RTD assumed annual construction inflation of 3.3 % based on the 12-year historic average – 1991-2003
- 2004 FasTracks Plan assumptions were reviewed and approved by DRCOG, Metro Mayors Caucus and the Denver Metro Chamber of Commerce

Annual Cost Escalation Since 2004



Sources: Bureau of Labor Statistics
Colorado Legislative Council

FasTracks
Original Budget
Approved

New Cost Escalation Assumptions

	Revised Assumptions
Materials Cost Escalation after 2007	<ul style="list-style-type: none"> • 2008 = 11.65% • 2009 = 10.71% • 2010 – 2012 = 6% / year • 2013 – 2017 = 5% / year • 2018 – 2035 = 3.3% / year (CPI)

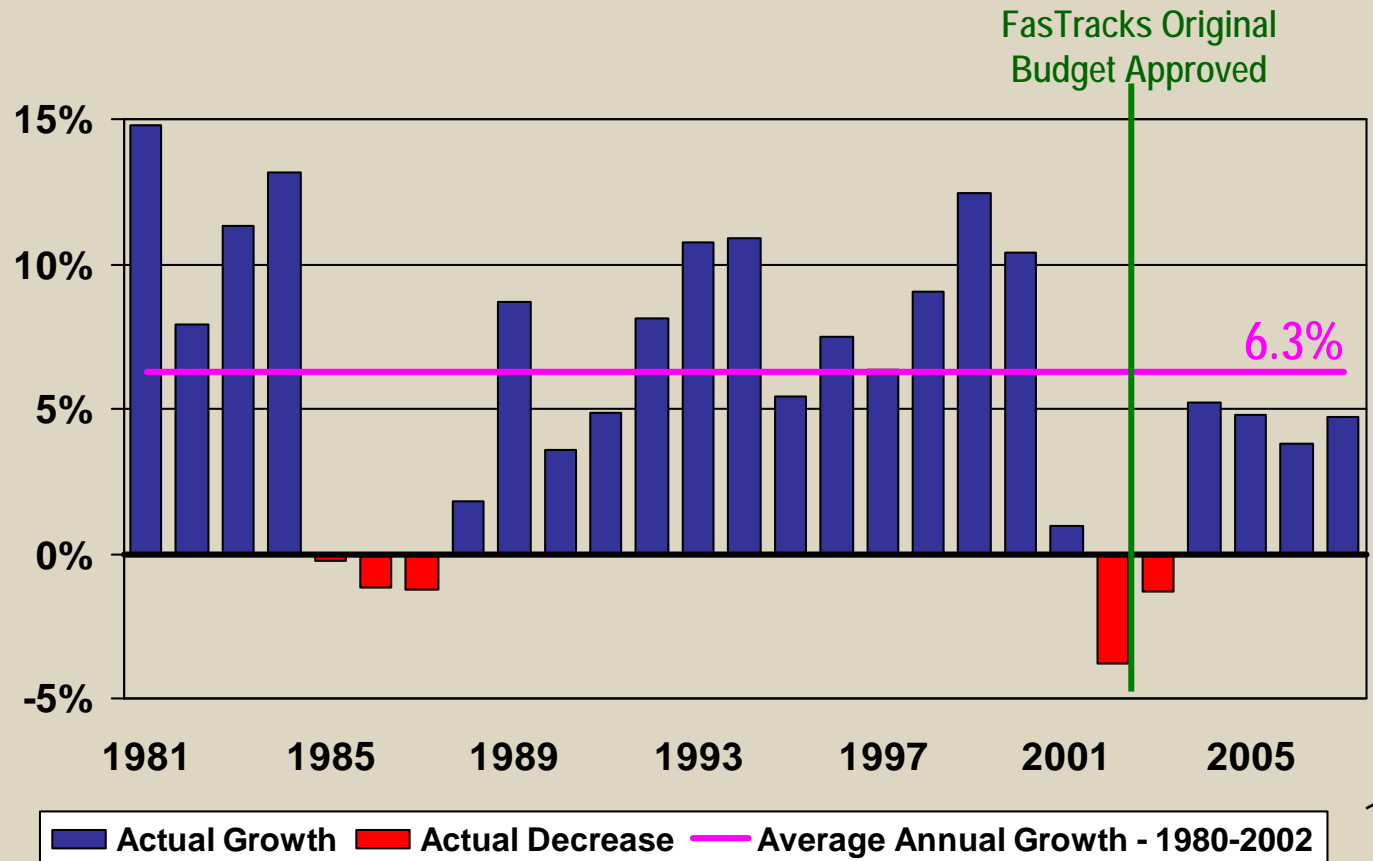
2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Compounded
11.65%	10.71%	6.00%	6.00%	6.00%	5.00%	5.00%	5.00%	5.00%	5.00%	87.89%

- RTD is forecasting higher escalation rates in the future due to construction market trends

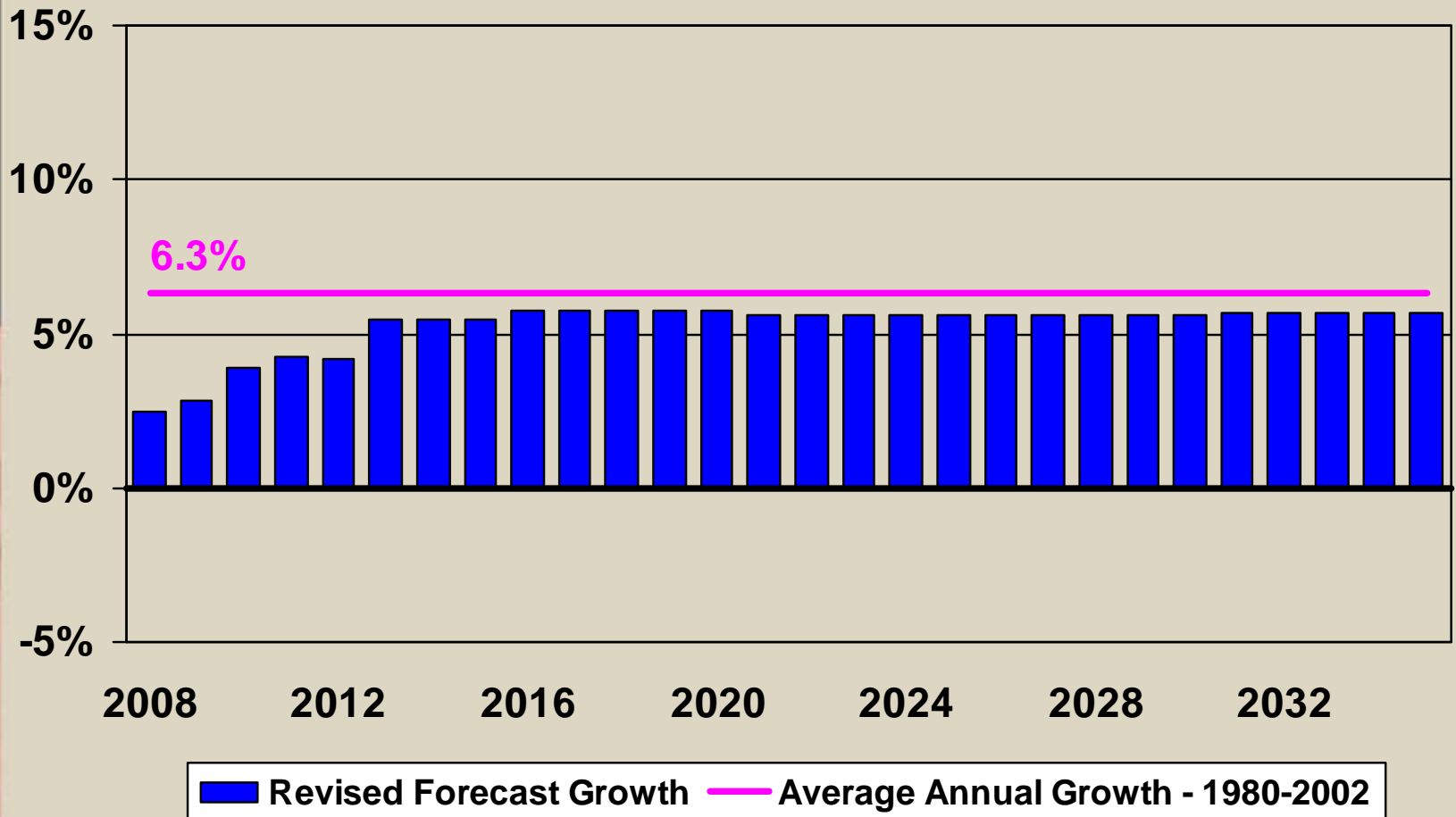
Revenue Forecasts

Original Sales Tax Revenue Assumption

- RTD assumed annual revenue growth of 6.06% –more conservative than 20-year historic average of 6.3% – 1980-2002

