

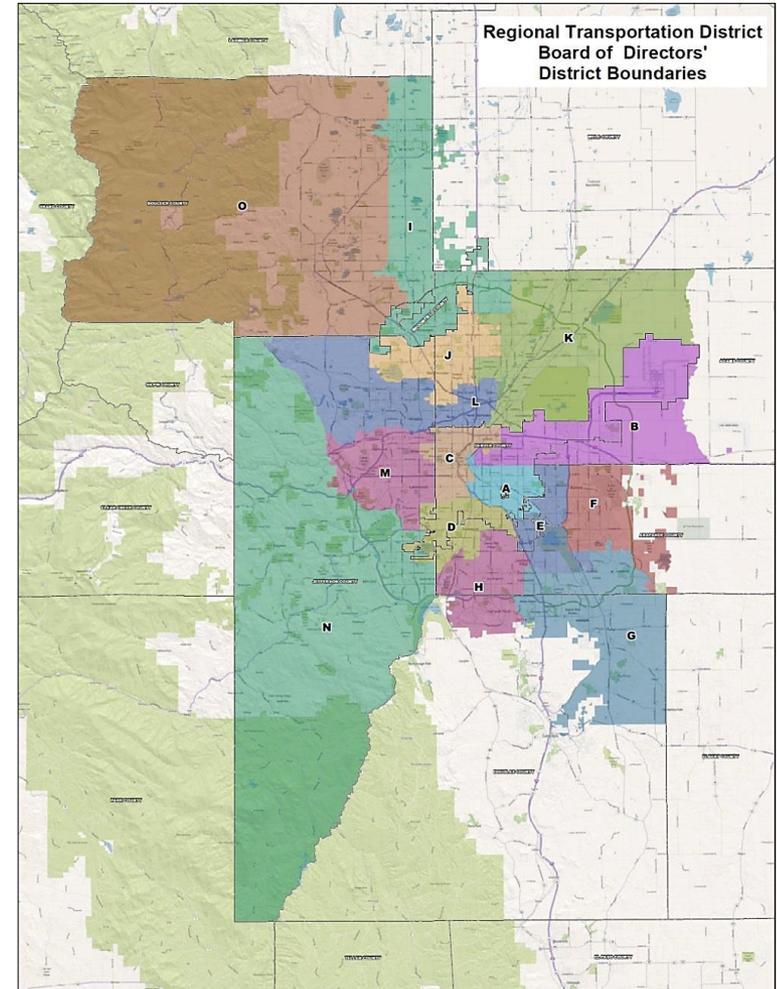
Regional Transportation District Denver

Governance Structure and Journey

Georgia Legislative Commission
November 13, 2017

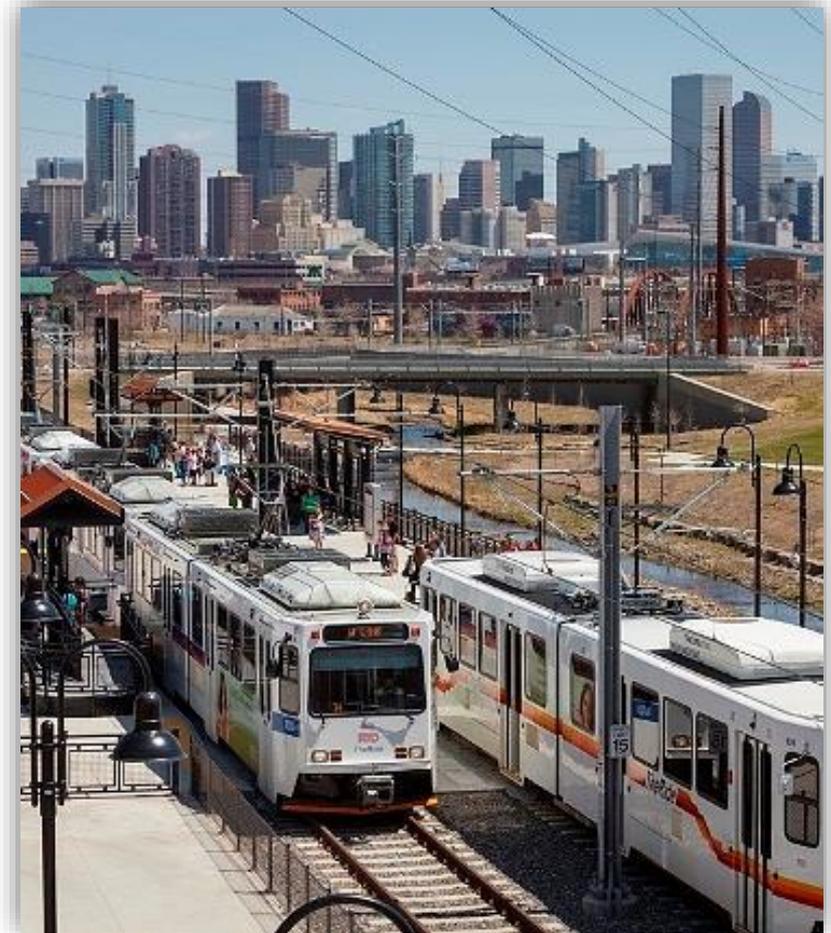
Regional Transportation District

- Created in 1969
- Eight-county service area
- Service area: 2,342 sq. miles
- 2.92 million population
- 15 elected Board members
- 1 percent sales tax
 - 0.6% base system
 - 0.4% FasTracks
- 2,813 employees



Regional Transportation District (cont.)

