# Table of Contents

**EXECUTIVE SUMMARY** ......................................................................................................................... 1

**INTRODUCTION** ...................................................................................................................................... 11

**1.0 Project Definition: Scope and Costs** ............................................................................................... 11

1.1 Project Definition and Scope .............................................................................................................. 11

1.2 Current Plan and Corridor Costs ........................................................................................................ 13

1.3 2011 Annual Program Evaluation (APE) .............................................................................................. 23

1.3.1 Cost and Revenue Challenges, Risk Factors, and Opportunities ............................................... 23

1.3.1.1 Construction Costs and Variability ........................................................................................... 24

1.3.1.2 Sales And Use Tax Change ....................................................................................................... 26

1.3.1.3 Railroad Negotiations .............................................................................................................. 27

1.3.1.4 Grant Opportunities ................................................................................................................... 28

1.3.2 Results of the 2011 APE ................................................................................................................. 28

1.3.2.1 Major Changes from 2010 APE ............................................................................................... 29

1.3.2.2 Construction/Finance Ready Task Force ................................................................................... 30

1.3.2.3 Financial Plan Alternatives Considered .................................................................................... 31

1.3.2.4 RTD Board Financial Plan Selection ....................................................................................... 32

1.3.3 Collaborative Efforts ......................................................................................................................... 32

1.3.3.1 Metro Mayors Task Force ......................................................................................................... 32

1.3.3.2 Sales and Use Tax Forecast Working Group ............................................................................. 33

1.3.3.3 FasTracks Construction Inflation Workshop ........................................................................... 34

1.3.3.4 New Starts Regional Working Group ....................................................................................... 34

1.4 Status of FasTracks Corridors ............................................................................................................... 36

1.4.1 Central Corridor Extension ............................................................................................................. 36

1.4.2 Denver Union Station ....................................................................................................................... 38

1.4.3 Eagle Project .................................................................................................................................... 42

1.4.3.1 East Corridor ............................................................................................................................... 44

1.4.3.2 Gold Line Corridor .................................................................................................................... 46

1.4.3.3 Northwest Rail Corridor – Phase 1 ............................................................................................. 48

1.4.3.4 Commuter Rail Maintenance Facility ....................................................................................... 50

1.4.4 I-225 Corridor .................................................................................................................................. 52

1.4.5 Maintenance Facilities ....................................................................................................................... 54

1.4.5.1 Light Rail Maintenance Facility .................................................................................................. 54

1.4.6 North Metro ..................................................................................................................................... 56

1.4.7 Northwest Rail Corridor – Phase 2 ................................................................................................... 58

1.4.8 Southeast Corridor Extension .......................................................................................................... 60

1.4.9 Southwest Corridor Extension ......................................................................................................... 62

1.4.10 US 36 Bus Rapid Transit (BRT)—Phase 1 .................................................................................... 65

1.4.11 US 36 Bus Rapid Transit (BRT)—Phase 2 ................................................................................... 65

1.4.12 West Corridor ................................................................................................................................. 68

**2.0 Summary of Financial Plan** .............................................................................................................. 70

**3.0 Implementation Schedule** .............................................................................................................. 73

3.1 Modifications to Corridor/Project Schedules ....................................................................................... 73

3.2 Status of Environmental Process ....................................................................................................... 79

**4.0 Bus Service Levels** ......................................................................................................................... 81

**5.0 Operating Characteristics** .............................................................................................................. 82

---

TOC i
6.0 Transit Oriented Development (TOD) .................................................................86
7.0 Downtown Denver Distributor ........................................................................90
8.0 Other FasTracks Plan Elements....................................................................92
  8.1 Legislative Update ..........................................................................................92
    8.1.1 House Bill 10-1143, concerning the authority of the regional transportation
district to enter into agreements permitting specified uses at its transfer facilities. .92
    8.1.2 House Bill 10-1276, concerning the sale by a railroad company of its right-of-way for the operation of a public passenger rail service ..................................................92
    8.1.3 Sales and Use Tax Revenue Related Bills ........................................92
  8.2 Quality Management Oversight.......................................................................92
  8.3 Quality of Life (QoL) .....................................................................................93
  8.4 FasTracks Public Information/Public Involvement Program .............................93
  8.5 Citizens Advisory Committee (CAC) ...............................................................96
  8.6 Sustainability Program ...................................................................................97
  8.7 FastConnects ..................................................................................................99

List of Figures

Figure 1: FasTracks Plan - Rapid Transit Corridors ........................................12
Figure 2: Historical Copper Prices .................................................................24
Figure 3: Historical Crude Oil Barrel Prices ....................................................24
Figure 4: Unit Costs for Running Rail (per ton)...............................................25
Figure 5: Unit Costs for Reinforcing Steel (Cwt) ........................................25
Figure 6: Projected Sales and Use Tax Growth 2005-2035 ..............................27
Figure 7: FasTracks Program Capital Cost Summary (YOE$) ..........................29
Figure 8: Historical Perspective of Tax Revenue Forecasts 2005-2035 ............30
Figure 9: Central/CPV Corridor .......................................................................37
Figure 10: Denver Union Station Transit Improvements .................................38
Figure 11: Denver Union Station ......................................................................39
Figure 12: Eagle Project ....................................................................................43
Figure 13: East Corridor ...................................................................................45
Figure 14: Gold Line ..........................................................................................47
Figure 15: Northwest Rail Corridor ....................................................................49
Figure 16: CRMF Site Location .........................................................................51
Figure 17: I-225 Corridor ..................................................................................53
Figure 18: Light Rail Maintenance Facility .......................................................54
Figure 19: North Metro Corridor .......................................................................57
Figure 20: Northwest Rail Corridor .................................................................59
Figure 21: Southeast Corridor ........................................................................61
Figure 22: Southwest Corridor ......................................................................63
Figure 23: US 36 BRT Corridor ....................................................................67
Figure 24: West Corridor ............................................................................69
Figure 25: FasTracks SB 208 Original Schedule (2004) & 2011 Financial
Plan Schedule (Assumes 2012 Vote) ..........................................................75
Figure 26: FasTracks SB 208 2009 Report Schedule & 2011 Financial Plan
Schedule (Assumes 2012 Vote) ..................................................................77
Figure 27: Updated Rail Operating Plan and Peak Hour Capacities for
FasTracks Corridors in 2035 .................................................................83
Figure 28: FasTracks Transit Oriented Development ................................87
Figure 29: Downtown Denver Distributor Proposed Route .....................91
Figure 30: FastConnects ...........................................................................100

List of Tables

Table 1: Comparison of 2009 & 2010 FasTracks Capital Cost Characteristics
.................................................................................................................15
Table 2: Opening Day Parking by Corridor ..................................................21
Table 3: FasTracks Projected Capital Costs by Corridor ..............................22
Table 4: Growth in Sales and Use Tax Revenues 1992 – 2010 ..................26
Table 5: Expenditure of $305 Million .........................................................31
Table 6: Results of Financial Plan Alternatives Considered .......................32
Table 7: FasTracks Estimated Capital Sources of Funds Through 2019 .......72
Table 8: FasTracks Plan Bus Service Levels .............................................81
Table 9: FasTracks Corridor Capacity and Year 2035 Maximum Line Loads
..................................................................................................................82

Appendices

Appendix B: 2011 Financial Plan
Appendix C: Cost Estimating Methodologies
# ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ANPRM</td>
<td>Advanced Notice of Proposed Rulemaking</td>
</tr>
<tr>
<td>APE</td>
<td>Annual Program Evaluation</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery and Reinvestment Act</td>
</tr>
<tr>
<td>BE</td>
<td>Basic Engineering</td>
</tr>
<tr>
<td>BNSF</td>
<td>Burlington Northern Santa Fe</td>
</tr>
<tr>
<td>BRT</td>
<td>Bus Rapid Transit</td>
</tr>
<tr>
<td>CAC</td>
<td>Citizens Advisory Committee</td>
</tr>
<tr>
<td>CCD</td>
<td>City and County of Denver</td>
</tr>
<tr>
<td>CDOT</td>
<td>Colorado Department of Transportation</td>
</tr>
<tr>
<td>CE</td>
<td>Categorical Exclusion</td>
</tr>
<tr>
<td>CLC</td>
<td>Colorado Legislative Council</td>
</tr>
<tr>
<td>CM/GC</td>
<td>Construction Manager/General Contractor</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Management Air Quality</td>
</tr>
<tr>
<td>CPI</td>
<td>Consumer Price Index</td>
</tr>
<tr>
<td>CRMF</td>
<td>Commuter Rail Maintenance Facility</td>
</tr>
<tr>
<td>DBFOM</td>
<td>Design-Build-Finance-Operate-Maintain</td>
</tr>
<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>DIA</td>
<td>Denver International Airport</td>
</tr>
<tr>
<td>DMAP</td>
<td>Denver Multimodal Access Plan</td>
</tr>
<tr>
<td>DMU</td>
<td>Diesel Multiple Unit</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>DRCOG</td>
<td>Denver Regional Council of Governments</td>
</tr>
<tr>
<td>DTP</td>
<td>Denver Transit Partners</td>
</tr>
<tr>
<td>DUS</td>
<td>Denver Union Station</td>
</tr>
<tr>
<td>DUSPA</td>
<td>Denver Union Station Project Authority</td>
</tr>
<tr>
<td>EA</td>
<td>Environmental Assessment</td>
</tr>
<tr>
<td>EE</td>
<td>Environmental Evaluation</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EMU</td>
<td>Electric Multiple Unit</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
</tr>
<tr>
<td>FFGA</td>
<td>Full Funding Grant Agreement</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>MOW</td>
<td>Maintenance-of-Way</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NPRM</td>
<td>Notice of Proposed Rulemaking</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>NTP</td>
<td>Notice to Proceed</td>
</tr>
<tr>
<td>NWES</td>
<td>Northwest Rail Electrified Segment</td>
</tr>
<tr>
<td>P3</td>
<td>Public-Private Partnership</td>
</tr>
<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>Penta-P</td>
<td>Public-Private Partnership Pilot Program</td>
</tr>
<tr>
<td>PI</td>
<td>Public Information/Involvement</td>
</tr>
<tr>
<td>PNRS</td>
<td>Projects of National and Regional Significance</td>
</tr>
<tr>
<td>QoL</td>
<td>Quality of Life</td>
</tr>
<tr>
<td>RAQC</td>
<td>Regional Air Quality Council</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>ROD</td>
<td>Record of Decision</td>
</tr>
<tr>
<td>ROW</td>
<td>Right-of-Way</td>
</tr>
<tr>
<td>RRIF</td>
<td>Railroad Rehabilitation &amp; Improvement Financing</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>SEA</td>
<td>Supplemental Environmental Assessment</td>
</tr>
<tr>
<td>TIF</td>
<td>Tax Increment Financing</td>
</tr>
<tr>
<td>TIFIA</td>
<td>Transportation Infrastructure Finance and Innovation Act of 1998</td>
</tr>
<tr>
<td>TIGER</td>
<td>Transportation Investment Generating Economic Recovery</td>
</tr>
<tr>
<td>TIGGER</td>
<td>Transit Investments in Greenhouse Gas and Energy Reduction</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TOD</td>
<td>Transit-Oriented Development</td>
</tr>
<tr>
<td>TOFC</td>
<td>Trailer On Freight Car</td>
</tr>
<tr>
<td>UPRR</td>
<td>Union Pacific Railroad</td>
</tr>
<tr>
<td>USACE</td>
<td>US Army Corps of Engineers</td>
</tr>
<tr>
<td>USNC</td>
<td>Union Station Neighborhood Company</td>
</tr>
<tr>
<td>YOE</td>
<td>Year-of-Expenditure</td>
</tr>
</tbody>
</table>
Page left intentionally blank
EXECUTIVE SUMMARY

The 2010 Annual Report to DRCOG on FasTracks was prepared pursuant to Senate Bill 208 (SB 208), which was passed by the Colorado legislature in 1990. SB 208 requires Metropolitan Planning Organization (MPO) approval of the financing and technology for all fixed guideway projects. The original report on FasTracks was prepared and approved by Denver Regional Council of Governments (DRCOG) in 2004. In the resolution approving the original report, the requirement for RTD to submit a report annually to DRCOG was a condition of approval. Since that time, reports have been submitted each year. This report represents the seventh annual report to DRCOG on FasTracks.

This report further documents progress on FasTracks projects; presents information on additional FasTracks efforts; and includes a summary and discussion of the approved 2011 FasTracks Financial Plan.

Project Definition and Scope

The FasTracks Plan consists of nine rail corridors (new or extended); one bus rapid transit (BRT) corridor; redevelopment of Denver Union Station (DUS); a new Commuter Rail Maintenance Facility (CRMF) and an expanded light rail maintenance facility. At completion, the Plan will add approximately 93 miles of commuter rail (East, Gold Line, North Metro, and Northwest Rail Corridors); approximately 28 miles of light rail (Southeast and Southwest Corridor Extensions, Central Corridor Extension, I-225, and West Corridor); park-n-Ride improvements and/or relocations at existing park-n-Ride lots along US 36 (US 36 BRT – Phase 1), and 18 miles of BRT (US 36 BRT – Phase 2).

Status of FasTracks Corridors

Below is a description and status of each corridor.

Central Corridor Extension

The Central Corridor Extension is 0.8-miles in length and extends light rail from the 30th and Downing Station to the 38th/Blake Station where it will facilitate transfers to the East Corridor. The Environmental Evaluation (EE) was completed in February 2010. Of the $305 million available due to the lower-than-expected Eagle Project bid price (see more detail below under Eagle Project description), $0.5 million will be used on this Extension for additional technical analysis including the use of a streetcar vehicle as well as the feasibility of other alignments.

Denver Union Station

Denver Union Station is a multimodal transportation hub that will include light rail, commuter rail, and bus connections, as well as pedestrian access to downtown businesses and the 16th Street Mall Shuttle system. In October 2008, the Federal Transit Administration (FTA) signed the Record of Decision (ROD), and a contract for early construction was signed in May 2009. The Denver Union Station Project Authority (DUSPA) was created in 2008 to provide oversight; distribute project funding; and to contract with the design-builder for all transit infrastructure. Construction is scheduled to be completed in 2015.
Eagle Project
The Eagle Project consists of the East Corridor, the Gold Line, and a portion of the Northwest Rail Corridor known as the Northwest Rail Electrified Segment (from DUS to the South Westminster/71st Avenue Station) as well as the CRMF, the commuter rail cars, and other ancillary improvements. In July 2010, RTD entered into a Concession Agreement with Denver Transit Partners (DTP) to design, build, finance, operate, and maintain the Eagle Project. The final Eagle Project cost estimate from DTP was $305 million under RTD's internal estimates. The Construction/Finance Ready Task Force developed a short-term funding strategy that allocated the expenditure of this $305 million to seven unfunded FasTracks projects.

East Corridor
The East Corridor is a commuter rail corridor, using Electric Multiple Unit (EMU) vehicles, that is 22.8-miles in length and extends from DUS to Denver International Airport (DIA). The FTA signed the ROD in November 2009. In April 2010, the FTA issued permission to enter Final Design, which is a significant milestone toward potential funding through a Full Funding Grant Agreement (FFGA) with FTA. RTD anticipates receiving the FFGA this spring or summer.

Gold Line
The Gold Line is a commuter rail corridor, using EMU vehicles, that is 11.2-miles in length and extends from DUS to Ward Road in Wheat Ridge. It shares 3.6 miles from DUS to Pecos with Northwest Rail. FTA signed the ROD in November 2009. In April 2010, the FTA issued permission to enter FD, which is a significant milestone toward potential funding through a FFGA with FTA. RTD anticipates receiving the FFGA this spring or summer.

Northwest Rail Corridor – Phase 1
The Northwest Rail Corridor Electrified Segment (Phase 1) is the 5.5 mile portion of the Northwest Rail commuter rail corridor that extends to Downtown Longmont. This EMU commuter rail segment originates at DUS and extends to the South Westminster/71st Avenue Station and is shared with the Gold Line between DUS and the Pecos Station (3.6 miles). This segment received environmental clearance in both the Northwest Rail EE, which was adopted by the RTD Board of Directors in May 2010 and released to the public in June 2010, as well as the Gold Line Final Environmental Impact Statement (FEIS).

Commuter Rail Maintenance Facility (CRMF)
This project includes a maintenance shop for all commuter rail vehicles, a commuter rail control center, employee facilities, administrative offices, parking, and a building and laydown areas for maintenance-of-way (MOW) equipment and materials. In early 2009, the Fox North (48th & Fox) site was selected as the preferred location in the Supplemental Environmental Assessment (SEA), which was completed in April 2009. The environmental analysis was incorporated into and cleared through the East Corridor, Gold Line, and North Metro EISs.

I-225 Corridor
I-225 is a 10.5-mile light rail corridor that extends along I-225 from the existing Nine Mile Station, north and east to a station that will be constructed at Peoria/Smith. This station will serve as a transfer point to the East Corridor. RTD’s current plan is for the I-225
Corridor to be built in two segments with two different procurement delivery methods. Segment 1 is the segment of the corridor from the end of line immediately north of the Nine Mile Station to the proposed Iliff Station. Segment 2, the remainder of the corridor, will continue north from the Iliff Station to the Peoria/Smith Station, which is shared with the East Corridor. The Draft EE was released in July 2009 and the RTD Board adopted the Final EE in October 2009. Of the $305 million available due to the lower-than-expected Eagle Project bid price, $90 million will be used on this Corridor to pay for completion of Segment 1.

Light Rail Maintenance Facilities
This project includes the expansion of existing light rail maintenance facilities at Elati and Mariposa. It will essentially double the maintenance and operational capacity for light rail. Construction on Elati began in May 2009 and was completed in 2010. Construction on Mariposa began in 2010 and is scheduled to be completed in 2011.

North Metro
North Metro is a commuter rail corridor, using EMU vehicles, that is 18.4-miles in length and extends from DUS north to 162nd Avenue. In 2009, additional analysis was done on alignment refinements in the southern portion of the corridor. The Draft Environmental Impact Statement (DEIS) was released in November 2009. The FEIS was scheduled to be released in January 2011 and a ROD is anticipated in April 2011. Of the $305 million available due to the lower-than-expected Eagle Project bid price, $90 million will be used on this Corridor to complete the segment from DUS to the National Western Stock Show Station.

Northwest Rail Corridor – Phase 2
The entire Northwest Rail Corridor is a 41-mile commuter rail corridor that originates at DUS and extends northwest to Downtown Longmont. Phase 2 will be a commuter rail corridor using Diesel Multiple Unit (DMU) rail vehicles that is 35.5-miles in length that extends from the South Westminster/71st Avenue Station to Downtown Longmont. The Final EE was adopted by the RTD Board of Directors in May 2010 and released to the public in June 2010. Of the $305 million available due to the lower-than-expected Eagle Project bid price, $17 million will be used on this Corridor to complete the Downtown Longmont Station, which will be constructed early and open in 2014.

Southeast Corridor Extension
The Southeast Corridor Extension is a 2.3-mile light rail extension from the current Southeast Corridor end-of-line station at Lincoln Avenue and I-25, south to the RidgeGate Parkway/I-25 interchange. The EE for this project was initiated in July 2008 and the Final EE was adopted by the RTD Board of Directors in February 2010. Of the $305 million available due to the lower-than-expected Eagle Project bid price, $9 million will be used on this Corridor to complete final design and undertake a federal environmental process to prepare for a Small Starts federal grant application.

Southwest Corridor Extension
The Southwest Corridor Extension is a 2.5-mile light rail extension from the current Southwest Corridor end-of-line station at Mineral Avenue and Santa Fe Drive (US-85), south and east to the southwest corner of the C470/Lucent Boulevard interchange. The EE for this project was initiated in July 2008 and the Final EE was adopted by the RTD Board of Directors in February 2010. Of the $305 million available due to the lower-
than-expected Eagle Project bid price, $8.5 million will be used on this Corridor to relocate Union Pacific Railroad (UPRR) track.

**US 36 BRT - Phase 1**
This project includes Park-n-Ride improvements, improved pedestrian access to the bus stations, and the construction of bus loading areas along US 36. All improvements associated with Phase I were completed in spring 2010.