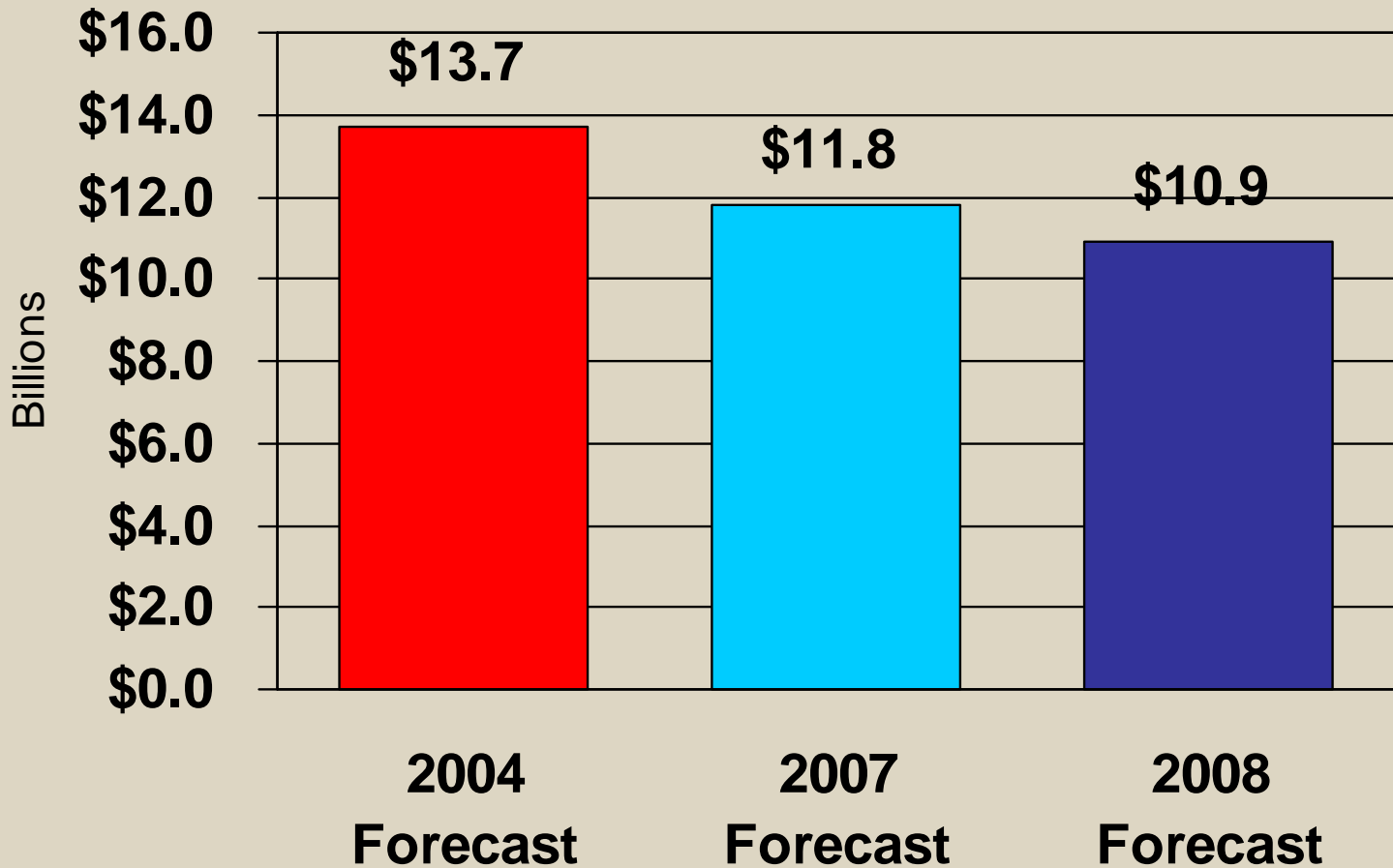


New Sales Tax Revenue Assumptions

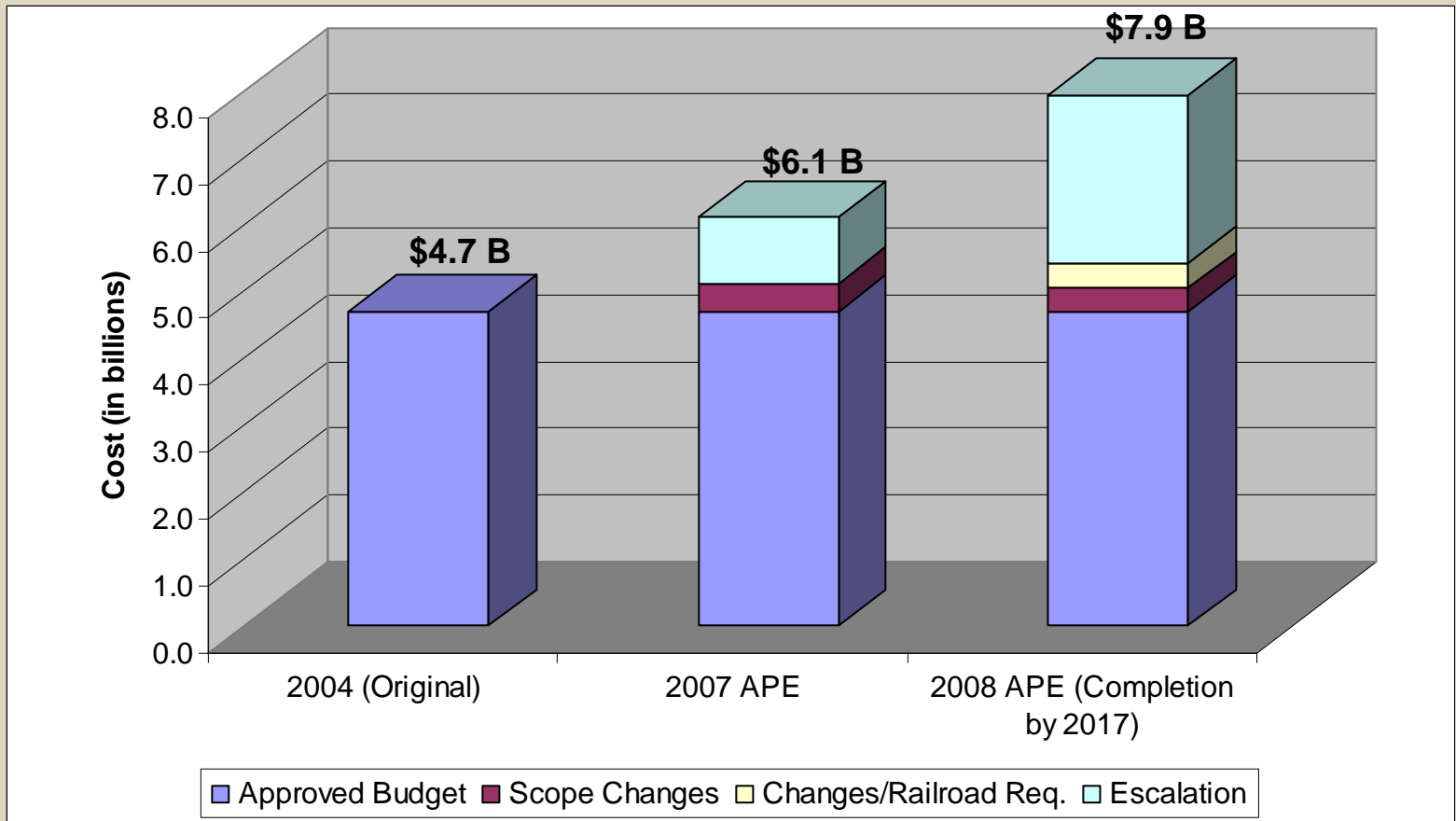


Assuming These New Cost Escalation and Revenue Forecasts - What is the Impact to the FasTracks Program?

Impact of Reduced Sales Tax Forecasts



Impact of Increased Cost Escalation



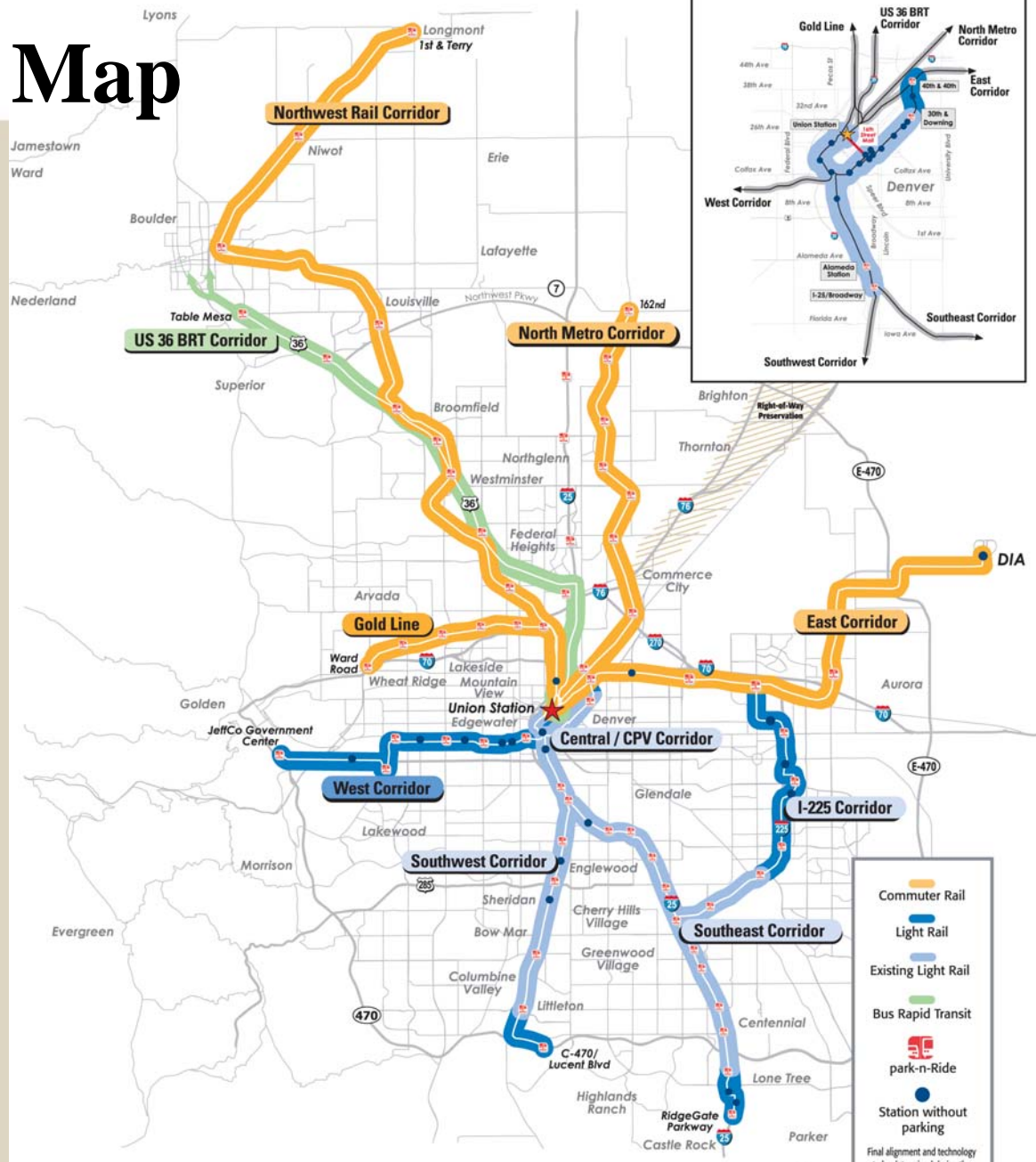
Summary

- Declining revenues and escalation in costs have resulted in a funding gap for FasTracks
 - **Forecasted increases in cost escalation could have been accommodated if revenue forecasts were not also declining**
 - **Forecasted declines in revenue could have been accommodated if costs were not also increasing**
- RTD must determine options for delivering the FasTracks program

Options for Delivering FasTracks

FasTracks Map

FASTTRACKS
RTD COLORADO



Central Corridor



- Commuter Rail
- Light Rail
- Existing Light Rail
- Bus Rapid Transit
- park-n-Ride
- Station without parking

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



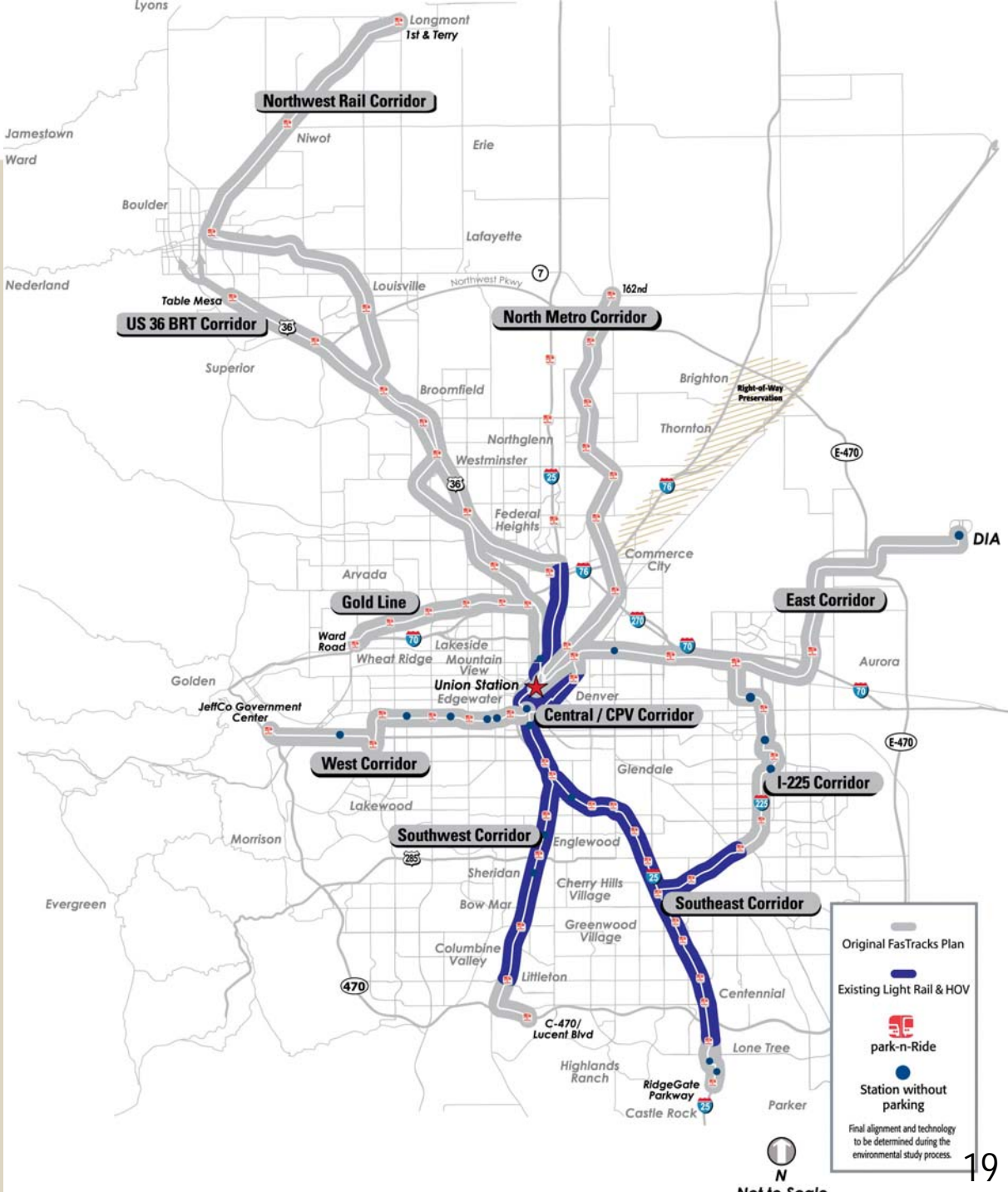
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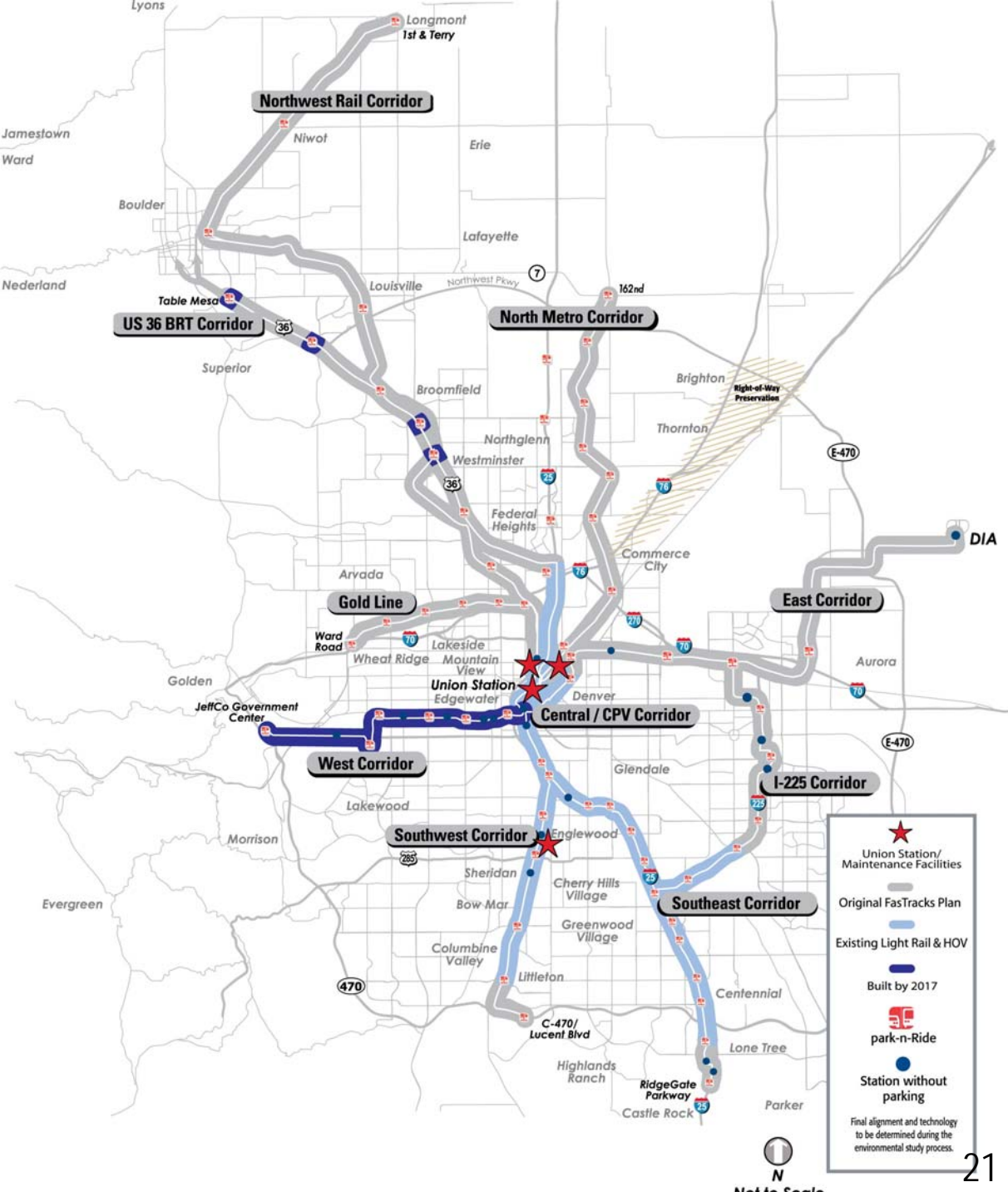
Basic Assumptions by 2017