- 1,023 buses
- 172 light rail vehicles
- 66 commuter rail vehicles
- 80 park-n-Rides/31,000 parking spaces
- 58.5 miles of light rail
- 18 miles of BRT
- 29 miles of commuter rail
- 100 million annual boardings



Laying the Groundwork for Regional Rapid Transit

- By late 80s RTD had a robust bus system
- Denver region was going through major air quality issues
- Growing interest in modern light rail nationally – San Diego, Portland
- Unique tax windfall that allowed RTD to locally fund it's first light rail line
 - 5.3 mile demonstration line opened in 1994



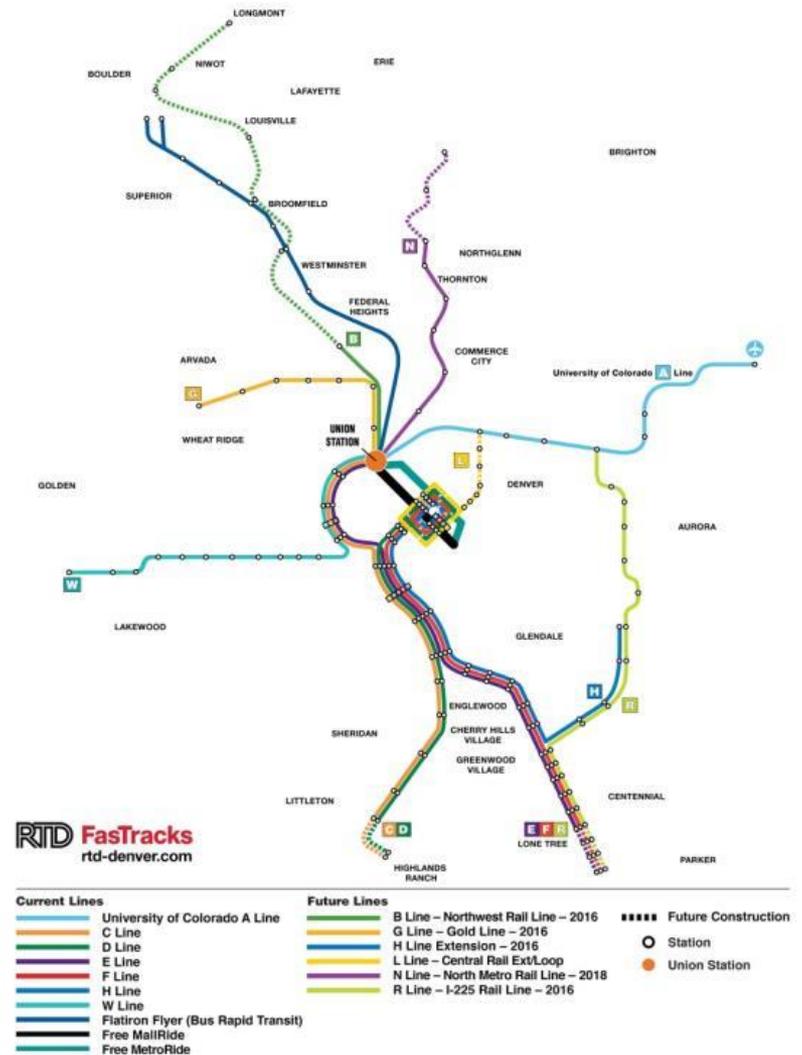
Laying the Groundwork for Regional Rapid Transit (con't)

- Proposed "Guide the Ride" expansion failed in 1997 (57% to 43%)
- Failure forced RTD and supporters to get better organized
 - Developed more detailed plans for future corridors
 - Successfully opened 2 lines (2000 and 2002) and started a third line.
 - Developed strong coalition of business, local government and environmental groups
- Adopted new \$4.7B plan called FasTracks in 2002
- Took plan to ballot in 2004 for .4% tax increase and passed (58% to 42%)



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



Challenges after the FasTracks Vote

- Hit with impacts of Great Recession in 2007/2008 – revenues down and construction costs up
- Couldn't build out FasTracks in timeframe we identified (by 2017)
- Coalition of supporters were getting “restless”



Addressing the FasTracks Challenges

- Leveraged over \$1.4B in Federal funds
- Forced to identify priorities for investment
- Acknowledged mistakes in original projections
- Looked to innovation from the private sector
 - First Transit P3 in the US
 - Created incentive for unsolicited proposals



RTD's Current Situation

- RTD has built or has under construction approximately 70% of the program identified in 2004
- Remainder of the program will take a while to construct because of RTD's debt capacity and little opportunity for non RTD funds (Federal grants and other funds)
- Going through growing pains of expanding system quickly – operations & maintenance
- Generally, the coalition of supporters is still behind RTD
- Some supporters are disappointed that their projects won't get built for a long time (post 2030+)

What the Future Holds for RTD

- RTD will have limited opportunity for any additional investment – need to manage what we have
- Future investments will likely be in Bus Rapid Transit + ways to enhance FasTracks investment
- Local partners are looking for an expanded role in transit – City/County of Denver, City of Boulder, Colorado Department of Transportation
- Transportation environment is rapidly changing – TNCs (Uber & Lyft), Smart Phone apps, driverless vehicles
- RTD is trying to adapt to changing environment – partnerships, mobile ticketing, first & last mile solutions, Mobility Choice Blueprint

Questions?

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