**US 36 BRT - Phase 2**
The US 36 BRT-Phase 2 includes funding for RTD’s proportionate share of 18 miles of managed lanes (high-occupancy toll and vehicle and BRT) on US 36. Also included is construction of a pedestrian bridge at the Table Mesa park-n-Ride and a new eastbound bus pull-out ramp on the south side of US 36. The ROD was signed in December 2009. Of the $305 million available due to the lower-than-expected Eagle Project bid price, $90 million is committed to complete the managed lanes on US 36 to Interlocken. This, and an additional $30 million previously allocated to this project, will be used to partner with the Colorado Department of Transportation (CDOT) to extend the managed lanes to Interlocken.

**West Corridor**
The West Corridor originates at DUS and extends for 12.1-miles ending at the Jefferson County Government Center. Significant construction on this light rail corridor has been accomplished in 2009 with completion of utilities relocation, drainage improvements, three light rail bridges, three pedestrian bridges, and one pedestrian tunnel. On January 16, 2009, an FFGA with FTA was executed for $308.68 million to help fund the corridor. A full Notice to Proceed (NTP) was issued on June 16, 2009. Opening day is scheduled for 2013.

**Summary of Environmental Process**
By the end of 2010, all environmental studies were completed with the exception of the North Metro Corridor, which is anticipated to be completed in April 2011.

**Current Plan and Corridor Costs**
An Annual Program Evaluation (APE) was conducted in late 2010/early 2011 to determine changes in corridor costs and to further evaluate these costs against projected revenues. Overall, it shows an increase in costs from 2004 ($4.7 billion to $6.8 billion) and a decrease in projections of sales and use tax receipts for the period 2005 through 2035 ($13.66 billion to $8.0 billion) from 2004 forecasts. The 2011 APE serves as the cost basis for the approved 2011 FasTracks Financial Plan.

**Annual Program Evaluation**
Since 2007, RTD has conducted an APE to update both the costs and projected revenues of the FasTracks Program. This information is then used to prepare the FasTracks Financial Plan. This Annual Report includes results of the 2011 APE. During the 2008 APE, commodity prices dropped from historic highs. Through 2009 and 2010 commodity prices have trended up from the drop in prices experienced during the 2008 APE. Raw materials costs are still well above original 2004 project estimates.

Overall, there has been an increase in capital costs from the 2010 APE. This increase is primarily the result of extending the Program schedule out to 2020 and to an increase in
the budget for the Northwest Rail corridor (based on the most recent information from negotiations with Burlington Northern Santa Fe Railroad). Capital costs increased from $6.7 billion (2010 APE) to $6.8 billion (2011 APE). Further, sales and use tax revenues through 2035 are projected at $8.0 billion, which remains below those projected in 2004. Costs and revenue projections for 2004 and 2007-2011 are shown in the two figures below.

**FasTracks Program Capital Cost Summary**

<table>
<thead>
<tr>
<th>Year</th>
<th>APE</th>
<th>APE</th>
<th>APE</th>
<th>APE</th>
<th>APE</th>
<th>APE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>$4.7</td>
<td>$6.1</td>
<td>$7.9</td>
<td>$6.9</td>
<td>$6.7</td>
<td>$6.8</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Assumes program completion in 2020

**Historical Perspective of Tax Revenue Forecasts 2005-2035**

<table>
<thead>
<tr>
<th>Year</th>
<th>Forecast</th>
<th>Forecast</th>
<th>Forecast</th>
<th>Forecast</th>
<th>Forecast</th>
<th>Forecast*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>$13.7</td>
<td>$11.8</td>
<td>$10.9</td>
<td>$9.1</td>
<td>$7.8</td>
<td>$8.0</td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Medium sales and use tax growth scenario

**Sales and Use Tax Forecast Change**

In late 2009, to address the challenges of making longer-term sales and use tax revenue projections, RTD convened a group of state and local government economic and financial advisors to review RTD’s current forecasting methodology; evaluate potential forecasting methodologies; and obtain consensus on a future forecasting method. The working group was reconvened in October 2010 to review the work done in 2009; review forecasts made in 2010; and discuss the upcoming contractor procurement for future
forecasts. The working group ultimately agreed to use the same methodology for the 2011 sales and use tax forecasts, as was used in 2010. These have been incorporated into the 2011 Financial Plan.

Average annual growth rates determined using methodologies considered by the working group, range from 2.77% to 4.19% per year for both sales and use tax for the Financial Plan period 2005-2035, with 3.66% per year being the medium growth scenario recommended for use in the Financial Plan. Average annual growth rates for the period 2011-2035, or the future years of the Financial Plan, range from 3.25% to 5.03%, with 4.36% as the average in the medium scenario.

FasTracks Construction Inflation Workshop
A FasTracks Construction Inflation Workshop was held on November 23, 2010, to discuss and evaluate the construction cost inflation rate that is applied to FasTracks capital cost estimates. Participants included RTD staff, senior transit consultants, representatives from local government and regional agencies, and Ken Simonson, Chief Economist for The Association of General Contractors. In the workshop, RTD’s current cost-estimating methodology and current method for analyzing, forecasting, and estimating construction cost inflation and sales tax revenue were presented.

As indicated in the Workshop report, Construction Inflation Workshop participants generally agreed that RTD’s current methodology (and forecast values) for estimating Construction Cost Inflation is “conservative, but not overly conservative,” considering the current market trends, expert forecasts, and averages for other similar transit agencies.

Construction/Finance Ready Task Force
A Construction Ready Task Force was formed by RTD in 2009 to develop a plan to have the entire FasTracks Program ready for procurement as quickly as possible after additional revenues are identified. Task Force efforts continued in 2010, with emphasis on alternatives for expenditure of $305 million in identified funds from the Eagle Project Concessionaire bid price coming in under RTD’s internal estimate. The following table provides an overview of the proposed short-term funding options:

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Assumptions for Expending the $305 M</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. 36</td>
<td>Funding Commitment to Complete Managed Lanes to Interlocken ($90 M)²</td>
</tr>
<tr>
<td>North Metro</td>
<td>Complete Segment from DUS to Stock Show Complex ($90 M)</td>
</tr>
<tr>
<td>I-225</td>
<td>Complete Segment from Nine Mile to Iliff ($90 M)</td>
</tr>
<tr>
<td>Northwest Rail</td>
<td>Completion of Longmont Station ($17 M)</td>
</tr>
<tr>
<td>Central Corridor</td>
<td>Additional technical analysis ($0.5 M)</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>Final Design and Federal Environmental Process ($9 M)</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>Relocation of Union Pacific Railroad Track ($8.5 M)</td>
</tr>
</tbody>
</table>

This distribution ultimately became part of the 2011 FasTracks Financial Plan that was approved by the RTD Board of Directors on April 26, 2011.

RTD Financial Plan Selection
On March 8, 2011, the RTD Board of Directors adopted a financial plan that assumed an election in 2012 with an additional 0.4% sales and use tax increase commencing in January 2013. This alternative would result in the completion of the full FasTracks
program by 2020. Additionally, so as not to preclude any future opportunities to place a sales and use tax initiative on the ballot in 2011, it was recommended that RTD work with DRCOG to begin review of two separate financial plans, one assuming an election in 2011 and one assuming an election in 2012.

On April 26, 2011, the RTD Board of Directors confirmed approval of the Financial Plan to seek a sales and use tax increase in 2012 and not go to the ballot in 2011. Corridor costs determined from the 2011 APE and included in the FasTracks Financial Plan are shown in the table below.
## FasTracks Projected Capital Costs by Corridor
(In Millions of YOE Dollars)

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2011 APE</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Corridor - Federal Project</td>
<td>$642.3</td>
</tr>
<tr>
<td>West Corridor - Third Party Funded Projects</td>
<td>$19.8</td>
</tr>
<tr>
<td>West Corridor – Additional RTD Costs</td>
<td>$18.7</td>
</tr>
<tr>
<td>West Corridor – ARRA Funding</td>
<td>$3.5</td>
</tr>
<tr>
<td><strong>Total West Corridor</strong></td>
<td><strong>$684.3</strong></td>
</tr>
<tr>
<td>East Corridor</td>
<td>$1,095.9</td>
</tr>
<tr>
<td>Gold Line</td>
<td>$415.9</td>
</tr>
<tr>
<td>Northwest Rail Electrified Segment</td>
<td>$137.0</td>
</tr>
<tr>
<td>DUS – Pecos Shared Track</td>
<td>$324.7</td>
</tr>
<tr>
<td>Commuter Rail Maintenance Facility/Control Center</td>
<td>$189.0</td>
</tr>
<tr>
<td>DUS Systems and Electrification</td>
<td>$22.5</td>
</tr>
<tr>
<td><strong>Total Eagle Project Costs</strong></td>
<td><strong>$2,185.0</strong></td>
</tr>
<tr>
<td>I-225 Corridor</td>
<td>$750.8</td>
</tr>
<tr>
<td>Northwest Rail Corridor (S. Westminster to Longmont)</td>
<td>$894.6</td>
</tr>
<tr>
<td>North Metro Corridor</td>
<td>$904.3</td>
</tr>
<tr>
<td>Central Corridor Extension</td>
<td>$70.6</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>$209.1</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>$185.1</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 1</td>
<td>$21.3</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2</td>
<td>$210.5</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2 ARRA Funding</td>
<td>$7.6</td>
</tr>
<tr>
<td><strong>Total U.S. 36 BRT (Phase 1 and Phase 2 Costs)</strong></td>
<td><strong>$239.4</strong></td>
</tr>
<tr>
<td>Denver Union Station</td>
<td>$283.3</td>
</tr>
<tr>
<td>Light Rail Maintenance Facility</td>
<td>$20.9</td>
</tr>
<tr>
<td>Other FasTracks Project Costs</td>
<td>$424.1</td>
</tr>
<tr>
<td><strong>Total FasTracks Program Costs</strong></td>
<td><strong>$6,851.5</strong></td>
</tr>
</tbody>
</table>

---

1. Total cost identified for the West Corridor in the Full Funding Grant Agreement (FFGA) ($709.8 million) includes financing charges of $56.8 million and EIS/PE costs of $10.7 million incurred prior to the FasTracks program which are not included in the capital cost.
2. Third-party-funding for the Federal bridge replacement and bike bridges at Wadsworth and Kipling.
3. Following internal accounting review, approximately $23.1 million of project expense costs were reclassified from capital to expense to ensure that RTD is following generally accepted accounting principles. The total project budget is $707.4 million.
4. The Eagle Project is comprised of both federally-eligible, and non-federally eligible components. Total federal project = $1,558.4 and the total non-federal project = $626.6.
5. Denver Union Station costs in the 2010 plan include only RTD locally-funded contributions to the joint project and grant funds and other reimbursements to be received by RTD. CDOT, other federal sources, TIF, metro district revenues, development rights revenues, and other sources are expected to contribute an additional $181.2 million to the project, for a total transit element project cost of $464.5 million.
Bus Service Levels
Background bus service levels in the Financial Plan, including the FasTracks commitment to funding base system services, remain consistent with the assumptions included in the prior version of the Plan. RTD implemented base system service increases in May 2010, which include increases in fixed route and call-n-Ride service over the 2009 estimated levels. Americans with Disabilities Act (ADA) service also increased in 2010. These service increases resulted in an overall increase of 2.3% between 2009 estimated and 2010 programmed service hours. Future year increases range between 0.6% and 1.1% from 2012 through 2020 and between 0.7% and 3.8% annually from 2021 through 2035.

Operating Characteristics
Since the DRCOG approval of the FasTracks Plan in 2004, the planning horizon for both the Regional Transportation Plan (RTP) and a majority of the FasTracks corridor environmental documents has been extended to 2035 (the Central Corridor Extension, East Corridor, Gold Line, and West Corridor environmental documents assume a 2030 planning horizon year). There have been minor changes to the transit operating characteristics, including travel times and speeds, for some of the FasTracks corridors, based on changes in technology and alignment refinements.

Conclusion
Though the unprecedented rise in costs of labor and materials observed after 2004 has moderated, costs have continued to fluctuate. Likewise, sales and use tax revenue projections remain below those originally projected in 2004. The result is the continuation of a funding gap that was first observed during the 2008 APE.

Throughout 2010, RTD evaluated different options for completing the FasTracks Plan including various options for future sales and use tax increases. Additionally, to more accurately forecast revenue and determine costs, RTD conducted a Construction Inflation Workshop and reconvened a Sales and Use Tax Forecasting Working Group. These efforts have included recognized experts and stakeholders and have yielded results that were used in preparation of this year’s APE (2011) as well as the 2011 FasTracks Financial Plan.

On March 8, 2011, the RTD Board of Directors adopted a financial plan that assumed an election in 2012 with an additional 0.4% sales and use tax increase commencing in January 2013, but continued consideration of a Financial Plan that included a sales and use tax increase commencing in January 2012. This alternative would result in the completion of the full FasTracks program by 2020. Additionally, so as not to preclude any future opportunities to place a sales and use tax initiative on the ballot in 2011, it was recommended that RTD work with DRCOG to begin review of two separate financial plans, one assuming an election in 2011 and one assuming an election in 2012. On April 26, 2011, the RTD Board made the decision not to go to the ballot for a FasTracks sales and use tax increase in 2011. Therefore, the selected Financial Plan scenario includes additional sales tax revenue commencing in January 2013. The selected Financial Plan scenario enables completion of the full build out of the FasTracks Plan by 2020.
Page left intentionally blank
INTRODUCTION

In April 2010, RTD prepared and submitted its annual report to the Denver Regional Council of governments (DRCOG) titled *RTD 2009 Annual Report to DRCOG on FasTracks*. This 2010 Annual Report provides DRCOG with an update on the FasTracks Program (Program) and addresses notable Program changes that have occurred since the *RTD 2009 Annual Report to DRCOG on FasTracks*. With few exceptions, this 2010 Annual Report will report progress for the calendar year of 2010, from January 2010 through December 2010. The Financial Plan has also been updated to reflect current forecasting assumptions and the allocation of funding identified as a result of receipt of a lower-than-expected bid for the Eagle Project.

1.0 PROJECT DEFINITION: SCOPE AND COSTS

In 2004, the FasTracks Plan (Plan) ([Figure 1](#)) was approved by the voters. Since Plan approval, annual reports have been prepared and submitted to DRCOG documenting work progress, issues facing the Plan, and the current Financial Plan. The original report prepared pursuant to Senate Bill (SB) 208 was completed in February 2004, prior to voter approval of FasTracks in November 2004. DRCOG reviewed the original report and documented its findings in an April 2004 report. In approving the original report, the DRCOG Board of Directors approved eighteen resolutions that included an annual report as a condition of approval ([Appendix A](#)). To date, there have been six reports submitted and approved by DRCOG. These include the original 2004 report and subsequent reports for 2005, 2006, 2007, 2008, and 2009.

This report, the *RTD 2010 Annual Report to DRCOG on FasTracks*, further documents progress on FasTracks projects; presents information on additional FasTracks efforts; and includes a summary and discussion of the 2011 FasTracks Financial Plan.

1.1 Project Definition and Scope

The 2004 FasTracks Plan consists of nine rail corridors (new or extended); one bus rapid transit (BRT) corridor; redevelopment of Denver Union Station (DUS); a new commuter rail maintenance facility (CRMF) and an expanded light rail maintenance facility. At completion, the Plan will add approximately 93 miles of commuter rail (East, Gold Line, North Metro, and Northwest Rail Corridors); approximately 28 miles of light rail (Southeast and Southwest Corridor Extensions, Central Corridor Extension, I-225, and West Corridor); and 18 miles of BRT (US 36 BRT – Phase 2).

The Financial Plan included in this report incorporates the results of the Annual Program Evaluation (APE) for 2011. The 2011 APE results are discussed in Section 1.3.2 and the corridor descriptions are discussed in Section 1.4. A summary of the 2011 FasTracks Financial Plan is presented in Section 2, with the full Financial Plan description presented in [Appendix B](#).

---

1 RTD’s existing bus maintenance facilities are capable of supporting the District's bus maintenance needs beyond 2035. Therefore, the bus maintenance facility is not in the FasTracks scope through 2035, and is not addressed in this report.
Figure 1: FasTracks Plan - Rapid Transit Corridors
1.2 Current Plan and Corridor Costs
The FasTracks Plan characteristics for all FasTracks corridors and major components, such as maintenance facilities, are summarized in Table 1. This table highlights changes from the 2009 Annual Report. Information presented in the RTD 2009 Annual Report to DRCOG on FasTracks is shown in yellow and 2010 Annual Report information is shown in blue. Changes from 2009 are identified by bolded type. Table 2 is a companion to Table 1 and provides additional corridor parking information for opening day. Table 3 provides current project cost estimates, which are also expressed in Year-of-Expenditure (YOE) dollars.
Page left intentionally blank
<table>
<thead>
<tr>
<th>Track, Facilities, and Stations</th>
<th>ROW</th>
<th>Total</th>
<th>Existing</th>
<th>Near-</th>
<th>Mid-</th>
<th>Far-</th>
<th>Grade-</th>
<th># ROW Crossings</th>
<th>Grade Separation: Structures and Forms</th>
<th># ROW Track Alignment Length (mi)</th>
<th>BR 2016 Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2009 Central Corridor Extension</td>
<td>Light Rail/Streetcar</td>
<td>Light single track in each traffic lane between 38th and Blake and 30th St/Colfax, rather than exclusive ROW; using existing Light Rail alignment to 25th/Motion Station, then through downtown loop. Two stations are recommended along Downtown St/RM and 38th St/Downtown</td>
<td>East Denver-Denver St ROW</td>
<td>2.4</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>n/a</td>
<td>18</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>2009 Light Rail/Existing Facility</td>
<td>Light Rail</td>
<td>Light single track in each traffic lane between 38th and Blake and 30th St/Colfax, rather than exclusive ROW; using existing Light Rail alignment to 25th/Motion Station, then through downtown loop. Two stations are recommended along Downtown St/RM and 38th St/Downtown</td>
<td>East Denver-Denver St ROW</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>18</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2010 Central Corridor Extension</td>
<td>Light Rail/Streetcar</td>
<td>Light single track in each traffic lane between 38th and Blake and 30th St/Colfax, rather than exclusive ROW; using existing Light Rail alignment to 25th/Motion Station, then through downtown loop. Two stations are recommended along Downtown St/RM and 38th St/Downtown</td>
<td>East Denver-Denver St ROW</td>
<td>2.4</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>n/a</td>
<td>18</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>2010 Light Rail/Existing Facility</td>
<td>Light Rail</td>
<td>Light single track in each traffic lane between 38th and Blake and 30th St/Colfax, rather than exclusive ROW; using existing Light Rail alignment to 25th/Motion Station, then through downtown loop. Two stations are recommended along Downtown St/RM and 38th St/Downtown</td>
<td>East Denver-Denver St ROW</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>18</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2009 Denver Urban Station (DUS)</td>
<td>Light Rail/Commuter Rail</td>
<td>Light Rail station is to be located at grade along the CML. The Commuter Rail station will be located at grade, the rail shuttle will be contained along NB 60th St from DUS to the Light Rail station. RTD Express and Regional bus terminal will be located underground Station 17th Street</td>
<td>East DUS (already acquired) and RR ROW (purchased)</td>
<td>1</td>
<td>1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2010 Denver Urban Station (DUS)</td>
<td>Light Rail/Commuter Rail &amp; BRT</td>
<td>Light Rail station is to be located at grade along the CML. The Commuter Rail station will be located at grade, the rail shuttle will be contained along NB 60th St from DUS to the Light Rail station. RTD Express and Regional bus terminal will be located underground Station 17th Street</td>
<td>East DUS (already acquired) and RR ROW (purchased)</td>
<td>1</td>
<td>1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2010 East Corridor</td>
<td>Commuter Rail/BRT</td>
<td>The double track alignment between the UPRR corridor and Airport Blvd and the farms north and east of DUS. The new track will not be located with existing or planned freight rail operations. East Corridor will use the shared alignment north of DUS to access the CML.</td>
<td>East DUS (already acquired) and RR ROW (acquired)</td>
<td>1.6</td>
<td>1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2010 East Corridor</td>
<td>Commuter Rail/BRT</td>
<td>The double track alignment between the UPRR corridor and Airport Blvd and the farms north and east of DUS. The new track will not be located with existing or planned freight rail operations. East Corridor will use the shared alignment north of DUS to access the CML.</td>
<td>East DUS (already acquired) and RR ROW (acquired)</td>
<td>1.6</td>
<td>1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>2010 Gold Line</td>
<td>Commuter Rail/BRT</td>
<td>The double track alignment between DUS and Airport Blvd will follow a double track system with the exception of one single track segment of approximately 1.5 miles from 38th to Carr St in Arvada (exclusive ROW with no track shared with freight rail operations). Gold Line will use the shared alignment north of DUS to access the CML with the FasTracks Light Rail, North Metro, and Northwest Commuter Rail corridors. The project includes 6 stations: 38th &amp; Blake, Central Park BRT/missing station, Airport Blvd, Airport Blvd/Downtown, DIA.</td>
<td>East DUS (already acquired) and RR ROW (acquired)</td>
<td>2.3</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>3.50</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2010 Gold Line</td>
<td>Commuter Rail/BRT</td>
<td>The double track alignment between DUS and Airport Blvd will follow a double track system with the exception of one single track segment of approximately 1.5 miles from 38th to Carr St in Arvada (exclusive ROW with no track shared with freight rail operations). Gold Line will use the shared alignment north of DUS to access the CML with the FasTracks Light Rail, North Metro, and Northwest Commuter Rail corridors. The project includes 6 stations: 38th &amp; Blake, Central Park BRT/missing station, Airport Blvd, Airport Blvd/Downtown, DIA.</td>
<td>East DUS (already acquired) and RR ROW (acquired)</td>
<td>2.3</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>3.50</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2010 H22S Corridor</td>
<td>Light Rail</td>
<td>Light rail double track for entire length; the project will travel through the City of Aurora and through one small section of the City of Denver. It will extend from the existing Nine Mile Station to the proposed terminus at Peoria St and Smith Rd. Will operate on the west side of I-225 from Nine Mile to Florida Station. The alignment crosses over to the west side of I-225 at 13th Ave to serve the Fitzsimons Medical Campus and remains on the west side at the Peoria-Smith Station. The project includes 6 stations: 8th Ave, Federal, City Center, Peoria, Peoria/Smith, and County of Denver. It will extend from the existing Nine Mile Station to the proposed terminus at Peoria St and Smith Rd. Will operate on the west side of I-225 from Nine Mile to Florida Station. The alignment crosses over to the west side of I-225 at 13th Ave to serve the Fitzsimons Medical Campus and remains on the west side at the Peoria-Smith Station. The project includes 6 stations: 8th Ave, Federal, City Center, Peoria, Peoria/Smith, and County of Denver.</td>
<td>East Nine Mile Station (DUS) to Peoria St and Smith Rd.</td>
<td>10.5</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>1.80</td>
<td>21</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2010 H22S Corridor</td>
<td>Light Rail</td>
<td>Light rail double track for entire length; the project will travel through the City of Aurora and through one small section of the City of Denver. It will extend from the existing Nine Mile Station to the proposed terminus at Peoria St and Smith Rd. Will operate on the west side of I-225 from Nine Mile to Florida Station. The alignment crosses over to the west side of I-225 at 13th Ave to serve the Fitzsimons Medical Campus and remains on the west side at the Peoria-Smith Station. The project includes 6 stations: 8th Ave, Federal, City Center, Peoria, Peoria/Smith, and County of Denver.</td>
<td>East Nine Mile Station (DUS) to Peoria St and Smith Rd.</td>
<td>10.5</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>1.80</td>
<td>21</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:

1. Parking is summarized by corridor in Table 2.

2. The East Corridor shares stations with the I-225 Corridor, where commuter rail and light rail meet, and with the Central Corridor Extension.

3. 2010 Gold Line also includes Nine Mile Station, which is existing, and is not included in the number of stations listed.

4. The Central Corridor Extension (Light Rail) terminates at the 25th/Iliff Station and connects to a transfer point between Commuter Rail (East Corridor) and Light Rail (Central Corridor Ext.)

5. Two "design option" stations (East Corridor) to be further studied include Eldorado Boulevard and Third/Colfax. These are shown in the station lists.

6. The Central Corridor Extension along a single Light Rail vehicle is in the initial stage.

7. 2009 Gold Line parking spaces on the Peaklink (East Corridor) can be seen with the light rail.

8. Gold Line and Light Rail cross 6/8 tracks of light rail tracks plus DUS.

9. CSX & a Church Ranch (Milp Rail - Rawlins County Station) and CSX & a Pawnee Crossing (MILP Rail - Pawnee Crossing - Flamingo/Walsh Station) are existing rails with 246 spaces and 346 spaces respectively. These will be shown stations by both the US 36 BRT Corridor and the HRT Rail Corridor. The existing spaces are accounted for in the Existing and Total Opening Day columns for both CSX & MILP Rail  

10. For additional corridor-specific information please see the Status of FasTracks Corridors (Section 1.4).

11. Represents only new construction.

12. An evaluation of the need for an additional bus maintenance facility determined that it is not needed until after 2035. Therefore it is no longer in the scope of the FasTracks Plan.
### Table 1: Comparison of 2009 & 2010 FasTracks Capital Cost Characteristics (continued)

<table>
<thead>
<tr>
<th>Track, Facilities, and Stations</th>
<th>ROW</th>
<th>Total</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
<th>Existing</th>
<th>New/</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2009</strong> Maintenance Facilities</td>
<td>Light Rail</td>
<td>Commuter Rail/ Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2010</strong> Maintenance Facilities</td>
<td>Light Rail</td>
<td>Commuter Rail/ Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2009</strong> North Metro</td>
<td>Commuter Rail/ &amp; Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2010</strong> North Metro</td>
<td>Commuter Rail/ &amp; Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2009</strong> Northwest Rail</td>
<td>Commuter Rail/ &amp; Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2010</strong> Northwest Rail</td>
<td>Commuter Rail/ &amp; Bus &amp; Rail</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2009</strong> 2010 North Metro</td>
<td>Commuter Rail/ Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2010</strong> 2010 North Metro</td>
<td>Commuter Rail/ Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2009</strong> 2010 Northwest Rail</td>
<td>Commuter Rail/ Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>2010</strong> 2010 Northwest Rail</td>
<td>Commuter Rail/ Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

---

1. Changes from 2009 Annual Report are shown in Bold.
### Table 1: Comparison of 2009 & 2010 FasTracks Capital Cost Characteristics (continued)

<table>
<thead>
<tr>
<th>West Corridor Light Rail</th>
<th>ROW</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 West Corridor Light Rail</td>
<td>Build new double track from Auraria West Station and existing CPV connection to Denver Federal Center Station and single track westward to Jefferson County Government Center Station.</td>
<td>Project includes 11 stations, Jefferson County Government Center, Red Rocks Community College, Federal Center existing Cold Spring Pkwy, Oasis, Ganter, Wadsworth, Lander, Sheridan, Perry, Knox &amp; Federal.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11 1 5 5</td>
</tr>
<tr>
<td></td>
<td>Build new double track from Auraria West Station and existing CPV connection to Denver Federal Center Station and single track westward to Jefferson County Government Center Station.</td>
<td>Project includes 11 stations, Jefferson County Government Center, Red Rocks Community College, Federal Center existing Cold Spring Pkwy, Oasis, Ganter, Wadsworth, Lander, Sheridan, Perry, Knox &amp; Federal.</td>
</tr>
<tr>
<td>2010 West Corridor Light Rail</td>
<td>11 1 5 5</td>
<td>5,565</td>
</tr>
<tr>
<td></td>
<td>Build 23rd Street Flyover bridge over the CML for both the Gold Line and the Northwest Commuter Rail, which consists of a bridge structure near Peak Ave and southeast of the South Platte River, and overall project management.</td>
<td>Purchase ROW options in southeast (US-85/I-76) corridor; overall new downtown circulator cost defined.</td>
</tr>
<tr>
<td></td>
<td>Northwest Commuter Rail &amp; other</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Build new double track from Auraria West Station and existing CPV connection to Denver Federal Center Station and single track westward to Jefferson County Government Center Station.</td>
<td>Project includes 11 stations, Jefferson County Government Center, Red Rocks Community College, Federal Center existing Cold Spring Pkwy, Oasis, Ganter, Wadsworth, Lander, Sheridan, Perry, Knox &amp; Federal.</td>
</tr>
<tr>
<td>2009 Other Items Commuter Rail &amp; other</td>
<td>11 1 5 5</td>
<td>5,565</td>
</tr>
<tr>
<td></td>
<td>Build new double track from Auraria West Station and existing CPV connection to Denver Federal Center Station and single track westward to Jefferson County Government Center Station.</td>
<td>Project includes 11 stations, Jefferson County Government Center, Red Rocks Community College, Federal Center existing Cold Spring Pkwy, Oasis, Ganter, Wadsworth, Lander, Sheridan, Perry, Knox &amp; Federal.</td>
</tr>
<tr>
<td>2010 Other Items Commuter Rail &amp; other</td>
<td>11 1 5 5</td>
<td>5,565</td>
</tr>
</tbody>
</table>

Notes:
1. Parking is summarized in备注 in Table 1.
2. The East Corridor shares stations with the I-25 Corridor, where commuter rail and light rail meet, and with the Central Corridor Extension.
3. I-25 Corridor also includes the North Corridor, which is existing, and it is not included in the number of stations listed.
4. The Central Corridor Extension (Light Rail) terminates at the I-70/I-25 interchange and creates a transfer point between commuter rail (East Corridor) and Light Rail (Central Corridor Ext.
5. Two “light rail” stations (East Corridor) to be privately funded include E. Idaho/Parade Boulevard and Tidball/Douglas. These are not shown in the station count.
6. The Central Corridor Extension will utilize a single Light Rail vehicle in a streetcar fashion.
7. 50 parking spaces at the Smoke Station (East Corridor) are shared with the I-25 Corridor.
8. Gold Line and NW Rail create 36 line miles of track from Denver to Pueblo.
9. US & 38th Street (Ward Rail) - Ward Center Station and US & 36th Street (Ward Rail) - Ward Center Station pre-existing parcels with 366 spaces and 364 spaces respectively. These will be the station stations by both the US 36 Barton Corridor and the Ward Rail Corridor. The existing spaces are $10,000 in total and vary according to the opening and opening date columns for both the US 36 BART Corridor and the Ward Rail Corridor.
10. For additional summarized information see the Status of FasTracks Corridors (Section 1.4).
11. Represents any new construction.
12. Construction of the Light Rail–West Corridor station will be done in concert with the development of the Lone Tree City Center when it is warranted.
13. An evaluation of the need for an additional bus maintenance facility determined that it is not needed until after 2020. Therefore it is no longer in scope of the FasTracks Plan.

Changes from 2009 Annual Report are shown in Bold.

---

**Notes:**
- **2009 Annual Report to DRCOG on FasTracks**
- **Table 1:** Comparison of 2009 & 2010 FasTracks Capital Cost Characteristics (continued)
- **2010 Annual Report to DRCOG on FasTracks**
- **May 2011**
Table 2: Opening Day Parking by Corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Existing Spaces</th>
<th>Existing PnR: Spaces Subtracted&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Existing PnR: Spaces Added</th>
<th>New PnR: Spaces Added</th>
<th>Total Opening Day Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Corridor Extension</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>East Corridor&lt;sup&gt;3&lt;/sup&gt;</td>
<td>2,848</td>
<td>-1,769</td>
<td>0</td>
<td>2,450</td>
<td>3,529</td>
</tr>
<tr>
<td>Gold Line</td>
<td>691</td>
<td>-491</td>
<td>200</td>
<td>1,900</td>
<td>2,300</td>
</tr>
<tr>
<td>I-225&lt;sup&gt;3&lt;/sup&gt;</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,800</td>
<td>1,800</td>
</tr>
<tr>
<td>North Metro</td>
<td>83</td>
<td>-83</td>
<td>0</td>
<td>4,020</td>
<td>4,020</td>
</tr>
<tr>
<td>Northwest Rail: Phase 1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>Northwest Rail: Phase 2&lt;sup&gt;2&lt;/sup&gt;</td>
<td>761</td>
<td>-101</td>
<td>240</td>
<td>2,110</td>
<td>3,010</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Southeast Corridor Enhancements</td>
<td>0</td>
<td>0</td>
<td>520</td>
<td>0</td>
<td>520</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Southwest Corridor Enhancements</td>
<td>0</td>
<td>0</td>
<td>440</td>
<td>0</td>
<td>440</td>
</tr>
<tr>
<td>US 36 BRT&lt;sup&gt;2&lt;/sup&gt;</td>
<td>3,826</td>
<td>0</td>
<td>374</td>
<td>0</td>
<td>4,200</td>
</tr>
<tr>
<td>West Corridor</td>
<td>646</td>
<td>0</td>
<td>354</td>
<td>4,605</td>
<td>5,605</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8,855</strong></td>
<td><strong>-2,444</strong></td>
<td><strong>2,128</strong></td>
<td><strong>20,235</strong></td>
<td><strong>28,774</strong></td>
</tr>
</tbody>
</table>

1. In most cases subtraction of spaces is due to relocating an existing PnR that becomes a rapid transit station.

2. US 36 & Church Ranch (NW Rail - Walnut Creek Station) and US 36 & E. Flatiron Circle (NW Rail - Flatiron Station; US 36 BRT - Flatiron/96th St. Station) are existing PnRs with 396 spaces and 264 spaces respectively. These will be shared stations by both the US 36 BRT Corridor and the NW Rail Corridor. The existing spaces are accounted for in the Existing and Total Opening Day columns for both US 36 BRT and NW Rail.

3. East Corridor and I-225 share the 550 spaces at the Peoria/Smith Station. Those spaces are counted in the Total Opening Day Spaces for both corridors.
### Table 3: FasTracks Projected Capital Costs by Corridor
(In Millions of YOE Dollars)

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2011 APE</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Corridor - Federal Project¹</td>
<td>$642.3</td>
</tr>
<tr>
<td>West Corridor - Third Party Funded Projects²</td>
<td>$19.8</td>
</tr>
<tr>
<td>West Corridor – Additional RTD Costs³</td>
<td>$18.7</td>
</tr>
<tr>
<td>West Corridor – ARRA Funding³</td>
<td>$3.5</td>
</tr>
<tr>
<td><strong>Total West Corridor</strong></td>
<td><strong>$684.3³</strong></td>
</tr>
<tr>
<td>East Corridor</td>
<td>$1,095.9</td>
</tr>
<tr>
<td>Gold Line</td>
<td>$415.9</td>
</tr>
<tr>
<td>Northwest Rail Electrified Segment</td>
<td>$137.0</td>
</tr>
<tr>
<td>DUS – Pecos Shared Track</td>
<td>$324.7</td>
</tr>
<tr>
<td>Commuter Rail Maintenance Facility/Control Center</td>
<td>$189.0</td>
</tr>
<tr>
<td>DUS Systems and Electrification</td>
<td>$22.5</td>
</tr>
<tr>
<td>**Total Eagle Project Costs⁴</td>
<td><strong>$2,185.0</strong></td>
</tr>
<tr>
<td>I-225 Corridor</td>
<td>$750.8</td>
</tr>
<tr>
<td>Northwest Rail Corridor (S. Westminster to Longmont)</td>
<td>$894.6</td>
</tr>
<tr>
<td>North Metro Corridor</td>
<td>$904.3</td>
</tr>
<tr>
<td>Central Corridor Extension</td>
<td>$70.6</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>$209.1</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>$185.1</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 1</td>
<td>$21.3</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2</td>
<td>$201.5</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2 ARRA Funding</td>
<td>$7.6</td>
</tr>
<tr>
<td><strong>Total U.S. 36 BRT (Phase 1 and Phase 2 Costs)</strong></td>
<td><strong>$239.4</strong></td>
</tr>
<tr>
<td>Denver Union Station⁵</td>
<td>$283.3</td>
</tr>
<tr>
<td>Light Rail Maintenance Facility</td>
<td>$20.9</td>
</tr>
<tr>
<td>Other FasTracks Project Costs</td>
<td>$424.1</td>
</tr>
<tr>
<td><strong>Total FasTracks Program Costs</strong></td>
<td><strong>$6,851.5</strong></td>
</tr>
</tbody>
</table>

¹Total cost identified for the West Corridor in the Full Funding Grant Agreement (FFGA) ($709.8 million) includes financing charges of $56.8 million and EIS/PE costs of $10.7 million incurred prior to the FasTracks program which are not included in the capital cost.

²Third-party-funding for the Federal bridge replacement and bike bridges at Wadsworth and Kipling.

³Following internal accounting review, approximately $23.1 million of project expense costs were reclassified from capital to expense to ensure that RTD is following generally accepted accounting principles. The total project budget is $707.4 million.

⁴The Eagle Project is comprised of both federally-eligible, and non-federally eligible components. Total federal project = $1,558.4 and the total non-federal project = $626.6.

⁵Denver Union Station costs in the 2010 plan include only RTD locally-funded contributions to the joint project and grant funds and other reimbursements to be received by RTD. CDOT, other federal sources, TIF, metro district revenues, development rights revenues, and other sources are expected to contribute an additional $181.2 million to the project, for a total transit element project cost of $464.5 million.
1.3 2011 Annual Program Evaluation (APE)
Since 2007, RTD has conducted an APE, which includes updating the FasTracks Financial Plan with current capital cost, operating cost and revenue estimates, reflecting ever-changing economic conditions. During the 2008 APE, RTD identified a funding gap for the FasTracks Program. The gap is a result of extraordinary escalation of costs for commodities and materials, combined with an economic slowdown and the corresponding downward impact on current and forecast sales and use tax revenues. Since the 2008 APE, RTD has been working with stakeholders, elected officials and DRCOG to determine how to implement the FasTracks Program given the gap in funding for the Program. The 2011 Financial Plan included in this report incorporates the results of the 2011 APE.

Since voter approval in November 2004, the FasTracks Program has been challenged with higher than expected commodity price escalation and tax revenues that are below projected levels. These circumstances require RTD to adapt the Program to the fiscal environment. The following sections further discuss these challenges and other risk factors for the FasTracks Program.

1.3.1 Cost and Revenue Challenges, Risk Factors, and Opportunities
In 2010, RTD reached a major milestone in the FasTracks Program with the award of the contract for the Eagle Project to Denver Transit Partners (DTP). The Eagle Project, which includes the East and Gold Line Corridors, a CRMF, and a short electrified segment of the Northwest Rail Corridor, is the largest public-private partnership transit project in the United States. RTD has contracted with DTP to design, build, and finance the initial construction of the projects, and to operate and maintain all project assets through the year 2044. Through this contract, RTD realized savings over its internal estimated construction costs, and established its operating and maintenance costs for the first 30 years of corridor operations. The DTP bid came in $305 million lower than RTD’s internal estimate. Those funds have been allocated to seven unfunded FasTracks projects (see Section 1.3.2.2). Additionally, RTD has signed right-of-way (ROW) agreements with the railroads for all corridors, and continues negotiating with Burlington Northern Santa Fe (BNSF) railroad for an operating agreement for the Northwest Corridor. Ongoing railroad negotiations and the Eagle Project are discussed in more detail in Sections 1.3.1.3 and 1.4.3.

Despite its success with the Eagle Project award, implementation of the FasTracks Plan continues to present challenges to RTD. The current Financial Plan, assuming a successful sales and use tax election in 2012, identifies a program cost of $6.8 billion, representing an increase of $2.1 billion over the original projected cost of the Program. At the same time, the continued challenges of the regional economy resulted in a decrease in projected sales and use tax collections through 2035. In order to obtain additional review of the key assumptions in the Financial Plan, RTD reconvened a working group of local government economists to review its long-term sales and use tax forecasts in October 2010 (see Section 1.3.3.2), and a group with experience on both national transit construction projects and local public works projects to review its construction escalation assumptions in November 2010 (see Section 1.3.3.3). Those processes resulted in a FasTracks Financial Plan that relies on conservative tax projections and construction costs, which will set the stage for the completion of the FasTracks Program.
1.3.1.1 Construction Costs and Variability

Building the FasTracks Program requires a significant amount of raw materials. As such, project cost estimates fluctuate depending on the market price for project commodities. Following voter approval of the FasTracks Plan in 2004 commodity prices began an unprecedented rise. In 2008, a drop in prices was observed; however, through 2009 and 2010 commodity prices began an upward trend. Raw materials costs remain well above original 2004 project estimates. For more information on cost estimating methodologies see Appendix C.

To illustrate this trend, the following figures identify prices for copper and crude oil for the past eight years. The increased prices for both copper and crude oil from 2009 to 2010 occurred in the last quarter of 2010. These materials are critical in the construction of the FasTracks Program and are generally representative of the commodities market. The results are summarized in Figure 2 and Figure 3.