All FasTracks options include completion of the following activities by 2017:

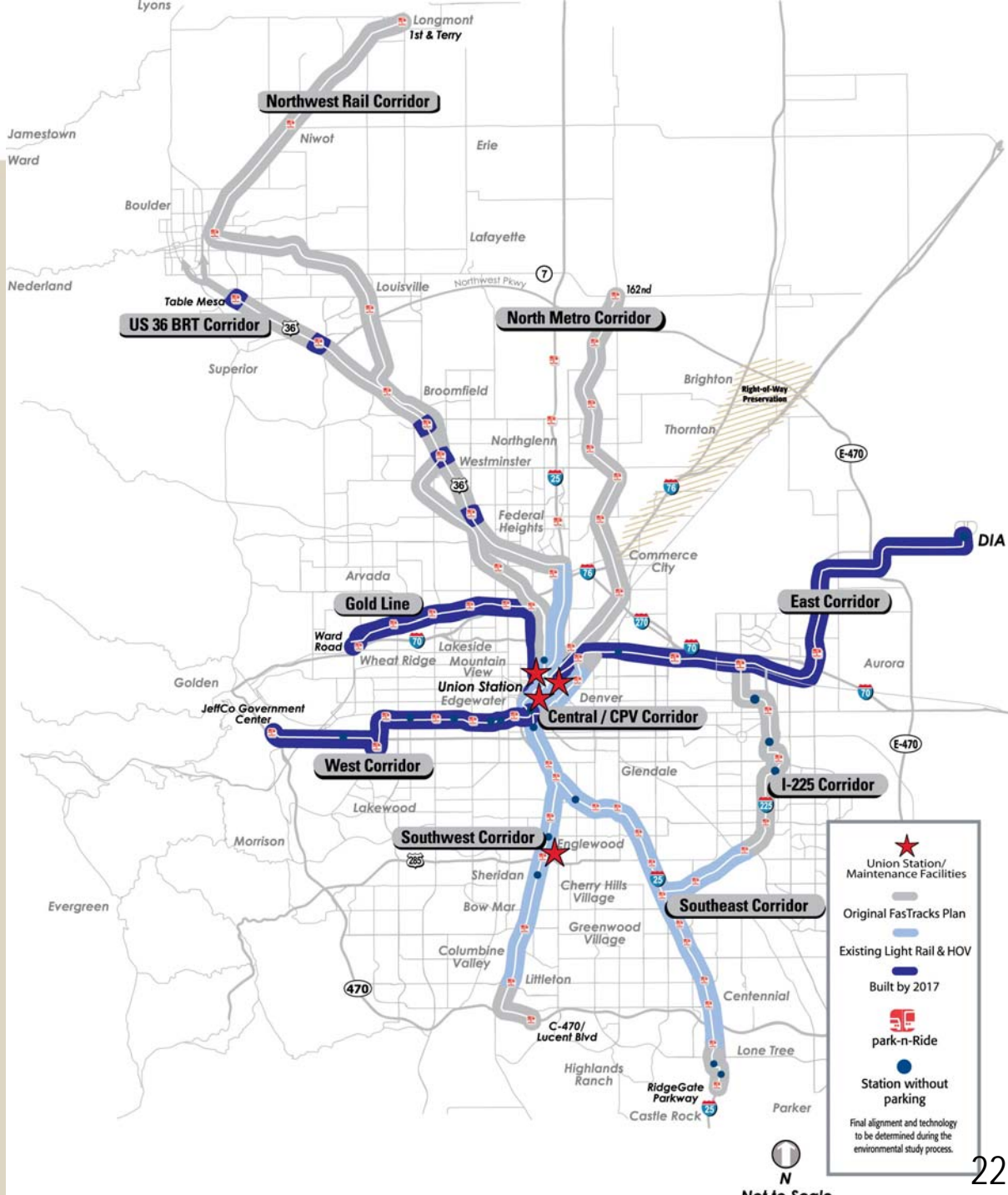
- Complete all environmental documentation, basic engineering and purchase railroad right-of-way



- Complete all environmental documentation, basic engineering and purchase railroad right-of-way
- Complete projects in construction: West, US 36 BRT Phase 1
- Complete Denver Union Station and all Maintenance Facilities



- Complete Gold Line and East Corridor to retain eligibility for \$1 billion in federal funds and \$1 billion in private funds
 - This does not affect the extent to which remaining corridors are impacted



Why West, Gold Line and East Corridors Qualify for FTA Funding

- All FasTracks projects meet regional needs, but do not meet requirements to receive Federal money
- Only projects that could qualify under the FTA New Starts criteria, a nationwide competitive grant process
 - **Projects must meet a Cost Effectiveness Index, which considers cost and ridership, to be eligible for FTA funds**
- Part of original 2004 FasTracks finance plan assumptions
- Eligible for \$1.3 billion (West, East, Gold)

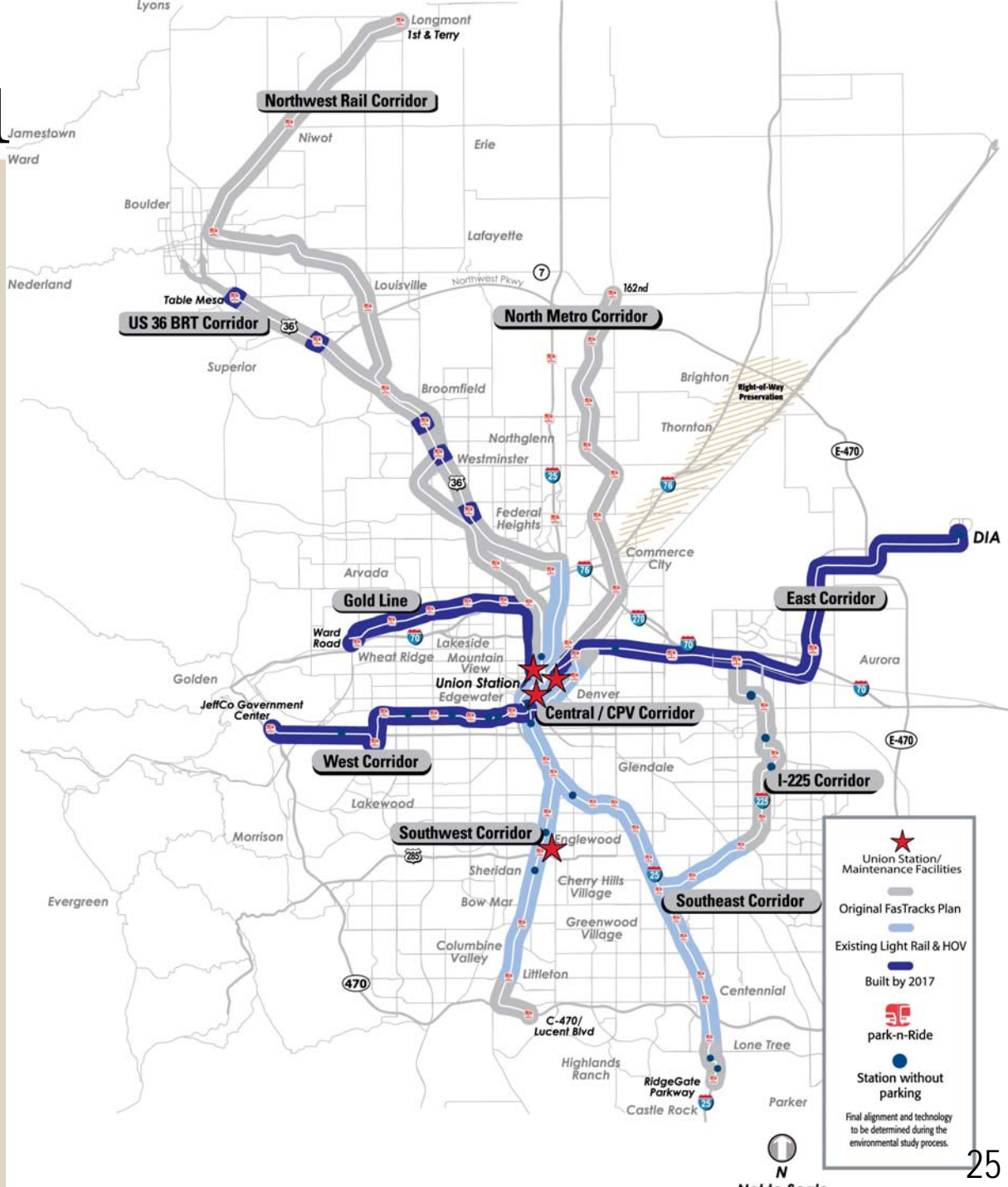
5 Options

Note: All Options Are Initial Concepts and Subject To Change Based on Stakeholder Input and Further Refined Engineering

Option #1

Basic Assumptions

-PLUS-

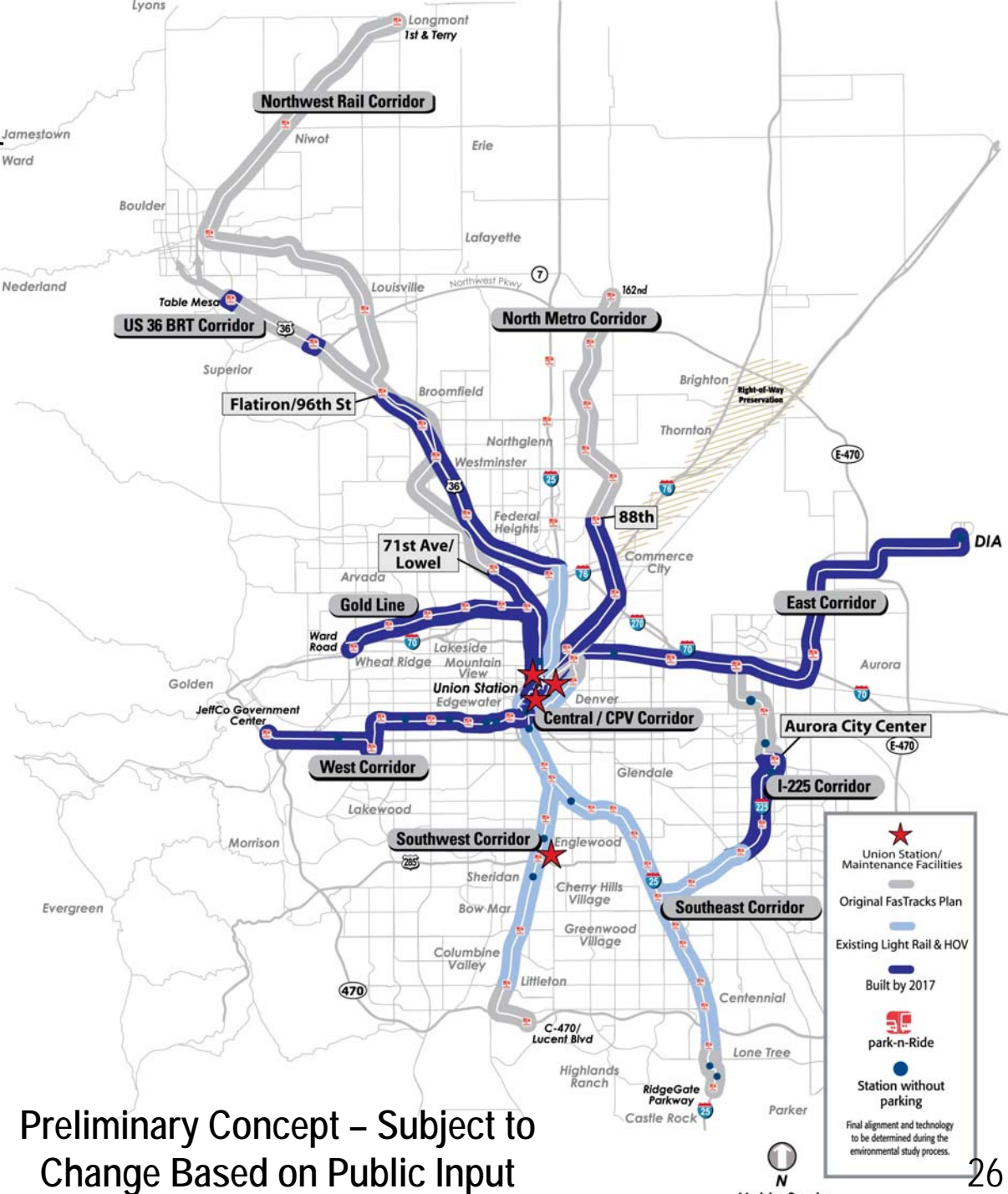


Option #1

Basic Assumptions

-PLUS-

Segments of other corridors by 2017 – End the Program



Preliminary Concept – Subject to Change Based on Public Input



Option #1 – Pros and Cons

Basic Assumptions + Segments of all other corridors by 2017 – End the Program

Pros

- Does not require additional funding
- Longer segments could be built if economic conditions improve

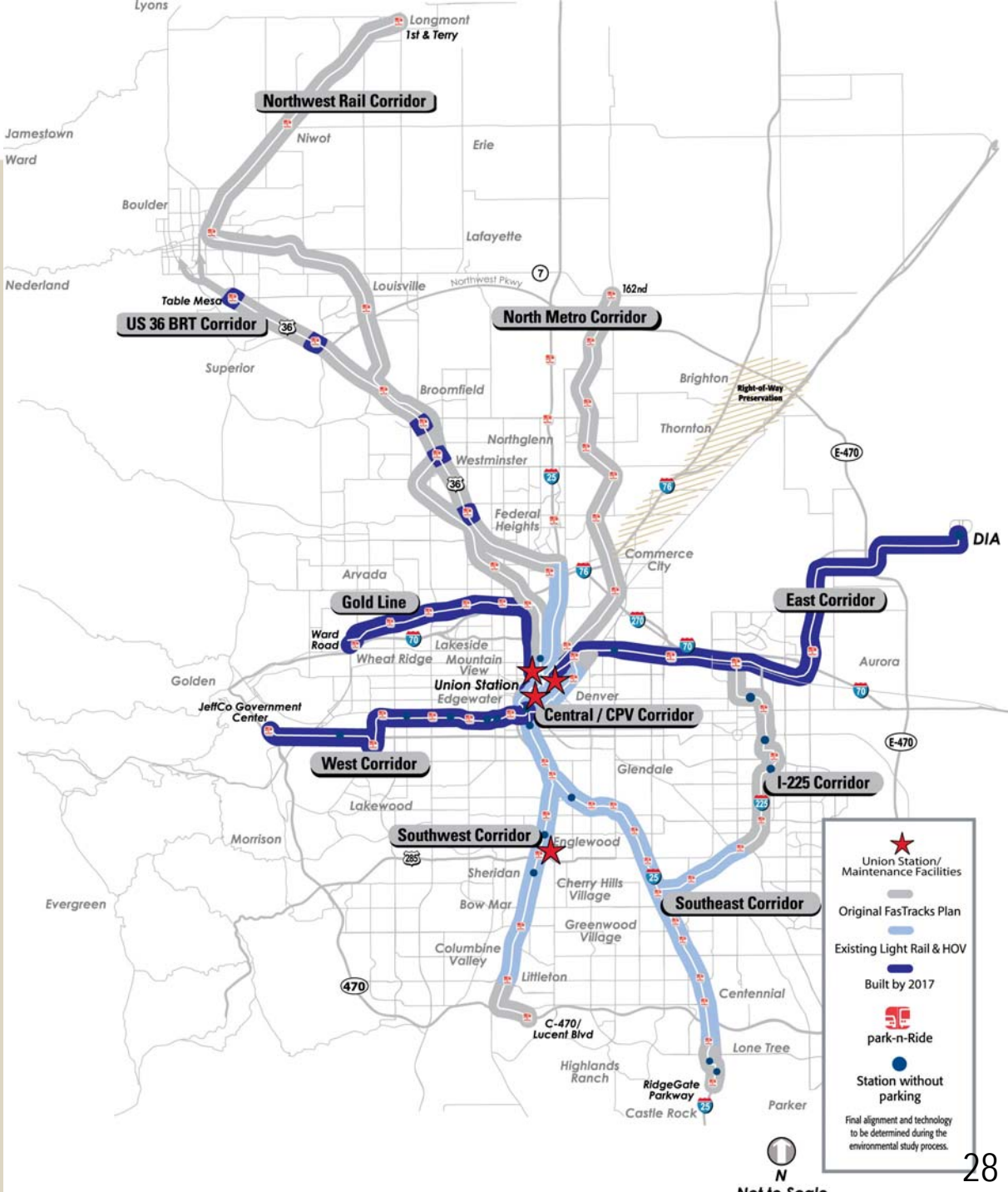
Cons

- Does not build out entire program
- All corridors not completed

Option #2

Basic Assumptions

-PLUS-

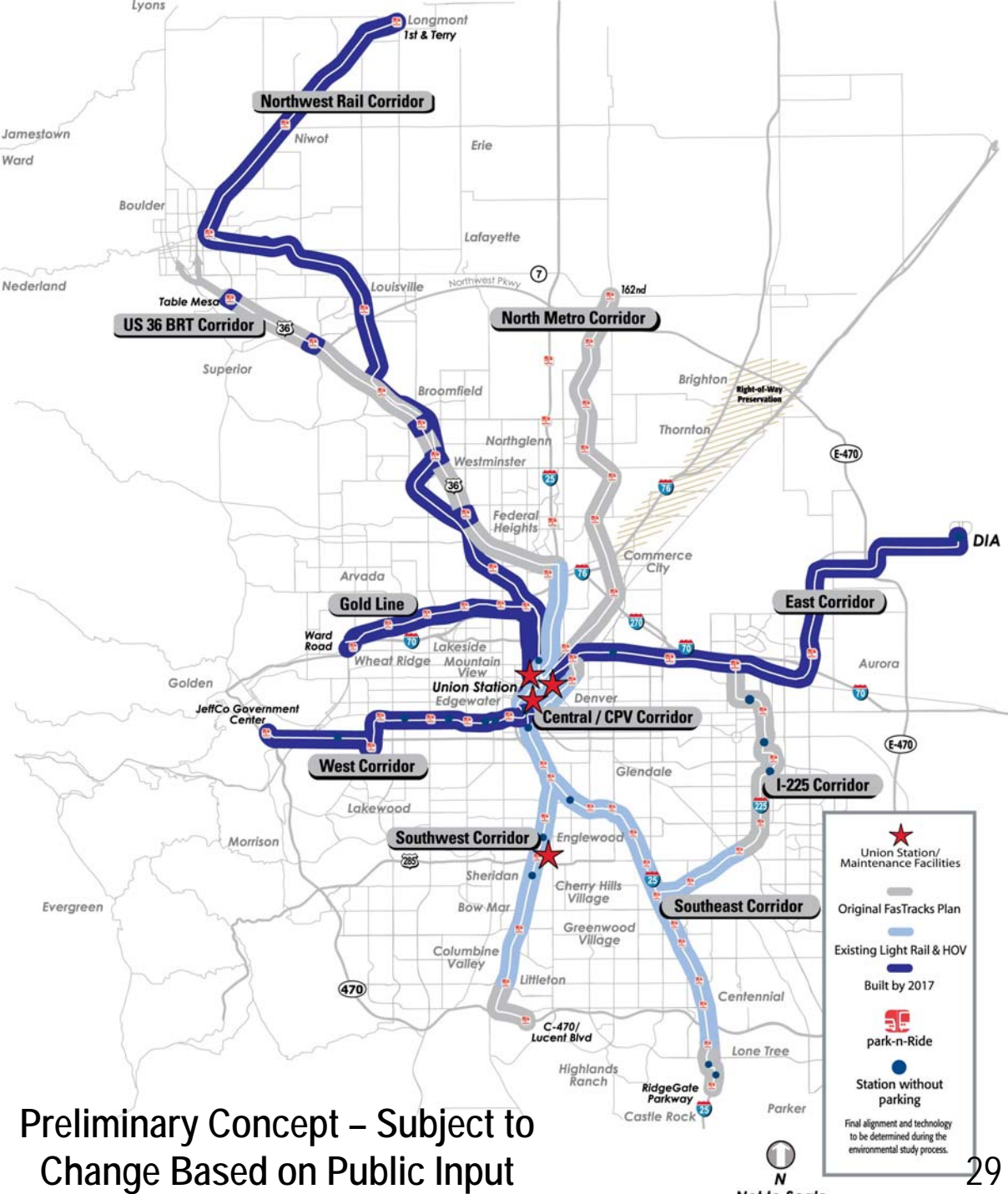


Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



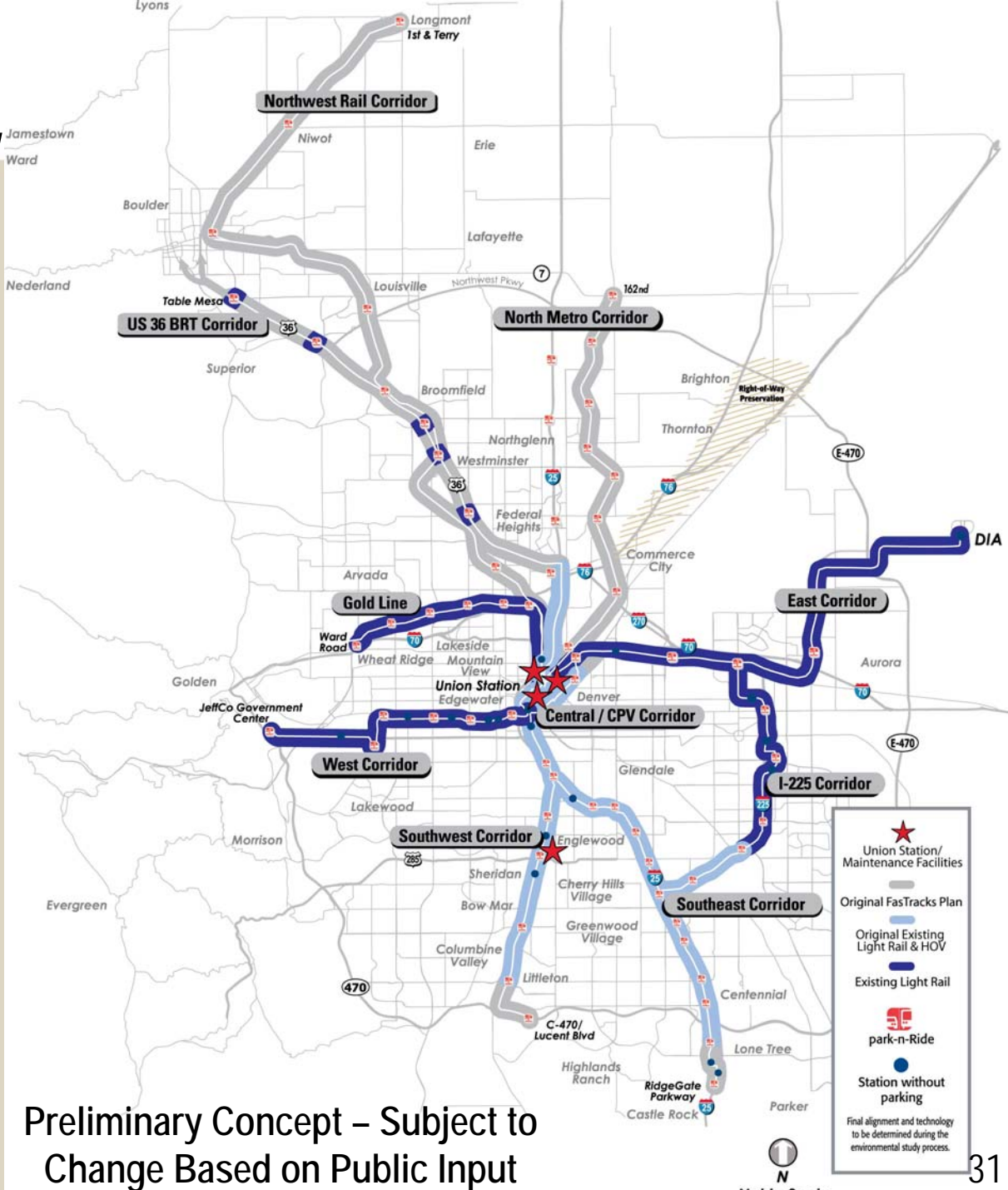
Preliminary Concept – Subject to Change Based on Public Input