![Figure 2: Historical Copper Prices](image)

![Figure 3: Historical Crude Oil Barrel Prices](image)
Since 2008, the cost for copper and crude oil has significantly increased. However, increases in raw materials have not translated to similar increases in the cost of finished goods. The cost of finish goods has remained relatively constant, and in some case has fallen since 2008 and 2009. See **Figure 4** and **Figure 5** for a summary in the price of the finished goods.

---

**Figure 4: Unit Costs for Running Rail (per ton)**

**Figure 5: Unit Costs for Reinforcing Steel (Cwt)**
1.3.1.2 Sales And Use Tax Change
Implementation of the FasTracks Plan depends on a variety of financial assumptions and projections. Projected revenue received through sales and use tax is one critical financial assumption that is used to forecast and implement the FasTracks Program. Sales and use taxes, which are RTD’s primary local funding sources, have been affected by changing and challenging economic circumstances.

Average annual sales and use tax growth from 1980 – 2002 was 6.3%. To be conservative, and based on input from DRCOG and their financial consultants, in the original 2004 FasTracks Financial Plan, RTD used a projected growth rate of 6.06%, which is below this historic average. However, as a result of the recent economic environment, sales and use tax growth has declined below this historic average and even includes years of contraction in 2002, 2003, 2008, and 2009. Table 4 shows historical sales and use tax growth for the years 1992-2010.

Table 4: Growth in Sales and Use Tax Revenues 1992 – 2010
(Dollars in Thousands)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Sales and Use Tax Revenues</th>
<th>Percentage Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$108,389</td>
<td></td>
</tr>
<tr>
<td>1993</td>
<td>121,611</td>
<td>12.20%</td>
</tr>
<tr>
<td>1994</td>
<td>134,431</td>
<td>10.54%</td>
</tr>
<tr>
<td>1995</td>
<td>142,214</td>
<td>5.79%</td>
</tr>
<tr>
<td>1996</td>
<td>153,807</td>
<td>8.15%</td>
</tr>
<tr>
<td>1997</td>
<td>164,565</td>
<td>6.99%</td>
</tr>
<tr>
<td>1998</td>
<td>179,990</td>
<td>9.37%</td>
</tr>
<tr>
<td>1999</td>
<td>202,303</td>
<td>12.40%</td>
</tr>
<tr>
<td>2000</td>
<td>224,182</td>
<td>10.81%</td>
</tr>
<tr>
<td>2001</td>
<td>224,648</td>
<td>0.21%</td>
</tr>
<tr>
<td>2002</td>
<td>213,668</td>
<td>(4.89%)</td>
</tr>
<tr>
<td>2003</td>
<td>210,447</td>
<td>(1.51%)</td>
</tr>
<tr>
<td>2004</td>
<td>221,276</td>
<td>5.15%</td>
</tr>
<tr>
<td>2005¹</td>
<td>386,427</td>
<td>74.64%</td>
</tr>
<tr>
<td>2006¹</td>
<td>399,558</td>
<td>3.40%</td>
</tr>
<tr>
<td>2007¹</td>
<td>418,407</td>
<td>4.72%</td>
</tr>
<tr>
<td>2008¹</td>
<td>412,824</td>
<td>(1.33%)</td>
</tr>
<tr>
<td>2009¹</td>
<td>371,405</td>
<td>(10.03%)</td>
</tr>
<tr>
<td>2010¹</td>
<td>397,669</td>
<td>7.07%</td>
</tr>
</tbody>
</table>

¹ Includes both 0.6% and 0.4% Sales Tax Revenues.

To address the challenges of long-term sales and use tax revenue projections, RTD convened a group of State and local government economic advisors in late 2009 to review RTD’s current forecasting methodology; evaluate potential forecasting methodologies; and obtain consensus on a future forecasting method. Based on the results of the Working Group, RTD developed three linear regression models using
different variables to reach low, medium, and high sales and use tax growth forecasts. RTD reconvened this group on October 26, 2010, and agreed to use the same methodology for the 2011 APE sales and use tax forecasts, which have been used in this update.

Using methodologies considered by the Working Group, average annual growth rates were determined. These ranged from 2.77% to 4.19% per year for both sales and use tax for the Financial Plan period 2005-2035. A medium growth rate scenario of 3.66% per year was recommended for use in the Financial Plan. Average annual growth rates for the period 2011-2035, or the future years of the Financial Plan, range from 3.25% to 5.03%, with 4.36% as the average in the medium scenario. Forecasted rates of increase vary by year, and the forecasted annual growth rates by year for the period 2005-2035 are shown in Figure 6 below. Between October 2009 and June 2011, the State of Colorado has waived the 3 1/3% allowance paid to vendors to collect sales tax. This results in a boost to RTD sales tax revenues over that period.

![Figure 6: Projected Sales and Use Tax Growth 2005-2035](image)

**1.3.1.3 Railroad Negotiations**

Railroad negotiations progressed significantly in 2010. RTD completed agreements with the BNSF Railway Company on March 31, 2010 for acquisition and relocation of the ROW for the Gold Line; a portion of the CRMF; and the first electrified section of the Northwest Rail Corridor. RTD has acquired an easement for construction of all lines; acquired the first segment of the Gold Line; and signed the Relocation and Construction agreements and Joint Corridor Use Agreements for the corridors. Closings on remaining
real estate acquisitions will be phased until approximately 2013 as relocation is completed on various segments of the corridors. RTD obligated and escrowed approximately $148 million to complete these transactions.

Negotiations with the Union Pacific Railroad (UPRR) culminated in execution of Purchase and Sale Agreements, Relocation and Construction Agreements and forms of Operating and Maintenance Agreements that will become effective after completion of railroad relocation and construction for the West Corridor Burnham Lead as well as East and Gold Line Corridors. RTD escrowed and obligated funds in the amount of approximately $80 million for UPRR acquisition and relocation on those corridors. Acquisition of property will be phased from 2010 to 2014 to occur as railroad relocation is completed in the various corridors.

By the end of 2010, RTD and the BNSF railroad were working toward contract negotiations for preliminary engineering for the Northwest Rail Corridor. This step will assist in determining a better cost estimate for an RTD operating easement for Northwest Rail Corridor service. The cost estimate is anticipated to be completed in mid-2011.

1.3.1.4 Grant Opportunities
In 2010, there were more federal grant opportunities for transit projects than in years past due to federal stimulus efforts to revive the struggling economy. RTD received $8.8 million in federal competitive grants in 2010. RTD has applied across a wide spectrum of federal grant programs with diverse and competitive projects for both the FasTracks program as well as RTD’s base system.

Of the $8.8 million in grant funding received, $5.2 million came from the Department of Transportation (DOT) Bus and Bus Facilities (Livability) Program, which will be used for new mall shuttle procurements. RTD will secure eight new mall shuttle buses in addition to two already procured through the DUS project. An additional $3.6 million in grant funding came from the Bus and Bus Facilities (State of Good Repair) Program, which will be used for several deferred maintenance projects across the District.

Throughout 2010, RTD also pursued federal grant funding for several other projects. These applications, however, were not selected for grant funding. These applications included the following projects:

- Civic Center Station Rehabilitation
- US 36 Bus Procurement
- Downtown Denver Circulator Project
- 16th Street Mall Reconstruction
- 16th Street Mall Shuttle Replacement
- Intercity Bus Replacement
- I-225 Corridor between Parker Road and Mississippi
- Broadway/Euclid Transit Improvements

1.3.2 Results of the 2011 APE
Since 2008, there have been significant fluctuations in commodity prices as a result of the current recession; however, these prices still remain higher than original forecasts. At the same time there have been significant additional decreases in projected sales and use tax revenues.
1.3.2.1 Major Changes from 2010 APE

The 2011 FasTracks Program capital costs in Figure 7 (expressed in YOE dollars) are approximately $106 million (1.6%) higher than 2010 forecasts. This increase is primarily the result of extending the Program schedule out to 2020 and an increase in the budget for the Northwest Rail corridor (based on the most recent information from negotiations with BNSF). The 2011 costs are approximately $2.1 billion (45%) higher than those in the original FasTracks Financial Plan presented to the voters in April 2004.

The 2011 capital cost estimates were updated based on most current information on alignments, railroad issues, stations, facilities and planning/engineering progress. The key factors for the increase in capital costs since 2004 include: (1) material, labor and ROW escalation which increased at a rate higher than the 2003-2008 Consumer Price Index (CPI) that was used as the FasTracks escalation factor; (2) changes with respect to stations and park-n-Rides; (3) changes resulting from negotiations with the railroads for the Program; and (4) scope clarifications/changes.

The 2011 Financial Plan, as with the 2010 Financial Plan, assumes a 0.4% sales and use tax increase commencing in 2013 following voter approval in 2012. This results in a delay in the projected completion of the FasTracks Program to 2020. Due to inflation, this delay resulted in cost increases for several FasTracks Program elements.

![Figure 7: FasTracks Program Capital Cost Summary (YOE$)](image)

The economic conditions have also required a reevaluation of sales and use tax revenue forecasts. Using revised financial assumptions, the sales and use tax forecast for 2005 – 2035 is $8.0 billion. Previous 2004 forecasts projected $13.7 billion over the same time period. This represents a 43% reduction from the 2004 forecast. See Figure 8 for a summary of tax revenue forecasts.
The sales and use tax growth rates used by RTD to project revenue growth in the short term (i.e., from 2011 through 2013) were based on the Colorado Legislative Council (CLC) statewide forecasts, adjusted downward to reflect recent trends in statewide growth exceeding growth in the Denver region.

In order to obtain additional review of the key assumptions in the Financial Plan, RTD reconvened a working group of local government economists to review its long-term sales and use tax forecasts in October 2010 (see Section 1.3.3.2), and a group with experience on both national transit construction projects and local public works projects to review its construction escalation assumptions in November 2010 (see Section 1.3.3.3). Results of both the Construction Inflation Workshop and the Regional Sales and Use Tax Working Group are generally consistent with the assumptions and methodologies used and approved by DRCOG as part of last year’s Annual Report on FasTracks.

1.3.2.2 Construction/Finance Ready Task Force

A Construction/Finance Ready Task Force was formed by RTD in 2009 to develop a plan to have the entire FasTracks Program ready for procurement as quickly as possible after additional revenues are identified. Task Force efforts continued in 2010, with emphasis on alternatives for expenditure of $305 million in funds resulting from the Eagle Project bid price coming in under RTD’s internal estimate.

Alternatives were evaluated on the basis of four goals. These are:

- Goal 1: Meet the FasTracks Team Mantra “Build as much as we can, as fast as we can until it is all done!”
- Goal 2: Follow the FasTracks Guiding Principles
- Goal 3: Meet Schedule Requirements
- Goal 4: Build Operable Projects
During this process, three options were considered including:

- Option 1: Spend all available funds on one corridor
- Option 2: Make minimum, but meaningful investment in each corridor
- Option 3: Complete final design only on each corridor

Of these, Option 2 was selected for further evaluation and development. It evolved into a “Short-Term” funding strategy that allocated the expenditure of $305 million to seven unfunded FasTracks projects as shown in Table 5.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Assumptions for Expending the $305 M</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. 36</td>
<td>Funding Commitment to Complete Managed Lanes to Interlocken ($90 M)²</td>
</tr>
<tr>
<td>North Metro</td>
<td>Complete Segment from DUS to Stock Show Complex ($90 M)</td>
</tr>
<tr>
<td>I-225</td>
<td>Complete Segment from Nine Mile to Iliff ($90 M)</td>
</tr>
<tr>
<td>Northwest Rail</td>
<td>Completion of Longmont Station ($17 M)</td>
</tr>
<tr>
<td>Central Corridor</td>
<td>Additional technical analysis ($0.5 M)</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>Final Design and Federal Environmental Process ($9 M)</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>Relocation of Union Pacific Railroad Track ($8.5 M)</td>
</tr>
</tbody>
</table>

This distribution ultimately became part of the 2011 FasTracks Financial Plan.

1.3.2.3 Financial Plan Alternatives Considered
RTD continues to work closely with elected officials, local governments, corridor stakeholders, and the public to identify how to move the FasTracks Program forward. In January and February of 2011, RTD staff presented a number of Financial Plan alternatives to the RTD Board of Directors for consideration. Adoption of one of these scenarios provides the direction to RTD for the future build-out of the FasTracks Program. The Financial Plan alternatives assumed:

- Successful 0.4% sales and use tax election in 2012 (consistent with the Financial Plan adopted by the RTD Board of Directors in 2011)
- Successful 0.4% sales and use tax election in 2011
- Successful 0.2% sales and use tax election in 2011
- Successful 0.3% sales and use tax election in 2011
- Successful 0.1% sales and use tax election in 2011
- No new sales and use tax election

Each of these alternatives included assumptions for expending the $305 million available resulting from the Eagle Project coming in under RTD’s internal estimates and a plan for completing the entire program. Table 6 provides a summary of the results of each of these scenarios.
1.3.2.4 RTD Board Financial Plan Selection
On March 8, 2011 the RTD Board of Directors adopted a Financial Plan that assumed an election in 2012 with an additional 0.4% sales and use tax increase commencing in January 2013. This alternative would result in the completion of the full FasTracks Program by 2020. Additionally, so as not to preclude any future opportunities to place a sales and use tax initiative on the ballot in 2011, it was recommended that RTD work with DRCOG to begin review of two separate Financial Plans, one assuming an election in 2011 and one assuming an election in 2012. On April 26, 2011, the RTD Board of Directors confirmed approval of the Financial Plan to seek a sales and use tax increase in 2012 and not go to the ballot in 2011.

The RTD Board of Directors also authorized expending the $305 million available due to the Eagle Project bid coming in lower than internal estimates in accordance with Table 5 above. RTD will begin expending these funds after receipt of an Full Funding Grant Agreement (FFGA) for the Eagle Project (anticipated in July 2011).

1.3.3 Collaborative Efforts
In 2010, key stakeholders and RTD staff evaluated the FasTracks Program's financial assumptions and provided recommendations on the Program's direction. This was accomplished through the Metro Mayors Task Force, Sales and Use Tax Forecast Working Group, and the FasTracks Construction Inflation Workshop. In addition, a Regional Working Group was convened to provide feedback to the Federal Transit Administration (FTA) on potential changes in the New Starts program, a federal transit funding mechanism, which may affect possible future funding sources for the FasTracks Program.

1.3.3.1 Metro Mayors Task Force
The Metro Mayors Task Force was convened in 2008 to explore options for delivering the full FasTracks Program. The Task Force is comprised of elected officials, RTD Board members, and key stakeholders from the business and environmental communities. The Task Force has continued to meet as needed to promote stakeholder input to the FasTracks Program.

In March of 2011, the Task Force meetings culminated with several formal recommendations being presented to the RTD Board of Directors. The following bullets list the Metro Mayors Task Force recommendations:

Table 6: Results of Financial Plan Alternatives Considered

<table>
<thead>
<tr>
<th>Sales and Use Tax Increase</th>
<th>Timing of Election</th>
<th>Full Program Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4%</td>
<td>2011</td>
<td>2019</td>
</tr>
<tr>
<td>0.4%</td>
<td>2012</td>
<td>2020</td>
</tr>
<tr>
<td>0.3%</td>
<td>2011</td>
<td>2024</td>
</tr>
<tr>
<td>0.2%</td>
<td>2011</td>
<td>2027</td>
</tr>
<tr>
<td>0.1%</td>
<td>2011</td>
<td>2035</td>
</tr>
<tr>
<td>None</td>
<td>Never</td>
<td>2042</td>
</tr>
</tbody>
</table>
• The Metro Mayors Caucus will negotiate an agreement with the RTD Board of Directors to formally commit to building each corridor's specific list of corridor improvements as described in the FasTracks Plan and if possible such a commitment should be embedded in ballot language for any tax increase.
• RTD should accelerate construction wherever this is possible and will result in savings.
• All possible revenue strategies must be employed to close the funding gap and shorten the life of any new tax.
• The Metro Mayors Caucus supports an election for a sales tax increase of 0.4% to take effect as soon as feasible and with enforceable sunset provisions, provided that the SB 208 review of the 2011 APE by DRCOG confirms the cost and revenue estimates that RTD has used to ensure that 0.4% is adequate to complete the entire system by 2019.
• All revenues raised by a voter approved sales tax increase must be used exclusively for construction and operation of the improvements described in the FasTracks Plan and not for any other purpose.
• Should a sales tax increase of less than 0.4% be approved, necessitating additional funding sources to complete the FasTracks Plan, the Metro Mayors Caucus will join RTD in lobbying Congress and FTA for New Starts and Small Starts funding on qualifying corridors.
• The Metro Mayors FasTracks Task Force should remain active to provide ongoing input into RTD decision-making regarding FasTracks funding and corridor construction priorities.

1.3.3.2 Sales and Use Tax Forecast Working Group
To address the challenges of making longer-term sales and use tax revenue projections, RTD convened a group of state and local government economic and financial advisors in 2009 to review RTD's current forecasting methodology; evaluate potential forecasting methodologies; and obtain consensus on a future forecasting method.

Information gained from the work sessions was used to forecast sales and use tax revenue for input into RTD’s 2010 Financial Plan. Efforts of the Sales and Use Tax Forecasting Working Group participants and analyses undertaken by RTD produced the recommendation to use a range of forecasts for sales and use tax revenue growth rates. An average 3.7% medium forecast value was used in the 2010 Financial Plan. This is more conservative than the 20-year average increase of 5.44% and the 4.8% RTD assumed in 2008.

Based on discussions throughout the sessions regarding source data and model input, a final recommendation was made that the group reconvene on an annual basis, change model parameters as dictated by changing economic conditions, and revise sales and use tax revenue forecasts based on updated forecasts for the independent variables.

During 2010, RTD staff updated sales and use tax revenue projections quarterly using the methodology agreed to by the 2009 Working Group and updated input data as they became available. RTD decided in 2010 to engage a contractor to develop sales and use tax revenue projections in 2011 and beyond. The Working Group was reconvened in October 2010 to review the work done in 2009, review forecasts made in 2010, and discuss the upcoming contractor procurement for future forecasts. The Leeds School of Business at the University of Colorado at Boulder was selected as the contractor. Leeds
2010 Annual Report to DRCOG on FasTracks

is developing short-term and long-term sales and use tax revenue forecast models at this time. The Working Group will reconvene in mid-2011 to review progress from Leeds. It is anticipated that the long-term models developed by Leeds will be used in future FasTracks Financial Plans.

1.3.3.3 FasTracks Construction Inflation Workshop
A FasTracks Construction Inflation Workshop was held on November 23, 2010, to discuss and evaluate the construction cost inflation rate that is applied to FasTracks capital cost estimates. Participants included RTD staff, senior transit consultants, representatives from local government and regional agencies, and Ken Simonson, Chief Economist for The Association of General Contractors. In the workshop, RTD’s current cost-estimating methodology and current method for analyzing, forecasting, and estimating construction cost inflation and sales tax revenue were presented.

As indicated in the Workshop report, Construction Inflation Workshop participants generally agreed that RTD’s current methodology (and forecast values) for estimating Construction Cost Inflation is “conservative, but not overly conservative,” considering the current market trends, expert forecasts, and averages for other similar transit agencies.

The following recommendations from the Construction Inflation Workshop were incorporated into the 2011 APE:

- Materials cost escalation of 5% per year from 2011-2019.
- Escalation assumptions for other cost elements such as operations and maintenance, labor, fuel, and others were updated based on CPI forecasts from Moody’s Economy.com

1.3.3.4 New Starts Regional Working Group
In 2010, FTA announced two major changes to the New Starts program. First, FTA rescinded the 2005 “Dear Colleague” letter, which mandated that a project proposed for federal New Starts funding must achieve a “medium” or higher rating for cost effectiveness to be recommended. The rescission of the Dear Colleague letter meant that all project evaluation criteria must be given comparable numerical weight in calculating the overall project rating. Therefore, cost effectiveness is still a key project evaluation criterion, but it is no longer a pass-fail criteria. Second, FTA released an Advanced Notice of Proposed Rulemaking (ANPRM) for the New Starts program and sought public comment regarding ideas for changing how they measure and quantify the benefits provided by transit projects including economic development, congestion relief, and other social benefits.

RTD established a Regional Working Group to identify recommendations and suggestions to provide to FTA in response to the ANPRM. The Regional Working Group consisted of representatives from many local governments within the District. The group worked collaboratively to decide on changes to the existing New Starts criteria regarding economic development, environmental benefits, and cost effectiveness. The group submitted a joint letter to FTA in August 2010.