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



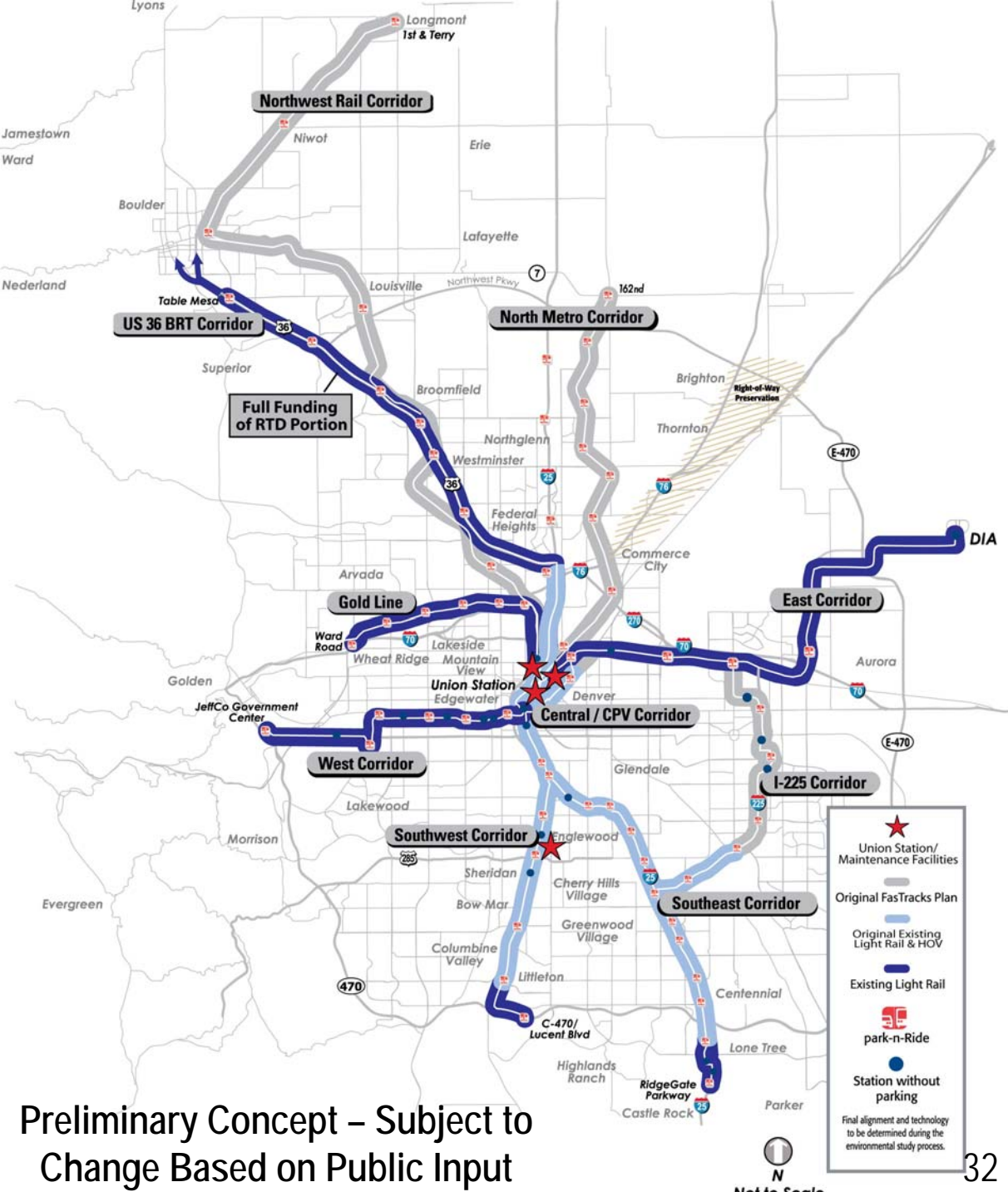
Preliminary Concept – Subject to Change Based on Public Input

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



Preliminary Concept – Subject to Change Based on Public Input

Option #2 – Pros and Cons

Basic Assumptions + One additional complete corridor
by 2017 – End the Program

Pros

- Does not require additional funding
- Provides full build-out of one additional corridor

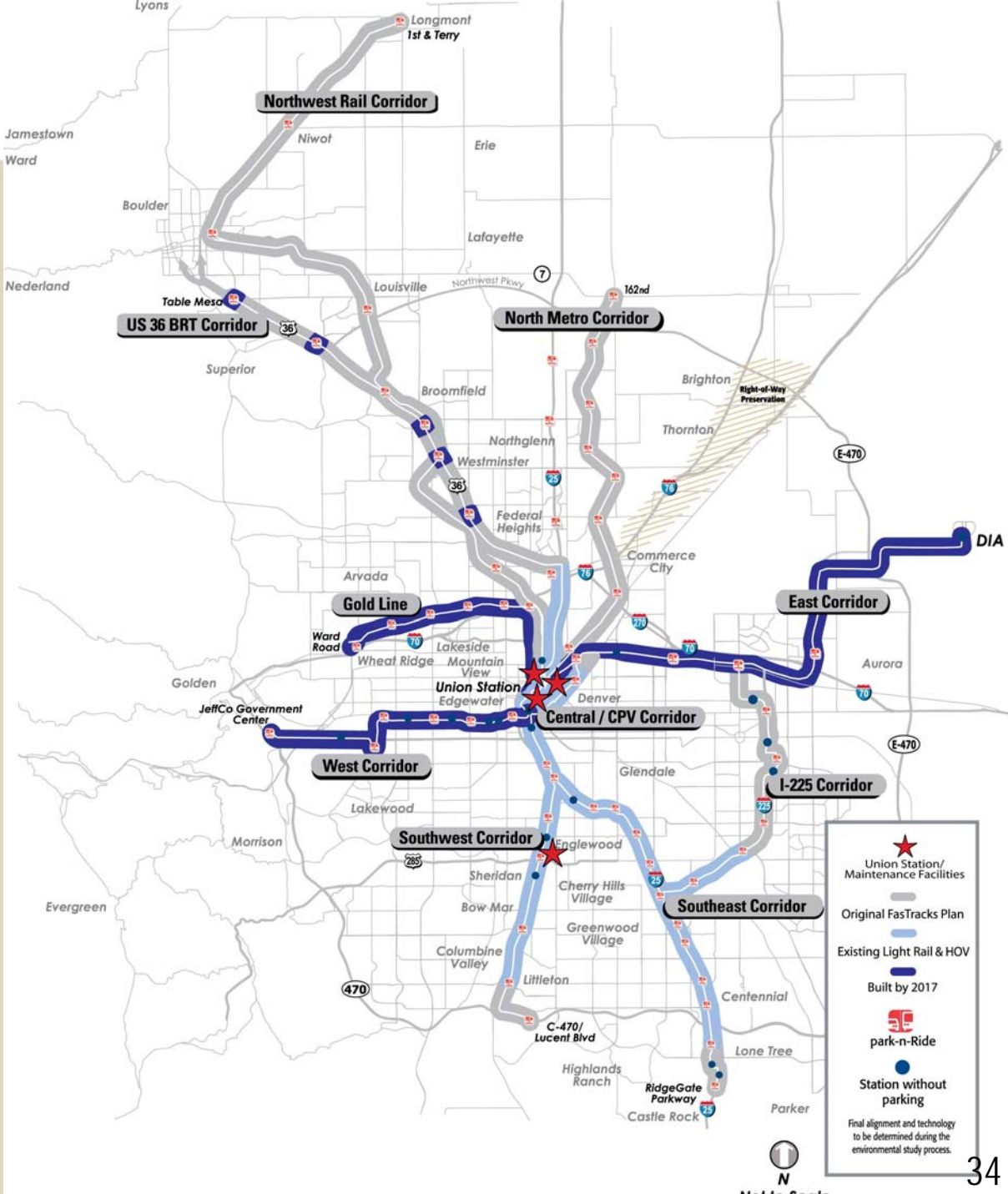
Cons

- Does not build out entire program
- Prioritization of corridors will require regional consensus

Option #3

Basic Assumptions

-PLUS-

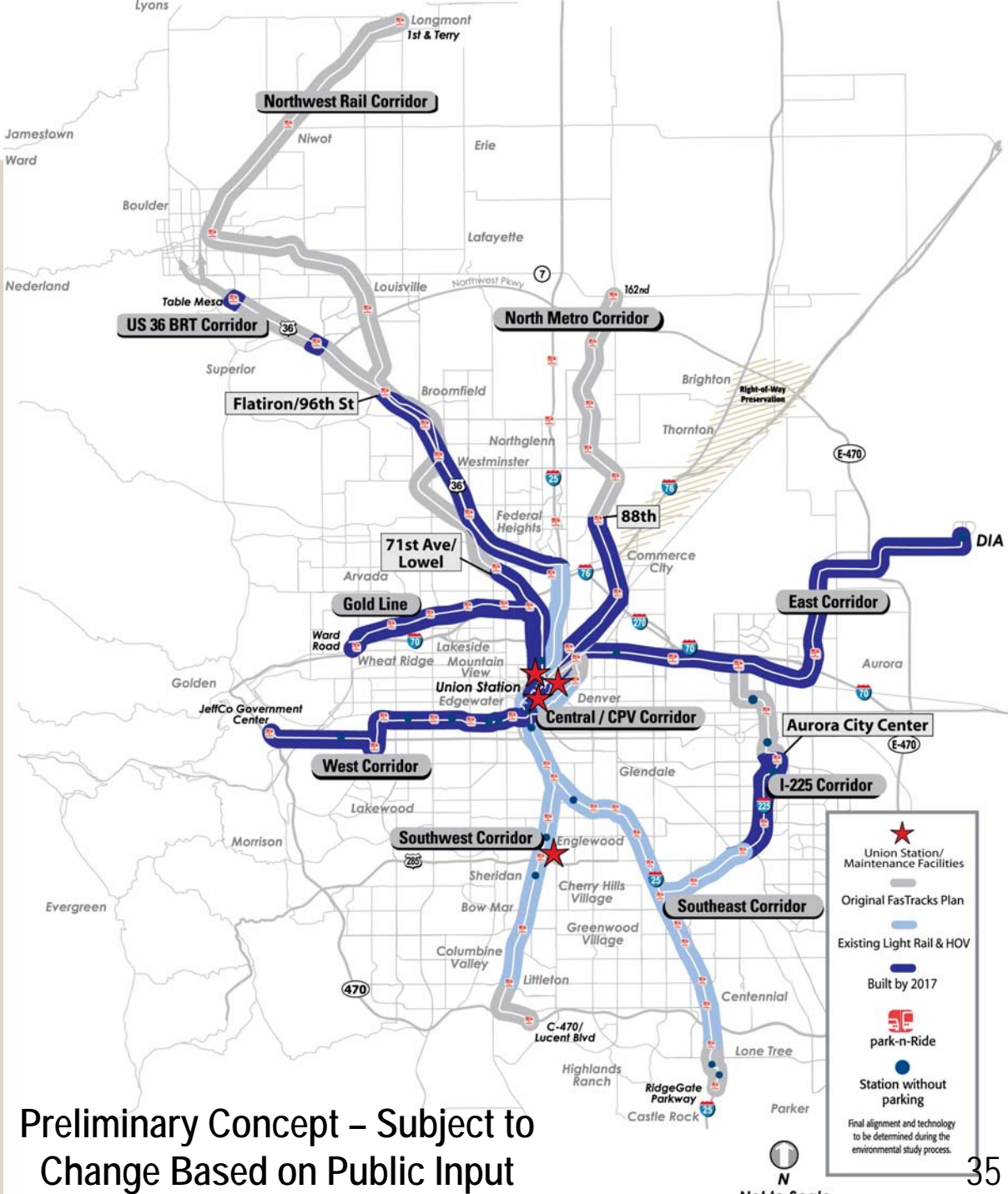


Option #3

Basic Assumptions

-PLUS-

Segments of other corridors by 2017 – Build the Rest Over Time as Revenues Allow



Preliminary Concept – Subject to Change Based on Public Input

Option #3 – Pros and Cons

Basic Assumptions + Segments of all other corridors by 2017 – Build the Rest Over Time as Revenues Allow

Pros

- Does not require new revenue sources
- Builds out the entire program
- Build out could be accelerated before 2034 if economic conditions improve