FTA is currently reviewing the responses and is expected to release a Notice of Proposed Rulemaking (NPRM) sometime in 2011. At that time the Regional Working Group will be reconvened to discuss the NPRM and put together a response.
Page left intentionally blank
1.4 Status of FasTracks Corridors
The descriptions below provide new information on each of the FasTracks elements that have changed since the 2009 Annual Report to DRCOG on FasTracks. Included is a summary of the project, notable milestones or events that have occurred, description of the current status, and current cost estimates (in YOE dollars). With few exceptions, this 2010 Annual Report will report progress for the calendar year of 2010, from January 2010 through December 2010.

1.4.1 Central Corridor Extension
The Central Corridor Extension begins at the 30th and Downing Station and extends north approximately 0.8 miles to the 38th/Blake Station. This station will serve as the terminus for the Central Corridor, as well as a transfer hub to the East Corridor. The alignment will operate within a traffic lane in each direction along Downing Street from 30th and Downing to 36th. The alignment will continue along 36th from Downing to the new proposed end of line station at 38th Avenue and Blake Street, shared with the East Corridor (Figure 9). The alignment does not connect with the North Metro line.

The Draft Environmental Evaluation (EE) was released in December 2009 and the Final EE was completed in February 2010. The recommended alternative for the Central Corridor Extension is in-street rail transit with single light rail vehicles operating as a streetcar operation. This is preferred because it does not require acquisition of buildings, minimizes community impacts, and can be built within the proposed budget. There are two stations recommended along Downing Street: 33rd and Downing, and 35th and Downing.

As discussed in Section 1.3.2.2, $0.5 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Extension for additional technical analysis including the potential use of a streetcar vehicle as well as the feasibility of other alignments.

The 2010 cost estimate for the Central Corridor was $65.4 million YOE$. The current cost estimate is $70.6 million YOE$.

Central Corridor Extension Summary
Length: 0.8 miles (approximate)
Mode: Light Rail
Costs: $70.6 million-2011, YOE$; $65.4 million-2010, YOE$
Method of Delivery: Design-Bid-Build
Status: Preliminary Engineering (PE) underway
Tasks Remaining: Final Design and Construction; Operation and Maintenance
Scheduled Completion: 2017
Notable Changes:
- None.

Additional FasTracks improvements are programmed for the Central Corridor. These upgrades include 4-car platforms from I-25/Broadway to 18th/Stout & 18th/California, substation capacity improvements, and downtown traffic signal software. All of these projects were completed in 2010.
Central / CPV Corridor

Figure 9: Central/CPV Corridor
1.4.2 Denver Union Station
Denver Union Station is a multimodal transportation hub that will include light rail transit, commuter rail transit, bus connections, as well as pedestrian and bicycle access to downtown businesses and the mall shuttle system (Figure 10). It will serve as the catalyst for redeveloping and preserving Denver's historic Union Station and 19.85 acres of surrounding land. Union Station will be transformed into a transportation hub serving the needs of residents, tourists, and commuters (Figure 11).

![Figure 10: Denver Union Station Transit Improvements](image)

In 2008, the City and County of Denver (CCD) created the Denver Union Station Project Authority (DUSPA), which is a board made up of the following stakeholders: RTD, CCD, the Colorado Department of Transportation (CDOT), DRCOG, and the Union Station Neighborhood Company (USNC) (the developer). The group is responsible for receipt and distribution of project funding and for contracting with the Design-Builder for all transit infrastructure. To allow for early construction activities, in May 2009, RTD entered into a financial agreement with DUSPA to provide $28.4 million of American Recovery and Reinvestment Act (ARRA) funds, $18.6 million awarded by DRCOG and $9.8 million allocated to the project by RTD. In addition, RTD provided another $28.7 million in various loans between May 2009 and June 2010. In February 2010, DUSPA issued a full Notice to Proceed (NTP) to the Design-Builder.

In July 2010, the DUS project became a fully funded project with the loan approval for $155 million under the Railroad Rehabilitation & Improvement Financing (RRIF) Program. At the same time, DUSPA received a Federal Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) Loan for $146.6 million. Other funding sources include, in net contributed dollars, CDOT’s SB1 grants ($17.4 million) and Projects of National and Regional Significance (PNRS) grants ($45.3 million), DRCOG
Transportation Improvement Program (TIP) grant ($2.5 million), various FTA grants ($9.5 million), proceeds of land sales and other non-FasTracks local funds ($39.5 million), and RTD’s local FasTracks funds. The loan closings guarantee the completion of the public transportation infrastructure of the redevelopment including a 22-bay underground bus facility, a light rail station for current and future light rail routes, a commuter rail station that will serve Amtrak and the East, Gold, North Metro, and Northwest Rail commuter rail lines, extension of the 16th Street Mall Shuttle, streets and public plazas to integrate transit service with adjacent neighborhoods.

Figure 11: Denver Union Station

Now that full construction is underway, the schedule has been set with key milestones, which will meet the RTD’s commitments to hand over the project area to the Eagle Project Concessionaire to install systems in May 2014. By the end of 2010, approximately 45% of the light rail station has been constructed with a track cutover date planned for late summer 2011. Approximately 20% of Phase I of the bus facility has been constructed. The bus facility is generally considered the critical path. CRT activities are limited to demolition of tracks and canopies as well as the construction of the temporary Amtrak station and platform.

In April 2009, the Ski Train was sold to a Canadian company. The Ski Train is now proposed to be reintroduced into DUS by Iowa Pacific Railroad. Winter Park officials and Iowa Pacific are working with AMTRAK to negotiate a deal with UPRR. It is uncertain what the time frame will be for the Ski Train to be operational.

Denver Union Station costs in the 2011 Financial Plan include contributions to the joint project from every grant and loan. CDOT, other federal sources, Tax Increment Financing (TIF), metro district revenues, development rights revenues, and other sources are expected to contribute an additional $181.2 million to the project, for a total project cost of $464.5 million.
The 2010 cost estimate for RTD funding at DUS was $283.4 million YOE$. The current cost estimate is $283.3 million YOE$.

### Denver Union Station Summary

<table>
<thead>
<tr>
<th>Length</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode</td>
<td>NA</td>
</tr>
<tr>
<td>RTD Costs:</td>
<td>$283.3 million-2011, YOE$; $283.4 million-2010, YOE$</td>
</tr>
<tr>
<td>Method of Delivery:</td>
<td>Design-Build; Eagle Project (systems)</td>
</tr>
<tr>
<td>Status:</td>
<td>In construction</td>
</tr>
<tr>
<td>Tasks Remaining:</td>
<td>Final Design; Construction; Operation and Maintenance</td>
</tr>
<tr>
<td>Scheduled Completion:</td>
<td>2011 (for Final Design of light rail, commuter rail, and bus facilities, and light rail systems design); 2011 (for construction of light rail); 2014 (for civil construction of commuter rail); 2014 (for systems construction for commuter rail by Eagle Project Concessionaire)</td>
</tr>
<tr>
<td>Notable Changes:</td>
<td></td>
</tr>
</tbody>
</table>
  - None.
Page left intentionally blank
### 1.4.3 Eagle Project

The Eagle Project consists of the East Corridor, the Gold Line, and a portion of the Northwest Rail Corridor (Phase 1) known as the Northwest Rail Electrified Segment (NWES) (from DUS to the South Westminster/71st Avenue Station) as well as the CRMF, the commuter rail cars, and other ancillary improvements (see Figure 12). The NWES will be built as part of the Eagle Project but will be funded locally. Efforts toward delivery of these individual projects as one project (i.e., Eagle Project) began in August 2007, when the combined East Corridor and Gold Line project was approved by FTA for participation in their Public Private Partnership Pilot Program (Penta-P).

In September 2009, RTD issued the Eagle Project final request for proposals (RFP) to the pre-qualified teams. Final proposals were received in April 2010. In July 2010, RTD entered into a Concession Agreement with DTP to design, build, finance, operate, and maintain the Eagle Project.

As a participant in the Penta-P, RTD has benefited from the Design-Build-Finance-Operate-Maintain (DBFOM) form of project delivery as well as from entering into a partnership with FTA to streamline the federal project development process. Participation in the Penta-P is expected to provide an accelerated Federal approval due to FTA’s expectation that the private sector has performed their own due diligence to protect private equity and debt investments. The Eagle Project Concessionaire is providing private equity and financing for the project, thereby supporting RTD’s cash flow requirements.

As a result of uncertainty over the timing of the FFGA, the Eagle Project is being advanced in two phases. Phase 1 comprises the design, construction and operation of the East Corridor, the CRMF, and purchase of the commuter rail vehicles, as well as final design of the entire project. Phase 2 comprises the balance of the work including the Gold Line and the NWES. The NTP issued in August 2010 authorized Phase 1. Phase 2 is anticipated to occur after receipt of the FFGA in mid-2011.

Funding for the Eagle Project is anticipated to come from three sources. Approximately $1.03 billion is anticipated from the FTA in the form of an FFGA. RTD will also utilize funds from the FasTracks Program to pay for ROW, project budget contingencies, and design-build oversight. The remainder of the project funding will include debt and equity from the Concessionaire to assist in funding the capital improvements. During the operations and maintenance phase, RTD will make service payments to the Concessionaire. Payment amounts will consider how the Concessionaire performs against the performance metrics defined in the Concession Agreement. The metrics are designed to provide strong financial incentives to maintain quality service.

This section includes updates for the FasTracks corridors and major elements that comprise the Eagle Project.
**Eagle Project Summary**

Length: 35.9 miles  
Mode: Commuter Rail/Electric Multiple Unit (EMU)  
RTD Costs: $2,185.0 million-2011, YOE$  
Method of Delivery: DBFOM  
Status: In Final Design; Construction begins first quarter of 2011.  
Tasks Remaining: Complete Final Design; Construction; Operation and Maintenance  
Scheduled Completion: East Corridor January 2016; Gold Line July 2016; NWES March 2016; CRMF December 2014  
Notable Changes:  
- N/A

---

**Figure 12: Eagle Project**
1.4.3.1 East Corridor
The East Corridor is a commuter rail service utilizing electric multiple unit (EMU) vehicles from DUS to Denver International Airport (DIA). The Corridor serves the Denver communities of Five Points, Cole, Elyria/Swansea, Northeast Park Hill, Stapleton, Gateway, and DIA, as well as northwest Aurora. It also serves to transport passengers arriving and departing from DIA (Figure 13).

The Final Environmental Impact Statement (FEIS) was released in September 2009 and the Record of Decision (ROD) was signed by FTA on November 6, 2009. The FTA issued permission to enter PE in April 2009 and then issued permission to enter Final Design a year later in April 2010. These are significant milestones towards potential funding through an FFGA with FTA.

As described in Section 1.4.3, the East Corridor will be built in the first phase of the Eagle Project. In July 2010, DTP was selected as the Concessionaire for the Eagle Project. The groundbreaking for the East Corridor occurred in August 2010. The current DTP plan indicates that the East Corridor can be completed by January 2016.

As a result of design work done by the Concessionaire, the alignment, which was previously entirely double track, now has six miles of single track and 16.8 miles of double track. This change does not impact operations; the project is able to maintain proposed frequencies.

The 2010 cost estimate was $1,232.9 million. The current cost estimate is $1,095.9 million YOE$.

**East Corridor Summary**
Length: 22.8 miles
Mode: Commuter Rail/EMU
Costs: The current $1,095.9 million-2011, YOE$; $1,232.9 million-2010, YOE$
Method of Delivery: DBFOM; Eagle Project
Tasks Remaining: DBFOM
Scheduled Completion: January 2016
Notable Changes:
- The alignment changed from all double track to six miles of single track and 16.8 miles of double track.
- Completion date changed from December 2016 to January 2016 based on the Concessionaire’s schedule.
Figure 13: East Corridor
1.4.3.2 Gold Line Corridor

The Gold Line is commuter rail service, utilizing EMU vehicles, from DUS to Ward Road in Wheat Ridge (Figure 14). The project is 11.2 miles from the DUS platform to Ward Road. The alignment from DUS to Pecos is shared with Northwest Rail Corridor (3.6 miles). This section will be constructed as part of the Northwest Rail Electrified Segment through the Eagle Project. There is a single track section of the Gold Line from Ralston Road to Carr Street in Arvada, a distance of approximately 1.5 miles. This single track section was designed during the Environmental Impact Statement (EIS) process to minimize environmental impacts.

The FEIS was released in August 2009 and a ROD was signed by FTA in November 2009. The FTA issued permission to enter PE in April 2009 and then issued permission to enter Final Design a year later in April 2010. These are significant milestones towards potential funding through an FFGA with FTA.

As described in Section 1.4.3, the Gold Line will be built in the second phase of the Eagle Project. In July 2010, DTP was selected as the Concessionaire for the Eagle Project. The current DTP plan indicates that the Gold Line can be completed by July 2016.

The 2010 cost estimate was $517.0 million YOE$. The current cost estimate is $415.9 million YOE$.

### Gold Line Summary

Length: 11.2 miles (3.6 miles from DUS to Pecos are shared with Northwest Rail Electrified Segment)
Mode: Commuter Rail/EMU
Costs: $415.9 million-2011, YOE$; $517.0 million-2010, YOE$
Method of Delivery: DBFOM; Eagle Project
Status: Procurement complete; FEIS released August 2009; ROD signed November 2009
Tasks Remaining: DBFOM
Scheduled Completion: July 2016
Notable Changes:
- Completion date changed from December 2016 to July 2016 based on the Concessionaire’s schedule.
Gold Line Corridor

Figure 14: Gold Line
1.4.3.3 Northwest Rail Corridor – Phase 1

The Northwest Rail Corridor Electrified Segment (Phase 1) is the 5.5 mile portion of the 41-mile Northwest Rail commuter rail project that will extend to Downtown Longmont. This EMU commuter rail segment (Phase 1) originates at DUS and extends to the South Westminster/71st Avenue Station (Figure 15) and is shared with the Gold Line between DUS and the Pecos Station (3.6 miles).

This segment received environmental clearance in both the Northwest Rail EE, which was adopted by the RTD Board of Directors in May 2010 and released to the public in June 2010, as well as the Gold Line FEIS.

The Northwest Rail project will be built in two phases. The NWES is Phase 1 and will be built as part of the Eagle Project, but will be funded locally. The remainder of the Northwest Rail project from the South Westminster/71st Avenue Station to the Downtown Longmont Station (Phase 2) will also be funded locally. Refer to Section 1.4.7 for information on Phase 2 of the Northwest Rail Corridor project.

Due to the NWES (Phase 1) being built in advance of the remainder of the corridor, additional analysis was done assuming a 2016 opening day with only the electrified segment existing. As a result, the South Westminster/71st Avenue Station parking demand decreased from 925 spaces to 350 spaces. The remainder of the spaces will be built when Northwest Rail Corridor – Phase 2 is constructed. The scheduled completion date for Phase 2 of the Northwest Rail Corridor is 2020.

The 2010 cost estimate for the entire Northwest Rail Corridor was $729.4 million YOE$. The current cost estimate for Phase 1 is $137.0 million YOE$. The current cost estimate for Phase 2 is $894.6 million YOE$.

Northwest Rail Corridor – Phase 1 Summary

Length: 5.5 miles (3.6 miles from DUS to Pecos are shared with the Gold Line)
Mode: Commuter Rail/EMU
Costs: $137.0 million-2011, YOE$ - Pecos Station to South Westminster/71st Ave Station; $324.7 million-2011, YOE$ - DUS to Pecos Station
Method of Delivery: DBFOM; Eagle Project
Status: Public-Private Partnership (P3) procurement complete; EE completed
Tasks Remaining: DBFOM
Scheduled Completion: March 2016
Notable Changes:

- Phase 1 opening day parking spaces changed from 925 to 325 at South Westminster/71st Avenue Station.
Figure 15: Northwest Rail Corridor

*NPotentially shared station depending on ultimate design and operating plan. To be built by the Gold Line."
1.4.3.4 Commuter Rail Maintenance Facility
The Fox North (48th Ave and Fox St) has been selected as the preferred location for the CRMF. The Fox North Site encompasses approximately 31 acres and is generally bounded by 48th Avenue on the south, 54th Avenue on the north, Fox Street on the east, and the BNSF Trailer On Freight Car (TOFC) Yard and UPRR North Yard on the west. The CRMF will include facilities to repair, maintain, clean, fuel, and store the FasTracks commuter rail vehicles and maintain the commuter rail network.

The facility will include a maintenance shop, commuter rail control center employee facilities, administrative offices, employee parking facilities, and a building and laydown area for maintenance-of-way (MOW) equipment and materials. The CRMF site includes space for offices, storage of equipment, storage for spare parts, and parking. The MOW building is no longer needed as its function was incorporated into the CRMF and yard. Figure 16 displays the proposed location.

The CRMF is part of the Eagle Project, which is separated into two phases. The East Corridor and CRMF will be built in the first phase. The Concessionaire, DTP, plans to open the East Corridor by January 2016. To achieve opening in this timeframe, DTP has scheduled completion of the CRMF by December 2014 to accommodate the delivery of the first commuter rail vehicles.

The 2010 cost estimate was $178.6 million YOE$. The current cost estimate is $189.0 million YOE $.

Commuter Rail Facility Summary
Length: NA
Mode: Commuter Rail
Costs: $189.0 million-2011, YOE$; $178.6 million-2010, YOE$
Method of Delivery: DBFOM (part of Eagle Project)
Status: Supplemental Environmental Assessment (SEA) completed April 2009.
Tasks Remaining: Design and Construction; Operation and Maintenance
Scheduled Completion: December 2014
Notable Changes:
- The MOW building removed from the project.
- Schedule changed from 2016 to 2014 based on Eagle Project Concessionaire’s schedule.
Figure 16: CRMF Site Location
1.4.4 I-225 Corridor
The FasTracks I-225 light rail project will extend RTD’s light rail 10.5 miles within the I-225 Corridor, while not precluding a future eight-lane highway widening within the CDOT ROW. The light rail extension will begin at the existing Nine Mile Station, serve the Aurora City Center, the Anschutz/Fitzsimons Medical Campus and provide a transfer to the planned East Corridor commuter rail at a shared station near the intersection of Peoria Street and Smith Road (Figure 17).

The Draft EE was released in July 2009 for agency and public review. The Final EE was adopted by the RTD Board in October 2009.

The I-225 Corridor has been divided into two segments. Segment 1 is the segment of the corridor from the end of line immediately north of the Nine Mile Station to the proposed Iliff Station. Segment 2, the remainder of the corridor, will continue north from the Iliff Station to the Peoria/Smith Station, which is shared with the East Corridor. Accelerating the design of Segment 1 allows for the potential of an early opening of this segment and provides an additional 600 surface parking spaces at the Iliff park-n-Ride, which would relieve the existing parking demand at the Nine Mile park-n-Ride. In October 2009, the RTD Board approved moving forward on final design on Segment 1, which was completed at the end of 2010.

As discussed in Section 1.3.2.2, $90 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Corridor to pay for completion of Segment 1.

The 2010 cost estimate was $670.1 million YOE$. The current cost estimate is $750.8 million YOE$.

**I-225 Corridor Summary**
- Length: 10.5 miles
- Mode: Light Rail
- Costs: $750.8 million-2011, YOE$; $670.1 million-2010, YOE$
- Method of Delivery: Design-Bid-Build for Segment 1 and Design-Build for Segment 2
- Status: EE and PE completed
- Tasks Remaining: Design and Construction; Operation and Maintenance
- Scheduled Completion: Segment 1 completion scheduled for 2014; entire project will be completed in 2020
- Notable Changes:
  - Scheduled completion date of full project changed from 2018 to 2020.
Figure 17: I-225 Corridor
1.4.5 Maintenance Facilities
This section includes facilities for light rail and bus. The CRMF is being built as part of the Eagle Project and is included in Section 1.4.3.4. The light rail maintenance will be accommodated by an expansion of the existing Elati and Mariposa Facilities. As noted in previous Annual Reports, evaluation of the need for an additional bus maintenance facility determined that it is not needed until after 2035.

1.4.5.1 Light Rail Maintenance Facility
The Elati Maintenance Facility opened in 2004 with the capacity to maintain and store 100 vehicles. In 2006, RTD completed the construction of additional storage tracks and catenary systems to accommodate the West Corridor fleet at the Elati facility.

The change of the Gold Line technology from light rail to commuter rail resulted in a decrease in light rail fleet requirements. It was determined that an expanded Elati facility could accommodate the entire FasTracks light rail fleet. RTD made the decision to expand the Elati facility eliminating the need for a second light rail maintenance facility. Design for the expansion of the Elati facility is complete and the first of three construction contracts has been awarded. Construction for the expansion of the Elati facility started in May 2009 following RTD’s Board approval of the construction contract. The work is being phased to accommodate the ongoing operational requirements of the facility. The Elati facility work was completed in 2010. **Figure 18** below shows the site plane for the Elati Light Rail Maintenance Facility Expansion.

The scope of work for the extension of the light rail maintenance facility includes additional parts storage capacity, additional power supply into and for the system elements for the added light rail vehicles to be stored at the site, modifications to the drainage system, added tracks, yard lighting, walks, and access drive improvements. Associated with the expansion of the Elati Facility is the expansion of the Mariposa Facility where RTD conducts heavy maintenance on the light rail vehicles. Design for the expansion of the Mariposa facility is also complete. This Program will ultimately double the maintenance and operational light rail capacity. The construction Program for the light rail facility improvements (including Elati and Mariposa) will be completed in the third quarter of 2011.

**Figure 18: Light Rail Maintenance Facility**
The 2010 cost estimate for the light rail maintenance facility was $28.9 million YOE$.
The current cost estimate is $20.9 million YOE$.

**Light Rail Maintenance Facility Summary**
- Length: NA
- Mode: Light Rail
- Costs: $20.9 million YOE$; $28.9 million-2010, YOE$
- Method of Delivery: Design-Bid-Build
- Status: Design is complete and construction started May 2009
- Tasks Remaining: Complete Construction; Operation and Maintenance
- Scheduled Completion: Elati Facility completed in 2010; Mariposa Facility scheduled for 2011
- Notable Changes:
  - None.
1.4.6 North Metro
The North Metro Corridor begins at DUS and extends north 18.4 miles to SH 7/162nd Avenue traversing the jurisdictions of Denver, Commerce City, Adams County, Northglenn, and Thornton. In 2008, as a result of the UPRR negotiations, the alignment was revised in order to avoid the 36th Street Yard owned by UPRR. The alignment now follows the BNSF rail alignment to near 54th Avenue, then further north it joins the UPRR Boulder Branch ROW (Figure 19). The five areas of the alignment that are double tracked (passing track) are: from DUS to 38th Street; from south of 72nd Avenue to just north of I-76; from north of Thornton Parkway to just north of 104th Avenue; from south of 124th Avenue to south of York Street; and from SH 7 to the end of line, approximately 162nd Avenue.

For the southern section of the corridor, between 58th Avenue and the 72nd Avenue Station, the DEIS evaluated multiple alignment alternatives to avoid the congested Sand Creek Junction railroad crossing at I-270 used by the BNSF Railway and UP Railroad. In the preferred alternative one of the “cross-country” alignments was selected. The alignment is located adjacent to and just east of the BNSF mainline (Brush Subdivision) in Denver. In Commerce City, the alignment crosses over the BNSF mainline and is generally adjacent to the O’Brien Canal through private commercial and industrial parcels in what is referred to as the “Cross-Country Area.” The alignment connects with the UP Boulder Branch ROW near West 70th Avenue. North of Commerce City, the alignment remains within the UP Boulder Branch ROW to the SH7/162nd Avenue area.

In May 2010, FTA requested that new 2035 travel demand forecasts be completed for the North Metro Corridor. The additional analysis required for this effort delayed the release of the FEIS. In cooperation with DRCOG and local jurisdictional partners, the RTD FasTracks North Metro Corridor team completed the additional analysis. Changes to the travel model resulted greater demand for transit, requiring changes to the project to accommodate those increases. Stations and parking facilities, traffic and travel patterns, operational and noise impacts have been updated to reflect the revised travel demand levels.

The Corridor team has announced a preferred alternative for the project that outlines the changes and that will be included in the upcoming FEIS. Parking demand estimates have increased, which will require greater parking supplies at most stations compared to what was reported in the DEIS (see Table 2). There are additional areas of single-track but five areas of passing track exist. The station options for North Metro’s eight stations have been narrowed to the following recommendations: National Western Stock Show; 72nd Avenue; 88th Avenue; 104th Avenue; 112th Avenue; Eastlake/124th Avenue; 144th Avenue; and SH 7/162nd Avenue.

The DEIS was released for public review in November 2009. The FEIS release is anticipated in January 2011 with a ROD to follow in April 2011.

As discussed in Section 1.3.2.2, $90 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Corridor to complete the segment from DUS to the National Western Stock Show Station.

The 2010 cost estimate for North Corridor was $977.6 million YOE$. The current cost estimate is $904.3 million YOE$.

56 May 2011
**North Metro Corridor Summary**

Length: 18.4 miles  
Mode: Commuter Rail/EMU  
Costs: $904.3 million-2011 YOE$; $977.6 million-2010, YOE$  
Method of Delivery: Design-Build  
Status: DEIS released November 2009;  
Tasks Remaining: FEIS; ROD; Final Design; Construction; Operation and Maintenance  
Scheduled Completion: Segment 1 (DUS to National Western Stock Show Station) 2015; Entire project 2020  
Notable Changes:  
- Parking quantities increased.  
- Portions of single track added without impacting service levels.  
- Alignment refined in the Sand Creek Junction area.  
- 72nd Avenue Station replaces the existing Commerce City pnR.  
- The National Western Stock Show Station location was selected over the Coliseum Station option.  
- Scheduled completion date for the entire project changed from 2018 to 2020.
1.4.7  **Northwest Rail Corridor – Phase 2**
The entire Northwest Rail Corridor is a 41-mile commuter rail corridor that originates at DUS and extends northwest to Downtown Longmont. Jurisdictions served include northwest Denver, Adams County, Westminster, Broomfield, Louisville, City of Boulder, Boulder County, and Longmont (Figure 20). Phase 2 will be a 35.5-mile commuter rail segment, using diesel multiple unit (DMU) rail vehicles, extending from the South Westminster/71st Avenue Station to Downtown Longmont.

The Northwest Rail Corridor will be built in two phases. Phase 1 will be the 5.5-mile portion of the alignment from DUS to the South Westminster/71st Avenue Station and will be built as part of the Eagle Project, but will be funded locally (see Section 1.4.3.3 for additional information). Due to Phase 1 being built in advance of Phase 2, additional analysis was done assuming a 2016 opening day with only Phase 1 existing. As a result, the South Westminster/71st Avenue Station parking demand decreased from 925 spaces to 350 spaces for Phase 1. The remainder of the spaces will be built when Phase 2 is constructed, which will bring the total to 925 spaces.

The Final EE was adopted by the RTD Board of Directors in May 2010 and released to the public in June 2010.

RTD continues negotiating with BNSF for an operating agreement for the Northwest Corridor. Based on the most recent information from these negotiations, the budget for the Northwest Rail Corridor has increased. A contract between RTD and BNSF is anticipated in early 2011.

As discussed in Section 1.3.2.2, $17 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Corridor to complete the Downtown Longmont Station, which will be constructed early and open in 2014.

The 2010 cost estimate for the entire Northwest Rail Corridor was $729.4 million YOE$. The current cost estimate for Phase 1 is $137.0 million YOE$. The current cost estimate for Phase 2 is $894.6 million YOE$.

**Northwest Rail Corridor – Phase 2 Summary**
Length: 35.5 miles (5.5 miles built in Phase 1; 3.6 miles from DUS to Pecos are shared with the Gold Line)
Mode: Commuter Rail/DMU
Costs: $894.6 million-2011 YOE$
Method of Delivery: Corridor infrastructure to be built by BNSF Railway. Design-Bid-Build will be used to construct the park-n-Rides.
Status: EE and PE underway
Tasks Remaining: Final Design and Construction; Operation and Maintenance
Scheduled Completion: 2020
Notable Changes:
- Scheduled completion date for entire project changed from 2017 to 2020.
Figure 20: Northwest Rail Corridor

*NPotentially shared station depending on ultimate design and operating plan. To be built by the Gold Line*
1.4.8 Southeast Corridor Extension
The Southeast Corridor Extension is 2.3 miles in length and extends from the existing Lincoln Station south to RidgeGate Parkway. There are three proposed stations: Sky Ridge, Lone Tree City Center and a new end-of-line station immediately south of RidgeGate Parkway (Figure 21).

The Final EE was adopted by the RTD Board in February 2010, which finalized the environmental phase of the project. The project team is currently evaluating options for moving forward with advanced design.

As discussed in Section 1.3.2.2, $9 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Corridor to complete final design and undertake a federal environmental process.

The 2010 cost estimate for the Southeast Corridor Extension was $180.4 million YOE$. The current cost estimate is $209.1 million YOE$.

Southeast Corridor Extension Summary
Length: 2.3 miles
Mode: Light Rail
Costs: $209.1 million-2011 YOE$; $180.4 million-2010, YOE$
Method of Delivery: Design-Build
Status: Basic Engineering (BE) and Final EE complete
Tasks Remaining: Design and Construction; Operation and Maintenance
Scheduled Completion: 2017
Notable Changes:
- Scheduled completion date changed from 2018 to 2017.

Additional FasTracks improvements are programmed for the Southeast Corridor. These upgrades include the addition of 520 parking spaces at Lincoln Station and upgrading all Southeast Corridor stations to accommodate 4-car trains. Bicycle and pedestrian improvements at Arapahoe and Belleview are also included.
Figure 21: Southeast Corridor
1.4.9 Southwest Corridor Extension
The Southwest Corridor Extension is 2.5 miles in length and extends from the existing Mineral Station south and east to C-470/Lucent Boulevard, where a new end-of-line station is planned (Figure 22).

The Final EE was adopted by the RTD Board in February 2010, which finalized the environmental phase of the project. The project team is currently evaluating options for moving forward with advanced design.

As discussed in Section 1.3.2.2, $8.5 million of the $305 million available due to the lower-than-expected Eagle Project bid price will be used on this Corridor to relocate UPRR track. Relocation of the UPRR track addresses a key schedule risk area for the project, and will facilitate efficient project completion once the remainder of the funding is identified.

The 2010 cost estimate for the Southwest Corridor Extension was $177.2 million YOE$. The current cost estimate is $185.1 million YOE$.

Southwest Corridor Extension Summary
Length: 2.5 miles
Mode: Light Rail
Costs: $185.1 million-2011, YOE$; $177.2 million-2010, YOE$
Method of Delivery: Design-Build
Status: BE and Final EE complete
Tasks Remaining: Design and Construction; Operation and Maintenance
Scheduled Completion: 2020
Notable Changes:
  • Scheduled completion date changed from 2018 to 2020.

Additional FasTracks improvements are programmed for the Southwest Corridor. These upgrades include additional parking at the Englewood Station, coordination with the City of Englewood for a potential Bates Station, and improving existing stations so they can accommodate 4-car trains. Four-car train platform improvements at existing stations are currently included.
Figure 22: Southwest Corridor
Page left intentionally blank
1.4.10 US 36 Bus Rapid Transit (BRT)—Phase 1
The US 36 BRT – Phase 1 project provides for modifications and/or relocations to the existing park-n-Ride lots along US 36, improved pedestrian access to the bus stations, and the construction of bus loading areas. Phase I projects include park-n-Ride improvements and/or relocations at the Church Ranch, Broomfield, and McCaslin park-n-Rides. These three FasTracks-funded projects include the location of bus loading areas adjacent to US 36 on/off ramps. Completion of these projects, together with the existing Westminster Center and Flatiron Crossing park-n-Rides, mark the completion of Phase 1 projects.

In 2010, RTD completed the remaining elements of the US 36 BRT – Phase 1 project. The Broomfield park-n-Ride, which was relocated from Wadsworth Boulevard to 116th Avenue and US 36, adjacent to the 1stBank Center, and bus-only slip ramps opened in May 2010.

The 2010 cost estimate for the US 36 BRT- Phase I project was $23.3 million YOE$. The final cost to complete the project was $21.3 million YOE$. The $2 million remaining was transferred to the US 36 BRT – Phase 2 project.

**US 36 BRT – Phase 1 Summary**
- **Length:** Not Applicable
- **Mode:** BRT
- **Costs:** $21.3 million-2011, YOE$; $23.3 million-2010, YOE$;
- **Method of Delivery:** Design-Bid-Build
- **Status:** Construction complete
- **Tasks Remaining:** None
- **Scheduled Completion:** Completed Spring 2010
- **Notable Changes:**
  - None.

1.4.11 US 36 Bus Rapid Transit (BRT)—Phase 2
The US 36 BRT – Phase 2 project includes FasTracks funding for RTD’s proportional share of building 18 miles of managed lanes (BRT/high-occupancy toll/high-occupancy vehicle) on US 36. As part of the FasTracks Plan, RTD has a set financial commitment to this project. Additional funding from other sources will be required to complete the entire project. The lanes will extend from the existing managed lanes in the vicinity of Pecos to the Table Mesa park-n-Ride. RTD will provide BRT service from DUS to the Table Mesa park-n-Ride. Construction of a pedestrian bridge at the Table Mesa park-n-Ride and a new eastbound bus ramp pull-out on the south side of US 36 are a separately-funded part of the project improvements (Figure 23).

The Table Mesa pedestrian bridge design is completed and construction is expected to begin by mid-2011. Additionally, construction of bus-only queue jumps/ramp improvements at four locations (Sheridan Boulevard, Church Ranch Boulevard, Flatiron/96th Street and McCaslin Boulevard) has received Categorical Exclusion (CE) approval and final design is proceeding. Construction of these improvements is also expected to begin in mid-2011.
The US 36 Project FEIS, jointly funded by CDOT and RTD, which includes the elements of Phase 2, was signed on October 20, 2009. A ROD was signed by December 24, 2009.

Funding for the Table Mesa park-n-Ride and a new eastbound bus ramp pull-out on the south side of US 36 includes Senate Bill 1 funds in the amount of $3.5 million for construction of the pedestrian bridge. RTD will provide the match for these funds from the US 36 - Phase 2 BRT budget. In addition, $7.6-million of the RTD apportionment of ARRA funds will be used for the four US 36 queue jumps that are a component of the US 36 - Phase 2 BRT project.

As discussed in Section 1.3.2.2, $90 million of the $305 million available due to the lower-than-expected Eagle Project bid price is committed to complete the managed lanes on US 36 to Interlocken. This, and an additional $30 million previously allocated to this project, will be used to partner with CDOT to extend the managed lanes to Interlocken.

The 2010 cost estimate was $208.5 million YOE$. The current cost estimate is $218.1 million YOE$.

**US 36 BRT – Phase 2 Summary**
Length: 18 miles  
Mode: BRT  
Costs: $218.1 million-2011, YOE$; $208.5 million-2010, YOE$  
Method of Delivery: TBD  
Status: Environmental process complete/ROD signed in December 2009.  
Tasks: Final Design and Construction (to be implemented in phases); Operation and Maintenance  
Scheduled Completion: To be determined based on availability of funding from CDOT.  
Notable Changes:  
- None.
The managed lanes will extend from the existing managed lanes in the vicinity of Pecos to the Table Mesa park-n-Ride. RTD will provide BRT service from DUS to the Table Mesa park-n-Ride.

Figure 23: US 36 BRT Corridor
1.4.12 West Corridor
The West Corridor extends from DUS to the Jefferson County Government Center including the existing CPV spur, and 12.1 miles of new light rail. The areas served include the Auraria Campus, west Denver, Lakewood, Lakewood Industrial Park, Denver Federal Center, Red Rocks Community College, and the Jefferson County Government Center in the City of Golden. This corridor is furthest along in the development and construction process, with completion of construction scheduled for January 2013 and opening in May 2013 (Figure 24).

Construction has been on-going for two years and eight months (since early construction and utility work began in April 2008). As of December 2010, a total of 15 bridges, flyovers, and tunnels were either complete or under construction, for a total completion percentage of 85% for bridges and tunnels. All three pedestrian bridges are complete.

Overall construction progress is at 72%. Overall wall progress is more than 70% complete and underground work is 80% complete. Installation of foundations for the stations at Perry and Red Rocks Community College has begun.

Costs for the West Corridor are best described in the following categories:

- **Federal Project Costs = $709.8 million.** Includes the total cost identified for the West Corridor in the FFGA received in January 2009. These charges include all federally eligible project costs and include financing charges and EIS/PE costs incurred prior to the FasTracks Program.
- **Third-Party Funded Costs = $19.8 million.** Includes costs for the Federal bridge replacement and bicycle/pedestrian bridges at Wadsworth and Kipling, and an additional level at the Jefferson County Government Center parking garage, which are being paid for by third parties and funded through the DRCOG Transportation Improvement Program (TIP).
- **RTD Costs (Committed) = $18.7 million.** Costs reduced from 2008 due a portion of the SOW being funded by an ARRA grant. Includes costs for additional locally-funded items in support of the West Corridor project that are not included in the FFGA. These projects include: new Decatur Street bridge to accommodate Lower Gulch drainage improvements; raising street grade at Knox and Perry; relocation of the City and County of Denver’s maintenance facility; tree replacement; east of Harlan drainage channel; allowance for pedestrian bridge at Jefferson end-of-line to be built by others. Costs were reduced from 2009 due to a portion of the SOW being reclassified from capital to expense to ensure that RTD is following generally accepted accounting principles.
- **ARRA Costs = $3.5 million.** Federal ARRA funding that includes costs for a new Lakewood Gulch bridge to accommodate Lower Gulch drainage improvements; Carr to Zephyr Street storm box; extension of Routt Street; guideway improvements to accommodate second siding west of I-70.

The alignment is double-tracked between Auraria West Station in downtown Denver and the Federal Center Station. There will be single track from the Federal Center Station to the Jefferson County Government Center Station.
West Corridor Summary
Length: 12.1 miles
Mode: Light Rail
Costs: $709.8 million-2011 YOE$ (Federal Project Only); $709.8 million-2010, YOE$
Method of Delivery: Construction Manager/General Contractor (CM/GC)
Status: Under construction
Tasks Remaining: Construction; Operation and Maintenance
Scheduled Completion: January 2013 (construction complete); May 2013 (opening)
Notable Changes:
- None.

Figure 24: West Corridor
2.0 SUMMARY OF FINANCIAL PLAN

The current $6.8 billion cost for the FasTracks Program is a revision from the originally estimated $4.7 billion (2004) cost following updates to material, right-of-way, financing, and labor cost estimates. The ability to implement the FasTracks Plan depends on a variety of financial assumptions and projections which have been developed using the best available estimates of costs, reasonably anticipated federal funding based on current federal law and regulations, and revenues from other sources including RTD sales tax and fare collections. Over the anticipated remaining build-out period through 2020, specific cost items, federal and other contributions, and RTD revenues may vary from this Financial Plan. Based on the extensive analysis behind the financial assumptions used, RTD expects to deliver the major transit corridors and related improvements within the time frames set forth herein. RTD cannot guarantee that each separate assumption will be met, and expects that certain adjustments and modifications will be required prior to the expected completion date of 2020. However, RTD is confident that we can complete the FasTracks Program in accordance with our 2011 Financial Plan due to RTD’s efforts to reduce construction risk and manage future cost and revenue risk exposures, namely:

- 5 out of 12 FasTracks projects already under contract, with fixed budgets negotiated with contractors
- Most complex transit procurement in the country (Eagle Project) came in $305 million below internal cost estimates
- West Corridor is being completed on time and within budget
- Engineering advanced to at least 30%, and “bottoms up” estimates complete for all corridors
- Railroad ROW agreements with UPRR and BNSF Railway are complete
- RTD uses conservative cost estimates and inflation rates
- RTD conducts sensitivity analyses on “high, medium and low” sales and use tax forecasts to ensure the program can still be completed on schedule.

On an annual basis, through the APE process, RTD updates the FasTracks Financial Plan with new revenue and cost projections, reflecting ever-changing economic conditions. Each APE update to the Financial Plan projects capital, financing and operating costs for each of the corridors and projects in YOE dollars, and reflects the currently adopted FasTracks implementation schedule for each of the corridors. The current 2011 APE Financial Plan extends to the year 2035, and covers both the FasTracks Program and the base public transit system and services provided by RTD.