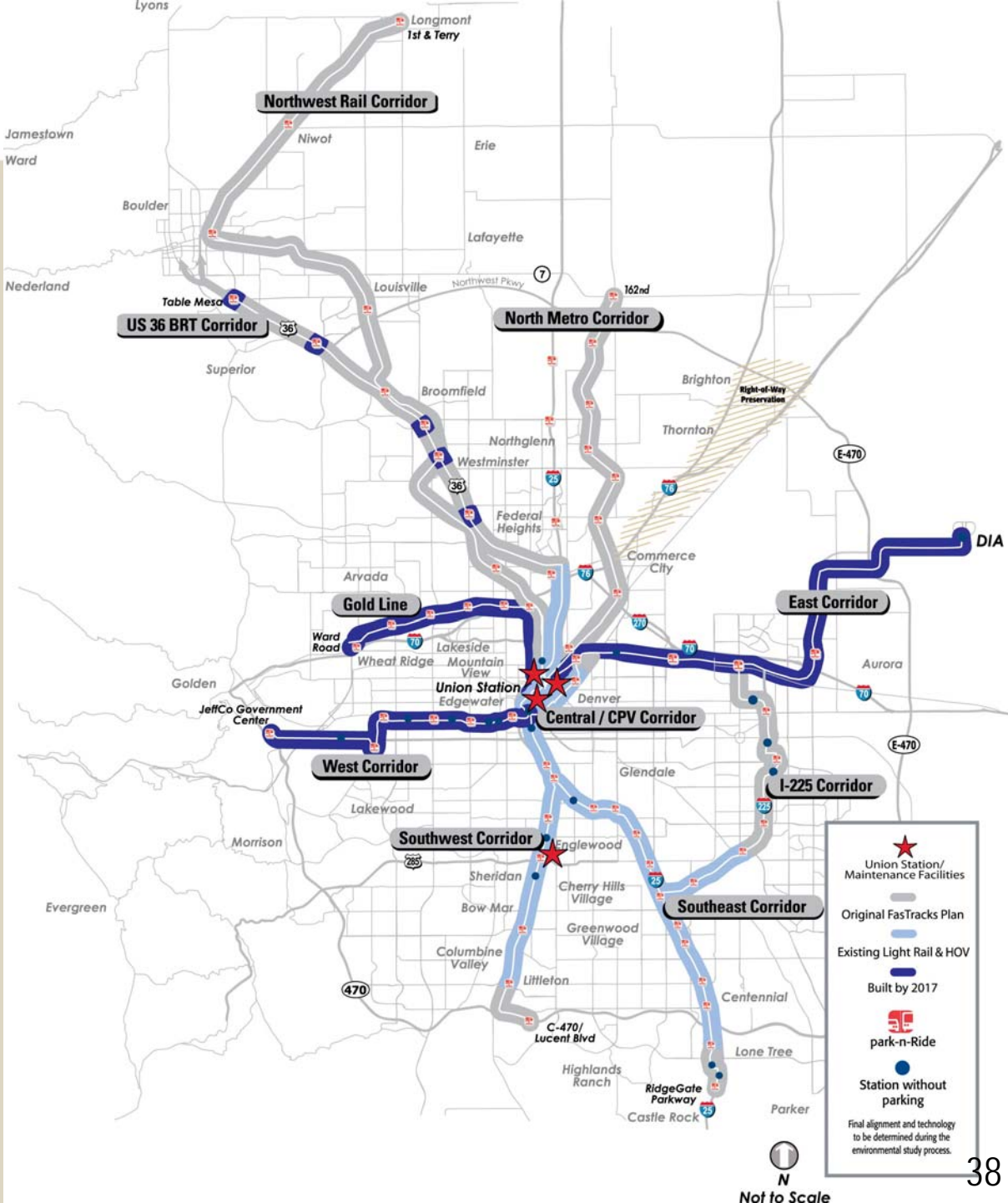
Cons

- Some corridor schedules would be delayed
- Overall program budget increases

Option #4

Basic Assumptions

-PLUS-



Option #4

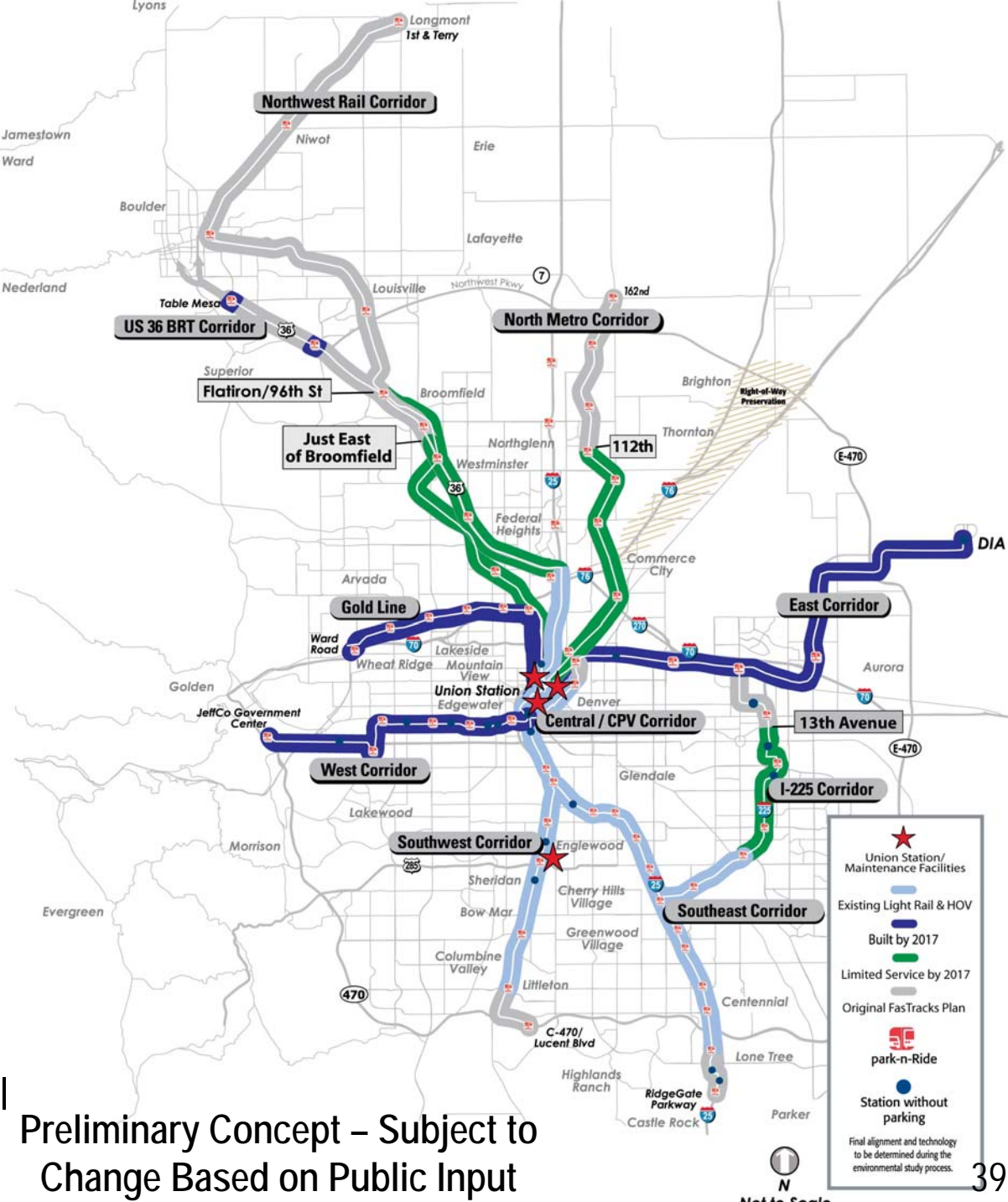
Basic Assumptions

-PLUS-

Longer Segments of other corridors with limited service by 2017 –

Service Frequencies:

- North Metro – 30 min
- I-225 – 30 min
- Northwest Rail – 30 min (peak only-bus all day)



Preliminary Concept – Subject to Change Based on Public Input

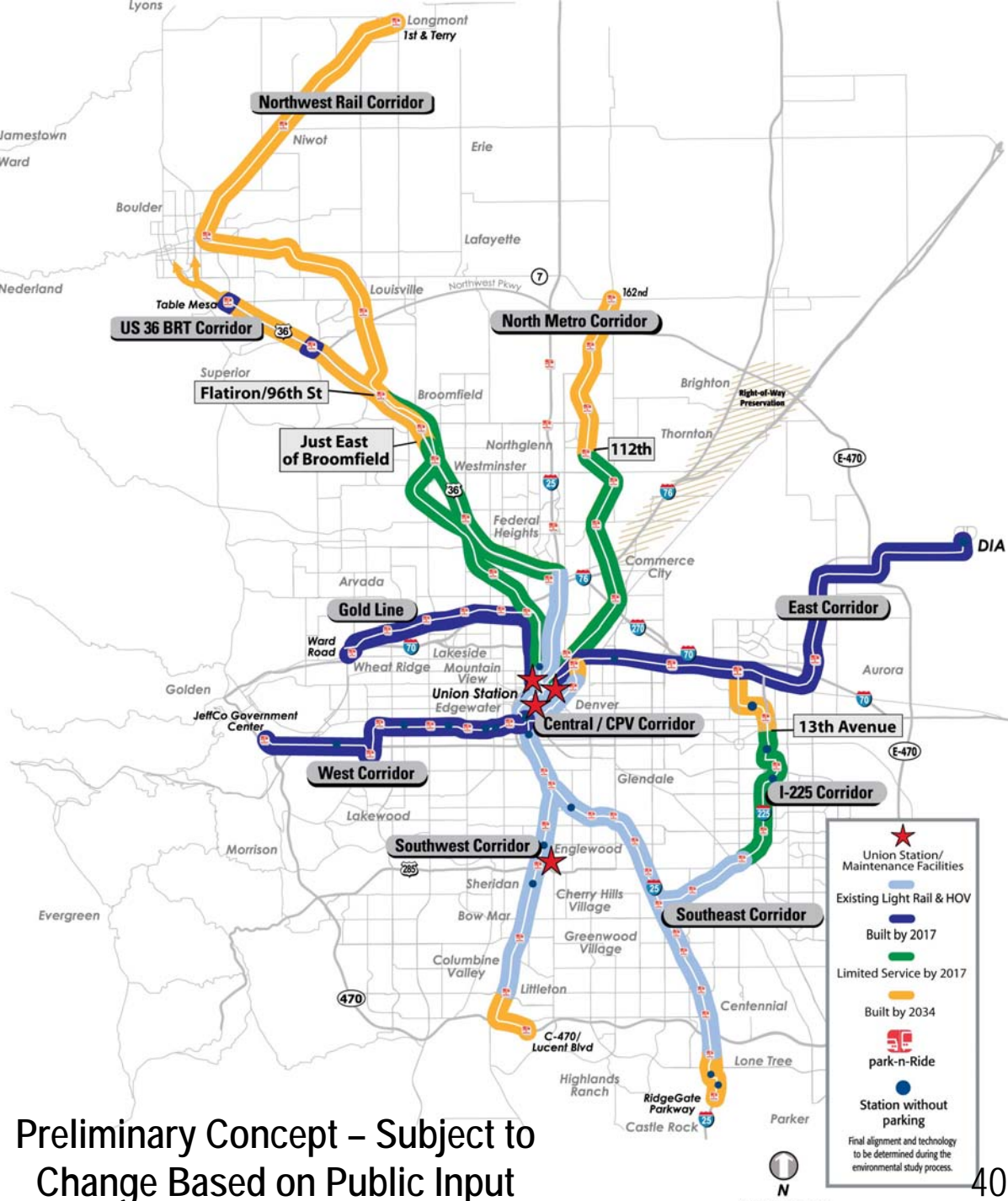
Not to Scale

Option #4

Basic Assumptions

-PLUS-

Longer Segments of other corridors with limited service by 2017 – Build Rest Over Time as Revenues Allow



Preliminary Concept – Subject to Change Based on Public Input



Option #4 – Pros and Cons

Basic Assumptions + Longer Segments of all other corridors with limited service by 2017 – Build Rest Over Time as Revenues Allow

Pros

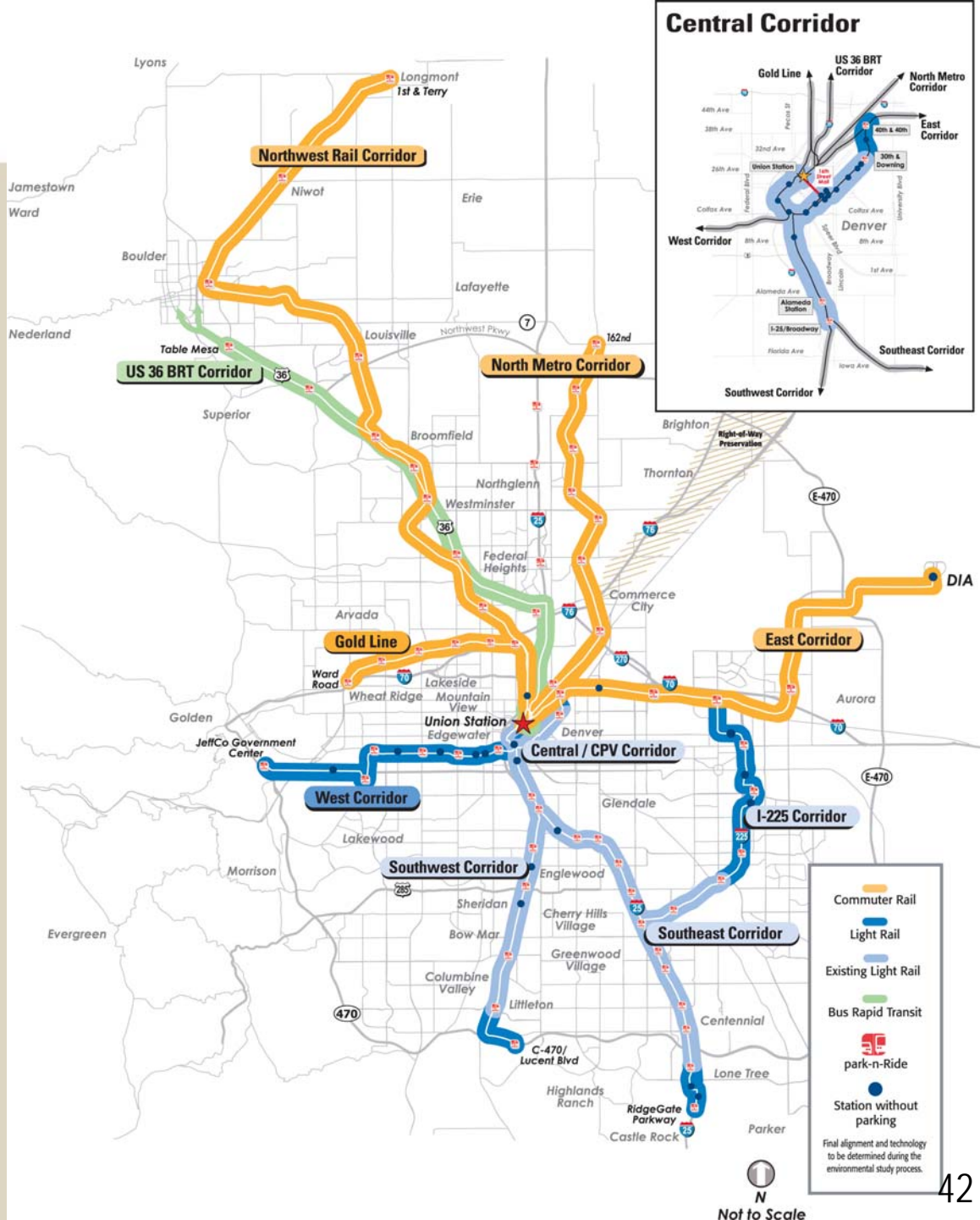
- Does not require new revenue streams
- Builds out the entire program
- Provides longer sections of each corridor by 2017
- Build out could be accelerated before 2034 if economic conditions improve

Cons

- Does not build out entire program
- Service levels are reduced as compared to original FasTracks plan
- Overall program budget increases

Option #5

Build Complete FasTracks Program by 2017 – Seek Additional Revenue Sources



Potential New Revenue Sources

- New revenue sources will be needed to implement the entire FasTracks program by 2017. Total cost of program is estimated at \$7.9 B. Approaches for new revenue sources include:
 - Partner with CDOT for state-wide transportation initiative (Blue Ribbon Panel)
 - Pursue additional Public-Private Partnership funding opportunities
 - Pursue all available federal transportation grant revenues
 - Sales tax increase (2-3 pennies on a \$10 purchase)
 - Monitor and participate in any Regional Transportation Authority that might be formed in the metro area
 - Optimize RTD's operating revenues (parking fees, fares, advertising)

Option #5 – Pros and Cons

Build complete FasTracks program by 2017 and
Seek Additional Revenue Sources

Pros

- Builds out the entire program by 2017
- Consistent with the original FasTracks plan

Cons

- Would require additional revenue streams
- Could require legislative approval for revenue measure and public vote



Next Steps

- **September/October** – Collect public input
- **October 22** – Citizens Advisory Committee
- **Late October-Q1 2009** – Ongoing meetings with city/county officials and local government teams
- **November 6th** – Input summary to RTD Board
- **Mid-November** – Public opinion phone survey
- **December** – Refinement by RTD Board on options
- **Q1 2009** – Collaboration/recommendation from regional agencies to RTD Board on preferred option for FasTracks
- **End of Q1 2009** – RTD Board adoption of preferred FasTracks implementation plan

What Do You Think?