During the 2008 APE, RTD identified a funding gap for the FasTracks program as a result of rapidly escalating costs for commodities and materials on the world market, combined with the economic slowdown and the corresponding downward impact on current and forecast sales and use tax revenues. Over the past three years, RTD has worked closely with elected officials, local governments, corridor stakeholders and the public to identify how to move the FasTracks program forward, addressing these challenges. During this period, there have been significant fluctuations in commodity prices as a result of the current recession; however, these prices still remain higher than...
original forecasts. Additionally, there have been concurrent significant additional
decreases in projected sales and use tax revenues.

This 2011 FasTracks Financial Plan assumes the passage of 0.4% sales and use tax
increase commencing in January 2013. This scenario results in the completion of the full
FasTracks program by 2020, assuming current cost escalation and revenue growth
forecasts. Should the Board choose not to seek a tax increase, or if a tax increase
initiative is not approved by the voters, a revised, updated Financial Plan would be
adopted by the Board at that time, recognizing the new opportunities and constraints that
would exist.

The FasTracks Program is currently financed in part through a 0.4% regional sales and
use tax approved by voters in November of 2004. If an initiative is placed on the ballot in
2012 and it passes, the total transit tax rate in the District will increase to 1.4% (i.e.,
0.6% for the base system, 0.8% for FasTracks).

The Plan anticipates a total of $1.3 billion in Federal New Start Grant funding, a Small
Starts grant of $75M for the Southeast Corridor, and $212.6 million in other federal grant
funding. Contributions from local jurisdictions benefiting from transit in an amount equal
to 2.5% of eligible project costs are expected to yield 1.9% of total program costs or
$133.2 million system-wide.

In an effort to reduce costs and risks and improve delivery of FasTracks, RTD will deliver
a portion of its commuter rail projects (the Eagle Project) through a long-term Public-
Private Partnership agreement in which a private party will design, build, finance,
operate and maintain projects on behalf of RTD. In 2010, RTD reached a major
milestone in the FasTracks program with the award of the contract for the Eagle Project
to DTP. The Eagle Project, which includes the East and Gold Line Corridors, a
commuter rail maintenance facility, and a short electrified segment of the Northwest Rail
Corridor, is the largest PPP transit project in the United States. RTD has contracted with
DTP to design, build, and finance the initial construction of the projects, and to operate
and maintain all project assets through the year 2044. Through this contract, RTD will
realize savings over its internally estimated construction costs, and establishes the basis
for its operating and maintenance costs for the first 28 years of corridor operations. RTD
anticipates receipt of a FFGA for this project in the amount of $1.03 billion by summer of
2011.

Table 7 shows the sources of funds expected to pay for the Plan’s $6.8 billion of project
expenditures:
Table 7: FasTracks Estimated Capital Sources of Funds Through 2019  
(Thousands of YOE Dollars)

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage of Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Bond Proceeds</td>
<td>$2,571,792</td>
<td>37.5%</td>
</tr>
<tr>
<td>COPs Proceeds</td>
<td>251,505</td>
<td>3.7%</td>
</tr>
<tr>
<td>Denver Union Station Note Proceeds</td>
<td>167,954</td>
<td>2.5%</td>
</tr>
<tr>
<td>Pay-as-you-go Capital</td>
<td>1,583,804</td>
<td>23.1%</td>
</tr>
<tr>
<td>Federal New Start Grants</td>
<td>1,339,130</td>
<td>19.5%</td>
</tr>
<tr>
<td>Federal Small Starts Grants</td>
<td>75,000</td>
<td>1.1%</td>
</tr>
<tr>
<td>Other Federal Grants</td>
<td>212,557</td>
<td>3.1%</td>
</tr>
<tr>
<td>Local Match Funding</td>
<td>133,240</td>
<td>1.9%</td>
</tr>
<tr>
<td>Other Local Funding¹</td>
<td>29,606</td>
<td>0.4%</td>
</tr>
<tr>
<td>Public-Private Partnerships</td>
<td>486,921</td>
<td>7.1%</td>
</tr>
<tr>
<td><strong>Total FasTracks Program Funding</strong></td>
<td><strong>$6,851,510</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

¹Other local funding includes state Senate Bill 1 funding, City and County of Denver construction of the platform at the DIA station, $7.4 million in CMAQ funding for the third level of the Jeffco parking garage, and outside reimbursements for other items outside the scope of the original FasTracks plan.
3.0 IMPLEMENTATION SCHEDULE
The following section identifies the current schedule for FasTracks, discusses modifications since the 2010 Financial Plan and provides a status of the environmental processes for all the projects.

3.1 Modifications to Corridor/Project Schedules
RTD has revised the FasTracks Plan schedule submitted to DRCOG in this 2010 Annual Report. The updated FasTracks schedule is shown in Figure 25 and Figure 26. Figure 25 contrasts the current schedule with the original 2004 FasTracks schedule and Figure 26 contrasts the current schedule with the schedule in the 2009 Annual Report.

Based on the 2011 Financial Plan, the current implementation schedule assumes a tax vote could potentially occur in November 2012. This has affected the timing of when final design and construction contracts can be awarded as well as when other activities, like purchasing ROW, could occur. The impact of the financial gap on the overall FasTracks Program and the assumption of a potential vote in 2012 are reflected in the schedule delays for some elements of the FasTracks Program.

The implementation schedules for some FasTracks corridors and elements have changed since the 2009 Report. These changes are summarized below.

Eagle Project:
- With the selection of a Concessionaire, the Eagle Project completion dates have been accelerated. The East Corridor and Gold Line are now scheduled to open in January 2016 and June 2016 respectively.

Light Rail Projects:
- The I-225 Corridor schedule is delayed due to financial constraints, although early construction will occur. The I-225 Corridor will have the first segment (Nine Mile to Iliff) constructed early.
- The Central Corridor Extension project schedule has been accelerated to match the beginning of East Corridor opening.
- The Southeast Corridor Extension project schedule is now projected for completion in late 2017, rather than early 2018. Final design is now scheduled to occur concurrently with an application for federal Small Starts funding.
- The Southwest Corridor Extension schedule is also delayed due to financial constraints. This corridor extension will, however, see Final Design and construction of the railroad relocation complete early.

Commuter Rail Projects:
- The North Metro and Northwest Rail - Phase 2 (South Westminster/71st Ave to Longmont) overall schedules were also delayed due to financial constraints. These two projects will also have early work done. The North Metro corridor will build the first section of the project (DUS to the National Western Stock Show) and the Northwest Rail corridor will construct the Downtown Longmont Station early.

Bus Projects:
- The US36 BRT – Phase 1 projects were completed in 2010.
• The schedule for the US36 BRT – Phase 2 projects is based on funding availability by CDOT.
# 2010 Annual Report to DRCOG on FasTracks

**Figure 25: FasTracks SB 208 Original Schedule (2004) & 2011 Financial Plan Schedule (Assumes 2012 Vote)**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2004 SB208</th>
<th>2011 Financial Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver Union Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Rail Projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail Projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Projects</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Original</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Rail Projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail Projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Projects</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Image of the chart showing the schedule for various projects and timelines.]
Figure 26: FasTracks SB 208 2009 Report Schedule & 2011 Financial Plan Schedule (Assumes 2012 Vote)
3.2 Status of Environmental Process
In 2010, environmental documents for all but one of the FasTracks corridors were completed. Proactive coordination with reviewing agencies such as FTA and Environmental Protection Agency (EPA), including preparation of an anticipated review schedule for all FasTracks Program documents, has helped to expedite the timely completion of environmental processes. The progress and status of the environmental documentation for each corridor is discussed below.

Central Corridor Extension
The Draft EE was released in December 2009 and the Final EE was completed in February 2010. The recommended alternative for the Central Corridor Extension is in-street rail transit with single light rail vehicles operating as a streetcar operation.

Denver Union Station
In 2006, a master developer, USNC, was selected and in March 2006, the DEIS was issued. In 2008, the Denver City Council created the DUSPA, which is the primary financing entity for the DUS project and will be the contracting entity for the construction contracts. The FEIS was released in August 2008 and a ROD was issued on October 17, 2008. Construction has started on this project.

East Corridor
The DEIS was released in January 2009 and the FEIS was released on in September 2009. The ROD from FTA was obtained on November 6, 2009 signifying the completion of the environmental process for the corridor.

The East Corridor has an Individual 404 permit. RTD has obtained wetland credits from a wetland bank, which is one permit requirement for permanent impacts to wetlands/Waters of the US. Other permit requirements will be met during/after construction such as protection of wetlands during construction and restoration of wetlands (that will be temporarily impacted by construction) to existing conditions.

Gold Line
The DEIS was released on July 18, 2008 and the FEIS was released on August 21, 2009. A ROD from FTA was obtained on November 2, 2009 signifying the completion of the environmental process for the corridor.

The Gold Line has a Nationwide 404 permit. RTD has obtained wetland credits from a wetland bank, which is one requirement for permanent impacts to wetlands/Waters of the US. Other permit requirements will be met during/after construction such as protection of wetlands during construction and restoration of wetlands (that will be temporarily impacted by construction) to existing conditions.

I-225
The I-225 EE was initiated in August 2007. In July 2009, the Draft EE was release for public and agency comment. The RTD Board of Directors adopted the Final EE in October 2009.

Maintenance Facilities

Light Rail Maintenance Facility
This project consists of the expansion of the existing Elati Facility and the Mariposa Facility. Because these are being expanded within the existing footprint, an environmental process is not
required. Both were included in the Southeast Corridor FEIS. The construction Program for the
light rail facility improvements (including Elati and Mariposa) will be completed in the second
quarter of 2011.

Commuter Rail Maintenance Facility
The environmental process for the CRMF was a SEA to the Gold Line, North Metro and East
Corridor EISs. This document was released for public review on April 15, 2009. The Gold Line
and East Corridor RODs, which were received in November 2009, provided the environmental
clearance for the CRMF.

North Metro
The North Metro environmental process was initiated in August 2006. The DEIS was released in
November 2009. The Administrative Draft of the FEIS is currently under review with the FEIS
anticipated to be released in January 2011, with a ROD in April 2011.

Northwest Rail
The Final EE was adopted by the RTD Board of Directors in May 2010 and released to the public
in June 2010.

The US Army Corps of Engineers (USACE) has permitted the first phase of the project with a
Nationwide 404 permit. RTD has obtained wetland credits from a wetland bank, which is one
requirement of the 404 permit. Other permit requirements will be met during/after construction
such as protection of wetlands during construction and restoration of wetlands (that will be
temporarily impacted by construction) to existing conditions.

Southeast Corridor Extension
The Southeast Corridor EE was initiated in July 2008. The Draft EE was released in November
2009 and the RTD Board of Directors adopted the Final EE in February 2010. A CE for portions
of the alignment that will utilize CDOT ROW will also be necessary. The CE will be timed so that it
is completed prior to the projected construction start date.

Southwest Corridor Extension
The Southwest Corridor EE was initiated in July 2008. The Draft EE was released in November
2009 and the RTD Board of Directors adopted the Final EE in February 2010. A CE for portions
of the alignment that will utilize CDOT ROW will also be necessary. The CE will be timed so that it
is completed prior to the projected construction start date.

US 36 BRT – Phase 1
All necessary environmental clearances have been obtained and this project is completed.

US 36 BRT – Phase 2
The DEIS for US 36 BRT was released in August 2007 and the FEIS was released in October
2009. A ROD was obtained in December 2009 signifying the completion of the environmental
work for this corridor.

West Corridor
A ROD was received for the West Corridor project on April 19, 2004. Construction on the West
Corridor began in early 2008 and Final Design was completed in late 2008. An FFGA was
received in January 2009 and a full NTP was issued in June 2009.
4.0 BUS SERVICE LEVELS

Background bus service levels in the 2011 Financial Plan, including the FasTracks commitment to funding base system services, remain consistent with the assumptions included in the prior version of the Plan. RTD implemented base system service increases in May 2010, which include increases in fixed route and call-n-Ride service over the 2009 estimated levels. Americans with Disabilities Act (ADA) service also increased in 2010. These service increases resulted in an overall increase of 2.3% between 2009 estimated and 2010 programmed service hours (Table 8).

Future year increases range between 0.6% and 1.1% from 2012 through 2020 and between 0.7% and 3.8% annually from 2021 through 2035. These are also funded by FasTracks.

Table 8: FasTracks Plan Bus Service Levels

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Service Hours (millions)</th>
<th>% Change from Prior Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Bus Hours (Fixed, call-n-Ride, &amp; ADA)</td>
<td></td>
</tr>
<tr>
<td>Actual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td>3.78</td>
<td>Base Year – Not Applicable</td>
</tr>
<tr>
<td>2007</td>
<td>3.88</td>
<td>2.6%</td>
</tr>
<tr>
<td>2008</td>
<td>3.90</td>
<td>0.5%</td>
</tr>
<tr>
<td>2009</td>
<td>3.85</td>
<td>-1.2%</td>
</tr>
<tr>
<td>2010 Estimated*</td>
<td>3.94</td>
<td>2.3%</td>
</tr>
<tr>
<td>Programmed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>3.87</td>
<td>-1.7%</td>
</tr>
<tr>
<td>Future Planned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>4.08</td>
<td>0.6%</td>
</tr>
<tr>
<td>2035</td>
<td>5.51</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

* 2010 estimated service hour totals are based on the service changes approved by the RTD Board of Directors for implementation in May 2010.
5.0 OPERATING CHARACTERISTICS
Since the DRCOG approval of the FasTracks Plan in 2004, the planning horizon for the Regional Transportation Plan (RTP) has been extended to 2035 and most of the FasTracks corridor environmental documents have individually assumed a 2035 horizon year. However, four corridors have not changed to a 2035 planning horizon: Central Corridor Extension, East Corridor, Gold Line, and West Corridor. There have been minor changes to the transit operating characteristics, including travel times and speeds, for some of the FasTracks corridors, based on changes in technology and alignment refinements. Table 9 lists the approximate peak hour capacity and maximum peak hour passenger line loads and Figure 27 displays the updated operating plan and peak hour capacities for FasTracks corridors in 2035.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Original Plan (2025)</th>
<th>Current Plan (2035)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Peak Hour Capacity</td>
<td>Peak Hour Max Line Load</td>
</tr>
<tr>
<td>Central</td>
<td>7,625</td>
<td>7,479</td>
</tr>
<tr>
<td>CPV</td>
<td>6,500</td>
<td>6,424</td>
</tr>
<tr>
<td>East 1,2</td>
<td>2,160</td>
<td>1,742</td>
</tr>
<tr>
<td>Gold 1,2</td>
<td>3,000</td>
<td>2,228</td>
</tr>
<tr>
<td>I-225</td>
<td>2,500</td>
<td>1,424</td>
</tr>
<tr>
<td>North Metro 2</td>
<td>1,620</td>
<td>1,689</td>
</tr>
<tr>
<td>Northwest</td>
<td>1,080</td>
<td>416</td>
</tr>
<tr>
<td>Southeast</td>
<td>4,375</td>
<td>3,225</td>
</tr>
<tr>
<td>Southwest</td>
<td>3,250</td>
<td>3,068</td>
</tr>
<tr>
<td>West 1</td>
<td>4,500</td>
<td>4,248</td>
</tr>
</tbody>
</table>

1. Max Load numbers for the federally funded corridors (East, Gold, West) are based on the approved 2030 travel model outputs that were used in the environmental process. The 2030 maximum loads have been extrapolated to 2035 using an 8.9% growth rate based on regional population change between the 2030 and 2035 models. The peak hour capacities are based on these results and are only valid for this report.

2. Peak Hour Capacities for EMU commuter rail corridors (East, Gold, North Metro) have been updated to reflect the capacity of the vehicles selected for the Eagle project.
Figure 27: Updated Rail Operating Plan and Peak Hour Capacities for FasTracks Corridors in 2035
Central Corridor
This extension was originally interlined with the train from I-225; however, a new independently operated line between downtown Denver and 38th/Blake Station will better match the modeled demand for this line, which is one light rail vehicle every 15-minutes during peak hour. When the Central Corridor Extension opens it will operate single-car trains around the downtown loop to the 38th/Blake Station.

East Corridor
Transit service frequencies are as originally planned; however the number of transit vehicles has been revised. Originally East Corridor was planned to operate with 5-car commuter rail train sets. Revised modeling show ridership demand can be met with 4-car commuter rail train sets. The final vehicle selection made by DTP has a slightly greater capacity than the commuter rail vehicle specifications used by RTD during the EIS process. In addition, the vehicles selected will operate as married pairs.

Gold Line
Since originally planned, the Gold Line service plan has been updated. As part of cost containment and operational efficiency strategies, the peak period frequencies were decreased from 7.5 minutes to 15 minutes. This is consistent with an option identified in the ROD. Off-peak frequencies will remain as originally planned at 15 minutes. At these frequencies modeled peak hour ridership demand can still be accommodated with 2-car commuter rail trains. The final vehicle selection made by DTP has a slightly greater capacity than the commuter rail vehicle specifications used by RTD during the EIS process. In addition, the vehicles selected will operate as married pairs.

I-225
There is an updated service plan for the I-225 Corridor, which includes the H-Line terminating at Florida Station and the G-Line headways increased to 7.5 minute peak frequencies. The result of this change is a small segment of the I-225 Corridor (between Florida and Dayton Stations) will have higher peak frequencies than was planned in the original FasTracks service plan. Updated modeling indicates that 2035 peak hour demand will be accommodated with a combination of 1- and 2-car trains for the G-Line and 3-car trains for the H-Line.

North Metro
Since originally planned, the short turn at 124th Avenue was eliminated and all trains were defined to operate between DUS and 162nd Avenue. Updated modeling indicates that peak hour demand can be accommodated with 2-car commuter rail trains on opening day but 4-car commuter rail trains will be needed by 2035.

Northwest Rail
Northwest Rail Phase 1 will operate as an independent segment with 30 minute peak and 60 minute off-peak frequencies until Phase 2 of the corridor is built. The vehicles used for the Phase 1 will be EMUs as used for the rest of the Eagle Project. When Phase 2 of the Northwest Rail Corridor is complete, the original Northwest Rail service plan will go into effect with DMU vehicle technology. Updated modeling indicates that the 2035 peak hour demand can be accommodated with a combination of 2- and 3-car trains.

Southeast Extension
The peak service frequencies between Belleview and RidgeGate Stations will increase with the increased G-Line headways as part of the I-225 service plan.
Southwest Extension
No change identified at this time. Service frequencies remain as originally planned.

West Corridor
In 2007, as one of the cost containment strategies for the West Corridor, double track between the Denver Federal Center and the Jefferson County Government Center Stations was changed to single track. This modification changed the operating plan. Under this revised operating plan, peak period trains to downtown Denver will operate every 15 minutes from the Jefferson County Government Center Station and every 5 minutes from the Federal Center Station. Ridership forecasts for this operating scenario showed a minimal impact to overall ridership for the West Corridor.
6.0 TRANSIT ORIENTED DEVELOPMENT (TOD)

Station Area Planning
In 2010, RTD staff collaborated with local government jurisdictions on 11 station area and station-related plans. The affected stations are listed by corridor below.

- **West**: Federal-Decatur (Denver), Federal Center Pedestrian/Bike Circulation Study (Lakewood)
- **Northwest**: Boulder Transit Village (Boulder), South Westminster/71st Avenue (Westminster)
- **Gold Line**: Olde Town – Next Steps (Arvada)
- **I-225**: Colfax/Fitzsimons (Aurora), Florida (Aurora)
- **East**: 38th/Blake Next Steps (Denver)
- **North Metro**: National Western Stock Show (Denver)
- **Central/CPV**: 10th/Osage (Denver), Welton Stations (Denver)

The City and County of Denver completed its La Alma/Lincoln Park plan in 2010, incorporating the area near the 10th and Osage station.

Research and Reporting
RTD's 2010 TOD Status Report is anticipated to be released in early 2011. The report details new real estate development and changes in the status of existing real estate projects within a half-mile of existing and planned stations and transfer centers (Figure 28). Combining the data for the existing RTD system and planned FasTracks expansion, the following development has either already been built or is currently under construction:

- 17,697 housing units
- 5,407 hotel rooms
- 5.36 million square feet of office space
- 5.26 million square feet of retail
- 2.4 million square feet of governmental space
- 5.68 million square feet of medical-related space
- 160,000 square feet of cultural space
- 1.57 million square feet of educational space
- 2.62 million square feet of convention/sports space.