We Want to Know:

- **Your feedback on each of the options RTD has presented tonight**
- **Your input and suggestions on other ideas for RTD to explore**

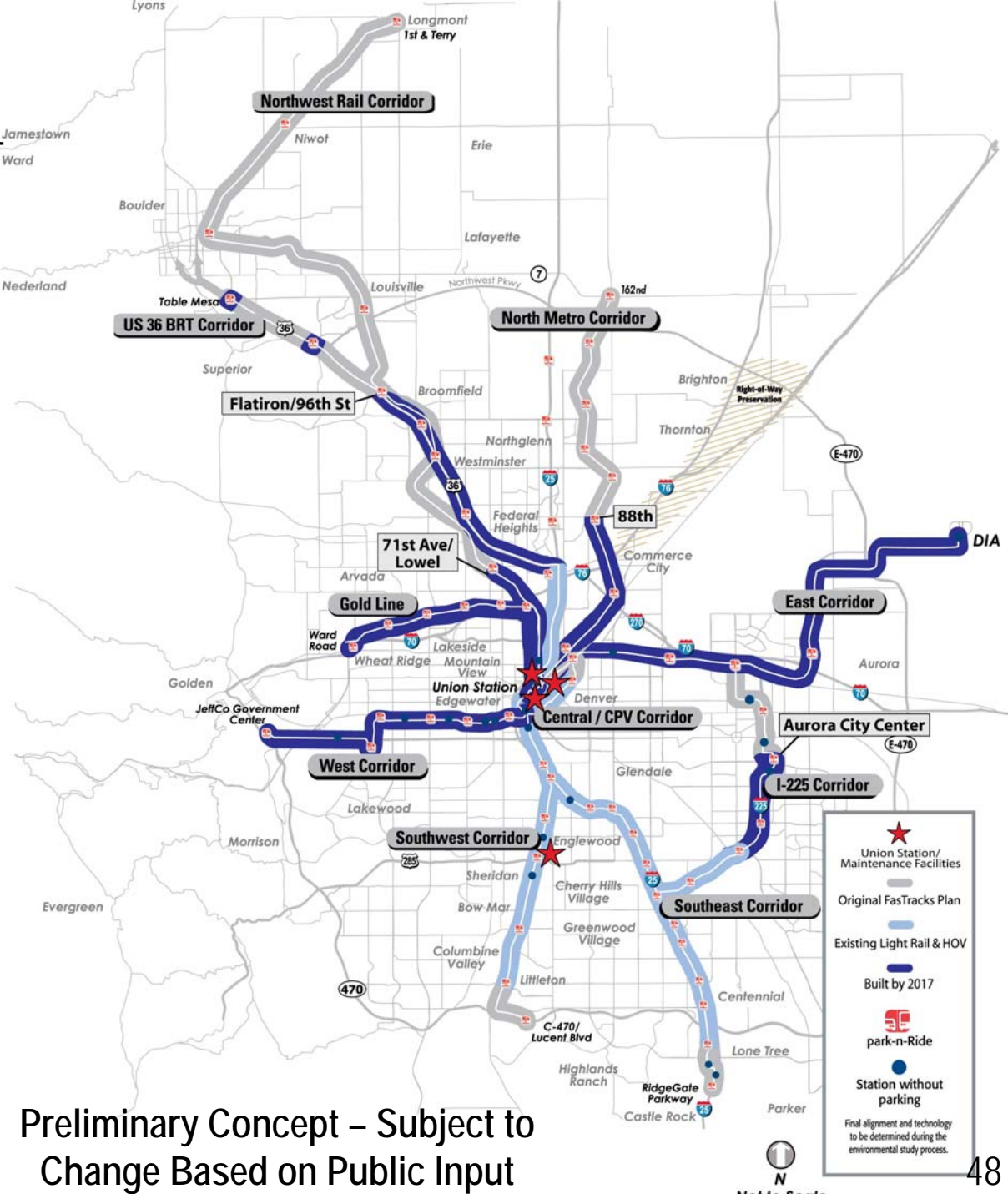
Automatic Response System

Option #1

Basic Assumptions

-PLUS-

Segments of other corridors by 2017 – End the Program



Preliminary Concept – Subject to Change Based on Public Input

Option #1 Input

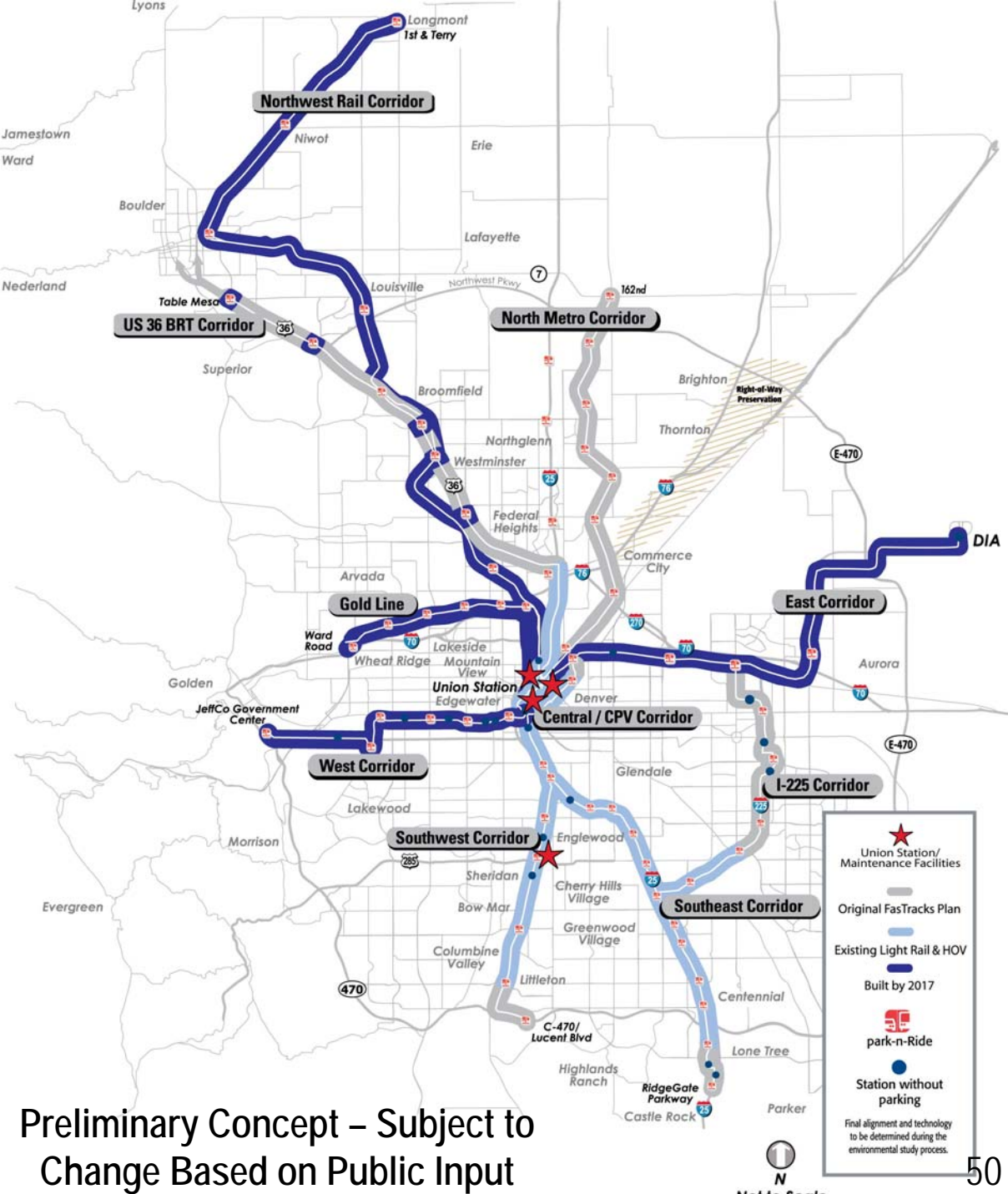
- How supportive would you be of RTD continuing to analyze this type of option?
- Option #1: Basic Assumptions + Segments of all Other Corridors by 2017 – End the Program
 1. Very Supportive
 2. Somewhat Supportive
 3. Somewhat Unsupportive
 4. Very Unsupportive
 5. Don't Know

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



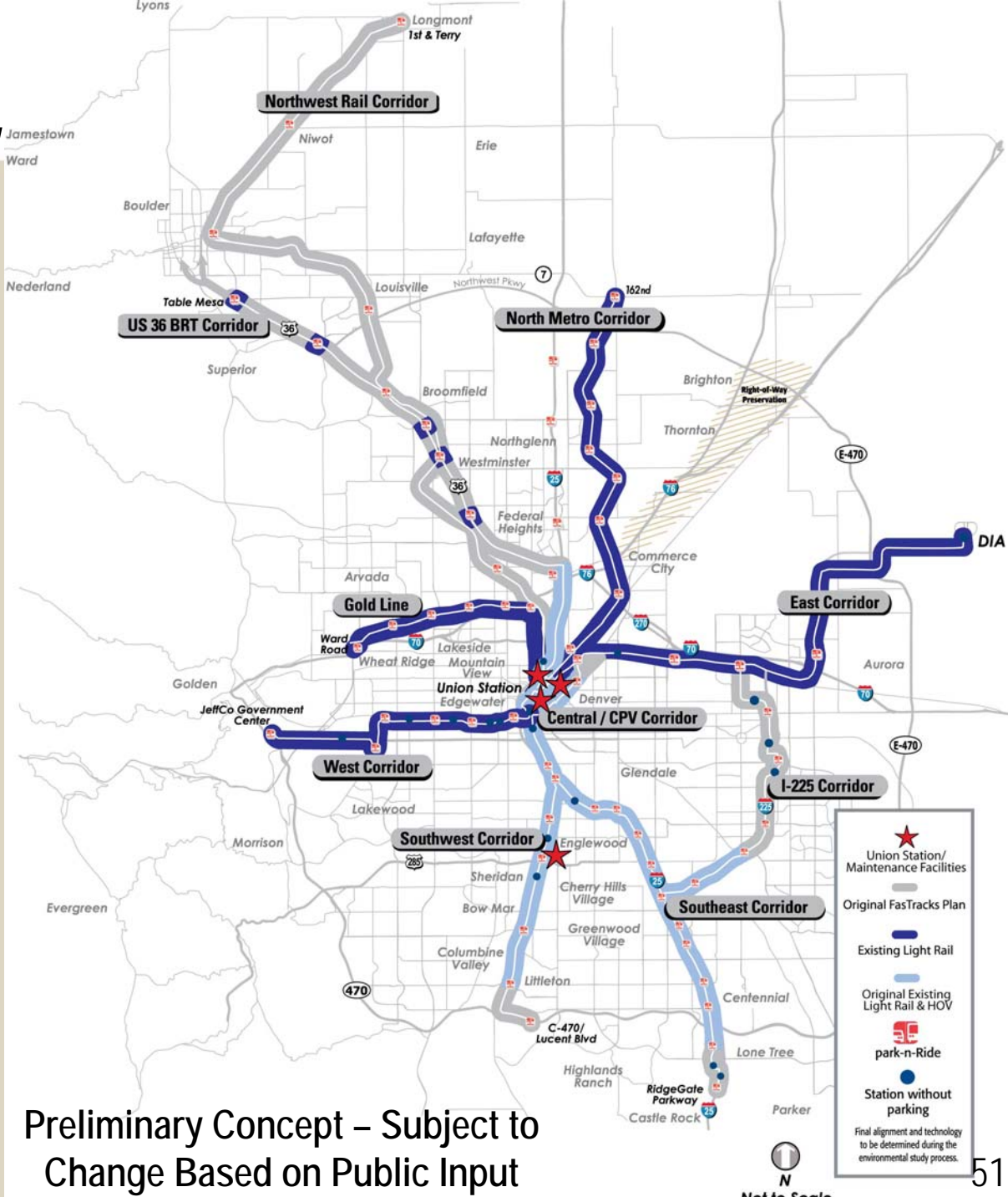
Preliminary Concept – Subject to Change Based on Public Input

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



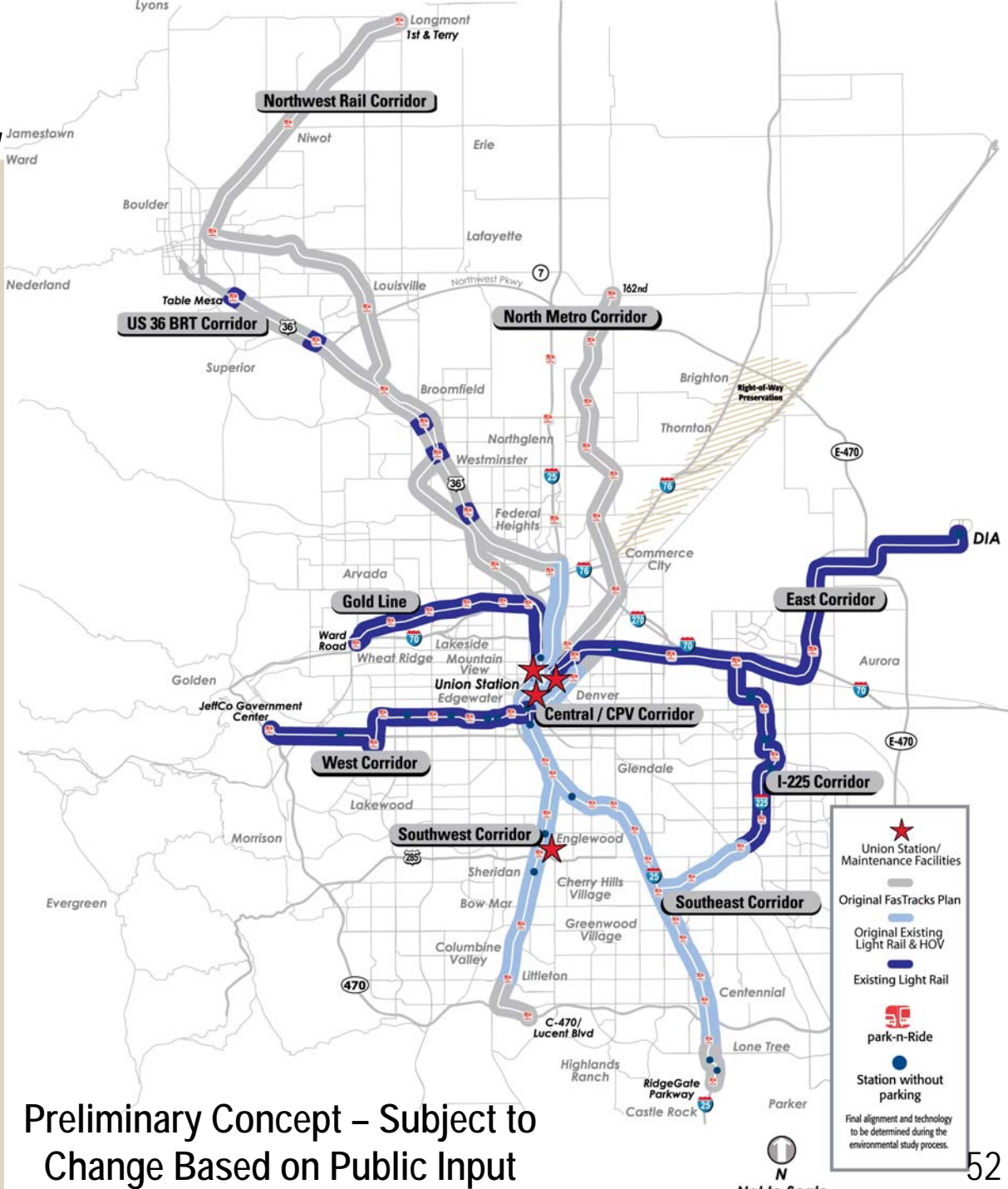
Preliminary Concept – Subject to Change Based on Public Input

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



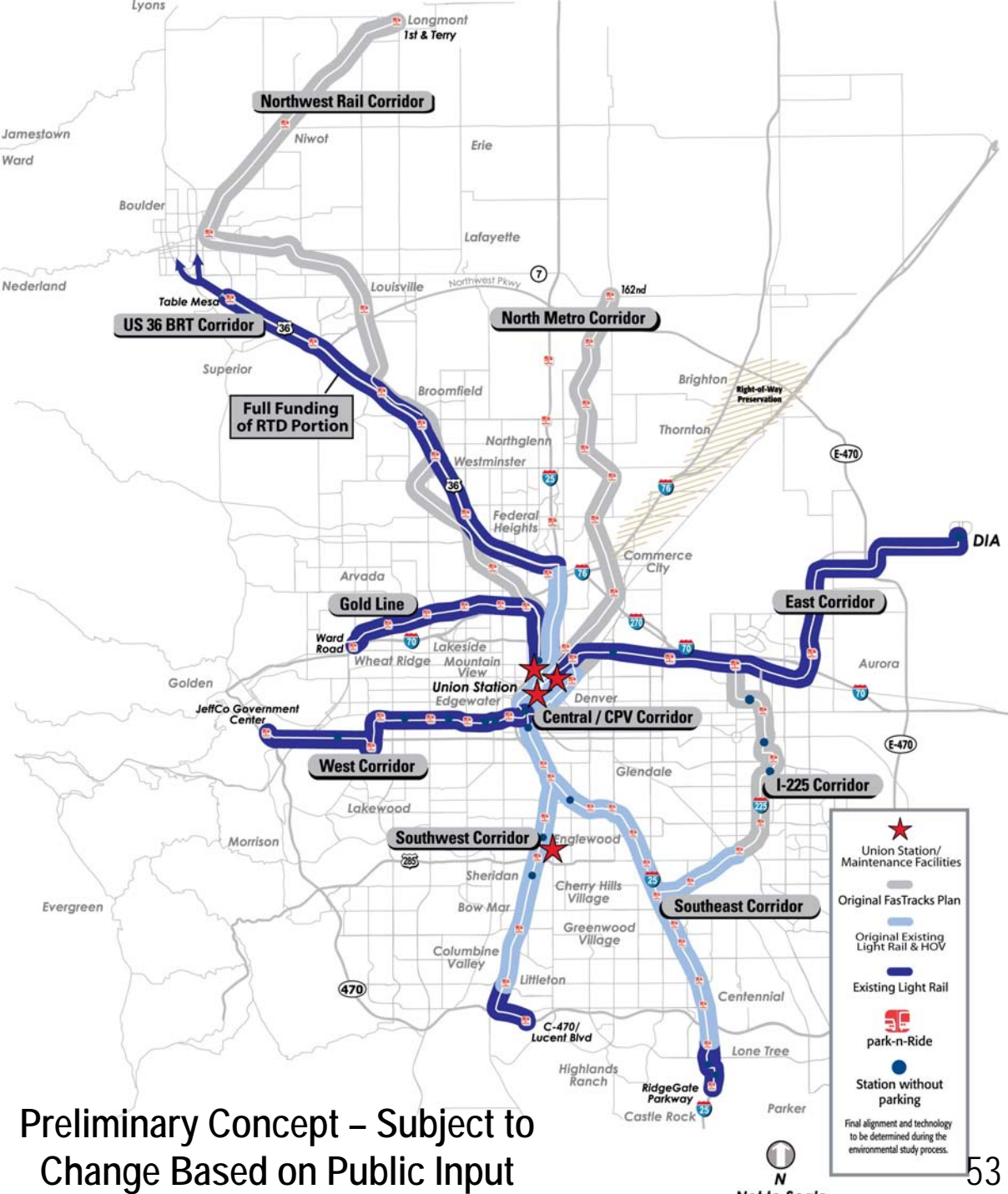
Preliminary Concept – Subject to Change Based on Public Input

Option #2

Basic Assumptions

-PLUS-

One additional complete corridor by 2017 – End the Program



Option #2 Input

- How supportive would you be of RTD continuing to analyze this type of option?
- Option #2: Basic Assumptions + One Additional Complete Corridor by 2017 – End the Program
 1. Very Supportive
 2. Somewhat Supportive
 3. Somewhat Unsupportive
 4. Very Unsupportive
 5. Don't Know

Option #3 Input

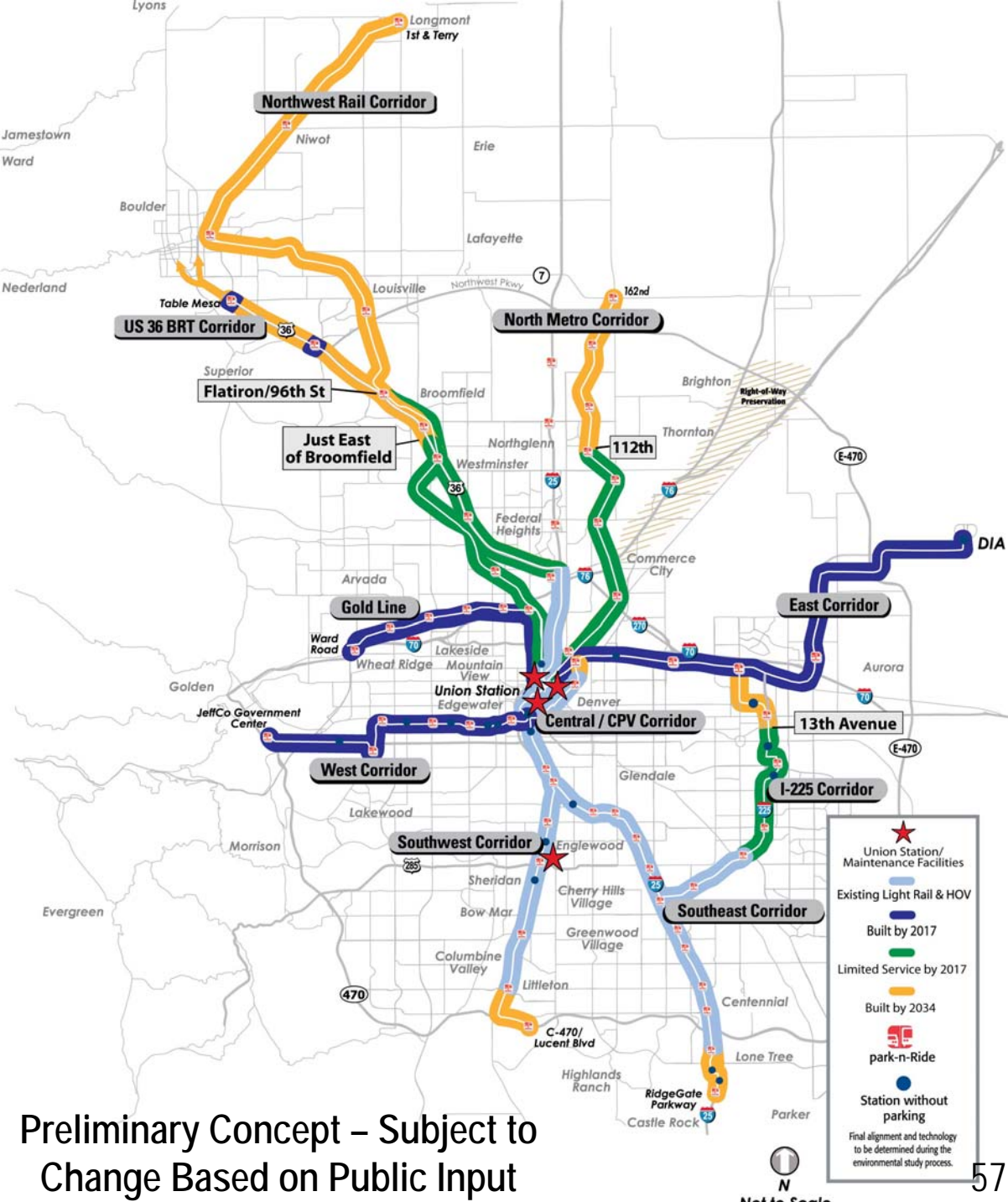
- How supportive would you be of RTD continuing to analyze this type of option?
- Option #3: Basic Assumptions + Sections of Other Corridors by 2017 – Build the Rest Over Time as Revenues Allow
 1. Very Supportive
 2. Somewhat Supportive
 3. Somewhat Unsupportive
 4. Very Unsupportive
 5. Don't Know

Option #4

Basic Assumptions

-PLUS-

Longer Segments of other corridors with limited service by 2017 – Build Rest Over Time as Revenues Allow



Preliminary Concept – Subject to Change Based on Public Input

Option #4 Input

- How supportive would you be of RTD continuing to analyze this type of option?
- Option #4: Basic Assumptions + Longer Sections of Other Corridors with Limited Service by 2017 – Build the Rest Over Time as Revenues Allow
 1. Very Supportive
 2. Somewhat Supportive
 3. Somewhat Unsupportive
 4. Very Unsupportive
 5. Don't Know

Option #5

Build Complete FasTracks Program by 2017 – Seek Additional Revenue Sources



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

Option #5 Input

- How supportive would you be of RTD continuing to analyze this type of option?
- Option #5: Build Complete FasTracks Program by 2017 – Seek Additional Revenue Sources
 1. Very Supportive
 2. Somewhat Supportive
 3. Somewhat Unsupportive
 4. Very Unsupportive
 5. Don't Know



Next Steps

- NOW – Provide additional feedback and ideas to our FasTracks staff



Thank You!

Thank you for taking time to help us find solutions for FasTracks.

As it took a regional effort to gain approval for the program, it will take regional cooperation to find solutions for these challenges.