Additionally, the following levels of development have been proposed: 4,962 housing units, 2,075 hotel rooms, 653,000 square feet of retail, 3.34 million square feet of office space, and 4.3 million square feet of medical-related space.
Regional TOD Overview

- Radial Transit Corridors

TOD Status:
- □ Completed
- ▲ Proposed
- ○ Under Construction

Figure 28: FasTracks Transit Oriented Development
In developing the 2010 TOD Status Report, RTD looked at the changes that have occurred since 2009 and found that there continues to be slow real estate growth. With the current state of the real estate market, there are very few new projects being proposed and many are significantly delayed. Through a survey of local developers involved with TOD projects, RTD found that most of them feel this depressed market will last at least another year, if not longer.

In addition to the TOD Status Report, RTD updated the Strategic Plan for TOD in 2010. The updated policy aligns RTD’s TOD strategy with the new federal emphasis on livability and the Partnership for Sustainable Communities. The new version of the Strategic Plan for TOD also incorporates a new policy on mixed-income housing, committing RTD to work with local governments that want to include an affordable housing element to any joint development within their jurisdictions. To kick start implementation of the new policy, RTD has established a TOD Pilot Program to test some new approaches to TOD and joint development on three to four station areas with strong market demand, local jurisdiction and developer commitment, and where RTD land can leverage development activity.

**Joint Development**
RTD staff in 2010 actively worked with developers on two joint development proposals:

- **Denver Union Station**: RTD is currently leading a process to help determine how the historic building at DUS should be redeveloped and reused. The public, stakeholders directly impacted from the historic station and a panel of development experts are working in conjunction with each other to decide what uses should be incorporated within the building to take advantage of the future transportation improvements in the area. This process will present options to the RTD Board in the first quarter of 2011.

- **Boulder Transit Village**: In October of 2010, RTD released a joint RFP with the City of Boulder for the development of the three-acre RTD portion of the Boulder Transit Village site. While construction of a bus transfer facility is the primary requirement of the RFP, RTD will consider and prioritize proposals that incorporate joint developments which adhere to the City’s Transit Village Area Plan. Proposals were due in December and both RTD and City of Boulder staff evaluated them. Funding for the bus transfer facility portion of this RFP comes from a DRCOG-facilitated Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant.
7.0 DOWNTOWN DENVER DISTRIBUTOR

The Downtown Denver Distributor is a planned shuttle route that is designed to complement the 16th Street Mall Shuttle and local bus network. The Distributor was defined in the Denver Multimodal Access Plan (DMAP), which was led by the CCD, with participation from RTD. The DMAP study addressed mobility needs for vehicles, freight, pedestrians, bicycles, and transit for downtown Denver.

Funding for the Downtown Distributor rolling stock and operations remain part of the FasTracks Financial Plan. In March 2010 a draft of the Proposed Downtown Denver Circulator/Distributor plan was published. The Plan includes several recommendations for the final design and implementation of the Distributor. These recommendations include the following elements:

- Determination of southern terminus
- Type of buses to be used
- Stop locations
- Routing
- Schedule

The Plan included a proposed route between DUS and 12th Ave & Acoma St (just south of the Denver Art Museum) as shown in Figure 29. The report recommended that bus bulbs be added at the stops to improve the efficiency of the route. Traffic analysis and PE are currently underway to provide a better understanding of the feasibility and impacts of adding bus bulbs. Upon completion of PE, traffic analysis, and coordination with the CCD, the final amount of stops and locations will be determined. The overall plan for the Distributor will be presented to the RTD Board for approval in 2012 and it is anticipated that the Distributor will begin operating in 2014 concurrent with the opening of the DUS bus facility.
Figure 29: Downtown Denver Distributor Proposed Route Alignment
8.0 OTHER FASTRACKS PLAN ELEMENTS

8.1 Legislative Update
The 2010 Second Regular Session of the 67th Colorado General Assembly convened on January 13, 2010, and adjourned on May 12, 2010. The following bills of relevance to RTD and FasTracks were passed in the 2010 session:

8.1.1 House Bill 10-1143, concerning the authority of the regional transportation district to enter into agreements permitting specified uses at its transfer facilities.
The Governor signed this bill into law on April 15, 2010. This bill was a product of a yearlong set of meetings, convened by the City and County of Denver, with a diverse group of interested parties to discuss updating the transit oriented development portion of the RTD enabling legislation. Previously, the statute only permitted commercial and retail uses at RTD transfer facilities, such as public park-n-Rides, bus terminals, light rail stations, or other bus or rail transfer facilities owned or operated by RTD. This bill expanded the language to include the provision of residential uses at such facilities and granted RTD the right to negotiate and enter into agreements with third parties to provide any of the goods and services contemplated in this statute.

8.1.2 House Bill 10-1276, concerning the sale by a railroad company of its right-of-way for the operation of a public passenger rail service.
The Governor signed this bill into law on May 5, 2010. This bill was important to RTD to insure that railroad right-of-way purchased for the operation of our passenger rail service does not revert to any other entity in the event of an Order of Abandonment from the Surface Transportation Board. RTD’s title to the purchased railroad property is secure with the passage of this bill.

8.1.3 Sales and Use Tax Revenue Related Bills
In 2010, the General Assembly approved eight bills with an impact on both State and RTD sales and use tax revenues. Six House Bills (HB 10-1235; 1189; 1190; 1191; 1194; and 1195) had a positive impact to State revenues for the Fiscal Year 2010-11 of $63.3 million, but RTD was excluded from these bills resulting in a loss of approximately $11.57 million in potential sales and use tax revenue. For the same fiscal period, two House Bills (HB 10-1192 and HB 10-1193) had a positive impact for the State of $27.6 million and also a positive impact for RTD of $5.04 million.

8.2 Quality Management Oversight
RTD’s quality philosophy is to place primary responsibility for quality assurance on the contractors who are performing the work; including environmental planning, design, construction, manufacturing, and installation services and products. To that end, every contractor or consultant performing work on the RTD FasTracks Program must submit a Quality Management Plan to RTD that meets the criteria found in the international standard ISO 9001, Quality Management Systems – Requirements; as well as U.S. Department of Transportation FTA-IT-90-50001-02.1, Quality Assurance and Quality Control Guidelines. By meeting these two related quality management standards, RTD can be assured that its contractors and consultants are adequately reviewing RTD’s requirements, planning their work, checking their work, and resolving non-conforming work to RTD’s satisfaction.

RTD ensures contractor quality assurance Programs are functioning satisfactorily through a robust quality oversight Program that assesses the work products on a sampling basis, and the quality processes of each contractor/consultant. By looking at the processes, RTD can proactively prevent nonconforming work from occurring. The RTD Quality Management Oversight
The team focuses on providing Program-wide procedures, tools, training, and support to the project teams so that consistent quality oversight processes can be applied from the planning stage through commissioning. RTD’s quality oversight processes include:

- **Planning Reviews** (ensuring that EIS/Environmental Assessment (EA)/EE documentation meets the requirements of RTD’s *Environmental Policies and Procedures Manual*).

- **Design Reviews** (ensuring that BE, PE and final design plans and specifications meet the requirements found in RTD’s design criteria, environmental documentation, system safety criteria, and other required industry standards).

- **Management Audits** (ensuring contractors and consultants are effectively implementing their approved management plans, such as the Quality Management Plan, Health and Safety Plan, etc. Management Audits are a macro view of the management system.)

- **Process Audits** (ensuring contractors and consultants are properly following their management and production procedures. Whereas management audits are a macro view of the management system, process audits are narrowly focused on a particular procedure, and are conducted more frequently.)

- **Construction Verification Inspections** (ensuring the constructed or fabricated product complies with the requirements in the design plans and specifications).

- **Construction Verification Testing** (ensuring that the contractor is providing accurate test results of construction materials that are incorporated into the project).

- **Internal Audits** (ensuring that RTD is following its own management procedures and processes, and implementing continuous improvement).

### 8.3 Quality of Life (QoL)

The QoL Study is a multiyear monitoring Program intended to identify, track and measure how the FasTracks Program is achieving the goals adopted in the April 2004 *FasTracks Plan*. In doing this, the study measures how the region changes as transit corridors are planned, constructed and opened for service. This study focuses on “quality of life” in the context of those areas most affected by transit improvements: mobility, environment, economic activity, and development/land use. Data collection for the QoL Study has been underway since 2006. Four reports have been published and the last annual report was released in December 2010.

### 8.4 FasTracks Public Information/Public Involvement Program

The mission of the FasTracks Public Information/Involvement Program is to support the implementation of the *FasTracks Plan* by creating and maintaining a comprehensive and proactive internal and external communications Program. The Program Public Information Team has established a “big picture” approach to communicating to the entire region about FasTracks.

To establish coordination and consistency of messaging with the corridor public information teams, the FasTracks Public Information (PI) Team has assigned staff members to serve as corridor liaisons to the various FasTracks corridor project teams. These PI liaisons work as part of the corridor teams and closely with the corridor PI teams to provide a consistent link from the Program PI Team to the corridor teams through each phase of FasTracks implementation.
(environmental, design and construction). The PI liaison concept ensures a convenient and streamlined flow of communication between the FasTracks PI Team and the corridor PI teams.

The FasTracks Public Information/Involvement (PI) team focuses on two major elements, Public Information Strategic Planning and Communications Implementation.

- **Public Information Planning.** A Strategic Public Information/Involvement Plan serves as the overarching approach to Program-wide public information and involvement. The team develops an Annual Public Information Plan to define the anticipated tasks and approaches necessary for the coming year. Each quarter, the team then further defines the work plan into a Quarterly Plan of specific tasks and activities for the upcoming quarter, which also includes a progress report of activities from the previous quarter.

- **Communications Program Implementation.** The FasTracks PI Team communicates and engages internal and external stakeholders through seven strategic communication Programs: Issues Management, Crisis Communications, Internal Relations, Public Involvement, Public Outreach, Government Relations, and Media Relations.

PI Team primary activities during 2010 included:

- **Public Education Campaign.** The PI team developed the 2011 FasTracks public education campaign based on feedback received in the Annual FasTracks Public Opinion Survey, which was conducted in September 2010. Much of the campaign focused on what the public believes are the biggest benefits of FasTracks – getting to/from work, DIA and major downtown destinations, and improving air quality and the environment in general. The campaign, to be launched in January 2011, will be implemented through focused bursts throughout the year using a number of communication tools, including bus and light rail ads, community newspaper ads, radio tags for local traffic reports, road signage, banners at high-profile RTD facilities, billboards, articles in RTD newsletters, and information toolkits for local government public information officers.

- **Eagle Project Outreach.** The procurement and selection of a Concessionaire team to design, build, finance, operate and maintain the Eagle Project involved extensive outreach efforts throughout 2010. In an effort to keep stakeholders informed and engaged in the Eagle Project progress, the PI team coordinated proactive communications about the process. This included coordination of a public presentation of both team proposals and a media briefing the day following the selection of DTP as the Eagle Project Concessionaire. Information was publicized in various ways including media briefings, news releases, community presentations, the FasTracks website, the *Inside FasTracks* e-newsletter, industry publications, Facebook, and Twitter.

- **East Corridor Groundbreaking Ceremony.** Once a NTP was issued to DTP, the PI team collaborated with our partners at DIA for an East Corridor Groundbreaking Ceremony, held on August 26, 2010, at the site of the future DIA Station. The event earned 160 media hits through traditional and online information channels. RTD also offered a live streaming opportunity for the public to watch the event through the RTD website as it happened. Nearly 2,100 unique visitors utilized the streaming feature to watch the groundbreaking live from their own computers.

- **West Corridor 6th Avenue Bridge Rollout.** When the West Corridor team used an innovative bridge placement technique to set the steel arch light rail bridge across West
6th Avenue, the PI team initiated a major publicity effort so that the public could watch the “roll-out” of the bridge across the highway. Some 2,000 spectators gathered to watch the operation, which earned extensive media coverage. The rollout was shared through 105 media hits via television, radio, newspaper, and social media channels.

- **West Corridor “Halfway to Opening Day” Ceremony.** Another major accomplishment for the West Corridor was when the project reached its 50% completion point. To mark this major milestone RTD held a “Halfway to Opening Day” community event with a ceremonial walk across the Hazel Court pedestrian bridge in Paco Sanchez Park. The event was held in cooperation with FTA, the Department of Housing and Urban Development and the EPA to tout how the project is connecting communities through the Federal government’s Livable Communities Initiative.

- **Annual FasTracks Public Opinion Survey.** The 2010 FasTracks Public Opinion Survey provided RTD and the FasTracks PI Team with helpful insights on public perception about RTD, FasTracks, and how the PI program should craft its communications in the coming year. More focus will be placed on making sure the public knows what FasTracks is, that RTD and FasTracks are one, and that while social media continues to emerge as an important way to share information, most people continue to get their information about FasTracks through traditional media methods such as local newspapers, television news, and radio.

- **Completing the Vision Stakeholder Input Process.** Once RTD presented the short-term and long-term options for completing the FasTracks vision on November 9, the PI team began implementing a stakeholder input process across the region. The agency gathered input on two main topics: the three options outlined in the Construction Ready Plan for how to spend current program funds of $305 million on projects either not yet in construction or under contract, and the four potential tax scenarios to secure additional funding for the program long-term. The input process was structured to encourage broad, cross-regional coalition-building among stakeholders to provide collaborative input that supersedes any individual geographic interests, but focuses on what will benefit the region as a whole. The process, which ran from November 10 to December 17, included 25 presentations to key stakeholder groups and about 70 comments were submitted through the FasTracks website.

- **Annual Program Evaluation Outreach.** In an effort to keep internal and external stakeholders informed about the goals and progress of the 2010 APE, the PI Team has implemented a communication plan to share information through a number of communication channels, including the FasTracks website, Inside FasTracks e-newsletter, Director District newsletters, and community and stakeholder presentations.

- **Launch of Facebook and Twitter.** The PI Team collaborated with the RTD Public Relations and Marketing divisions to launch the RTD Facebook and Twitter sites. As the agency looks to keep up with a whole new generation of communication, the RTD Communications Department will continue to expand its presence in the social media world to ensure that accurate information about RTD and FasTracks is penetrating the online information sharing process.

- **Inside FasTracks e-newsletter.** A monthly e-newsletter called Inside FasTracks is distributed the last Monday of each month to elected officials, their staff, and other key stakeholders to keep them informed and engaged about FasTracks progress, timely news, and facts.
• **Information Materials.** The PI Team develops and distributes a number of collateral materials to inform and educate the public about FasTracks. The materials produced throughout the year include a general FasTracks brochure, the quarterly *Transit Times* District Newsletters, the bi-annual Small Business Opportunity Office newsletter called *The NetWORK*, corridor and project fact sheets, and program brochures on specific topic areas.

• **Media Relations.** The PI Team continues to foster a good working relationship with local and national media organizations, many of whom inquire about FasTracks on a regular basis. The PI Team conducts annual media visits with the major local media organizations and community newspapers to provide an update on FasTracks and give the media an opportunity to ask questions about various aspects of the program.

• **Photo/Video Documentation.** An ongoing effort is capturing periodic still photo and video documentation of the progress on FasTracks. Photos and video are compiled of construction, public meetings, special events, and other visual opportunities to show the progress of FasTracks. The photos and video are utilized throughout the year in information materials on the FasTracks and RTD websites, in videos, in public education campaigns, in community presentations, and in outside publications to accompany stories on FasTracks. The photos and video also help to document the projects before, during and after construction.

• **Video Education.** As part of the annual public information campaign, the PI Team produces a short video to help educate the public about the progress of FasTracks and the benefits of the program. The 2010 video focuses on the various ways FasTracks is benefitting the region now (putting people to work and creating jobs) and in the future (making it more convenient to get to major destinations like DIA and downtown venues). An e-mail with a link to the video was sent to elected officials and key stakeholders in the region. The video was also distributed to the local Channel 8 stations for inclusion in their Programming when possible, and is available on the FasTracks website as well as on YouTube.

• **Website Maintenance.** Regular updates of the FasTracks website occur weekly to keep information fresh and easy to navigate. Three news features on the home page are changed out frequently to share the latest information that is of interest to the community at large.

• **Speakers Bureau.** The PI Team documents the community presentations that RTD Board Members and members of the FasTracks team deliver in an effort to keep stakeholders informed and updated about FasTracks. The process also tracks the collective number of attendees the team is reaching each year. Through December 2010, RTD reached about 6,000 people around the region.

### 8.5 Citizens Advisory Committee (CAC)

The FasTracks CAC completed its fifth full year serving in an advisory capacity to the RTD Board of Directors and the FasTracks Team on the implementation of the Program.

The 17-member committee holds regular meetings each quarter and work sessions on the off months. During 2010, the CAC began holding its quarterly meetings at locations around the District to enhance outreach efforts to the community. Some of the issues the CAC focused on during 2010 include:
- Review and input to the 2009 SB 208 Annual Report to DRCOG.
- Review and input to Public Information Goals/Priorities and social media launch.
- Review Communications Department reorganization.
- Review updated FasTracks Public Involvement Plans.
- Review TOD Report and proposed revisions to TOD Policy.
- Review 2008 Quality of Life Report.
- Review Public Information Survey results.
- Review and input to the FasTracks at Work Public Education Campaign.
- Review progress for each Corridor; toured West Corridor and DUS.
- Review the 2010 APE process, financial modeling and schedules.
- Review short-term and long-term options for completing FasTracks.

8.6 Sustainability Program
Maintaining its national leadership in public transportation, RTD is integrating sustainable practices throughout the organization. On October 17, 2006, the Board of Directors adopted a Sustainability Policy and Guidelines for existing and new transit systems and facilities throughout the District.

The Policy objectives include: (1) Environmental Sustainability, (2) Travel choices and Accessibility, and (3) Livable Cities and Communities. Within a broader context of being a sustainable transit agency, RTD seeks to instill a culture of sustainability throughout the organization.

The FasTracks Program is also a part of RTD’s overall sustainable efforts. The FasTracks Program includes the following established sustainable categories:

- **Adopt Sustainable Business Practices.** Maximize waste-stream recycling (paper, cardboard, glass, and plastics); document retention via Enterprise Content Management/electronic storage vs. paper; consider modular and de-constructible components for canopies and platforms to avoid landfill debris. Consider use of self-weathering steel for Pedestrian bridges. When bridge removal is required, consider recycling concrete rubble as channel protection or fill material.

- **Improve Vehicle Fuel Efficiency.** Expand acquisition and implementation of diesel hybrid buses; refurbished Mall shuttles and used LED lighting that extends battery life; Installed GPS units on all access-a-Ride vehicles to improve efficiency and reduce “lost time.”

- **Increase Energy Efficiency.** Upgrade HVAC systems in buildings with Energy Star-rated equipment which resulted in $44,685 in rebates from Xcel Energy; established baseline and track energy savings using utility billing information; received renewable energy from Xcel Energy for 12% of RTD’s energy needs.

- **Manage Resources.** Maximize uses for high-percentage of recycled content products (recycled plastic or paper, etc). Completed initial program to replace differential oil with synthetic oil; document recycled non-transit tires, lubricants, batteries, refrigerant, and filters.
• **Inform, Train and Educate Staff and the Commuting Public.** Communicated sustainability practices to the public and District Staff through read-n-Ride and internal communications. Investigate opportunities to use media coverage for promoting RTD’s Sustainability Program.

• **Implement Best Management Practices for Planning, Design, Construction, Operations, and Maintenance.** Coordinate “single-stream” recycling at the FasTracks Civic Center office, averaging 60% total building waste in 2010. Investigate the use of locally available products to reduce shipping and transportation impacts.

Some FasTracks Corridor-Specific Goals Include:

• **West Corridor:** Allocated 10,000 tons of concrete to be recycled. All trees removed during construction are chipped and offered to the neighborhood as mulch. The Corridor is considering upgrading contractors’ older equipment with particulate traps and diesel oxidation catalysts to reduce engine emissions. Under a federal grant administered by the Regional Air Quality Council (RAQC), these upgrades will be done at no cost to disadvantaged and small business enterprises.

• **Northwest Rail, North Metro, East and Gold Line Corridors:** Studied the environmental impacts of EMU and DMU technologies and conducted a wetlands impacts mitigation study required by the USACE 404 permitting process. Required North Metro consultant team to include sustainable measures in the Corridor design.

• **Northwest Rail:** Procure vehicles that have the flexibility to accommodate future advancements in alternative fuel engines through upgrades and retrofits.

• **I-225:** Required consultant team to include a LEED-accredited member; preferred alternative included elimination of the I-225 at Colfax flyover by using an existing underpass at 13th Avenue; project specs will include using recycled asphalt and concrete within pavement sub-base.

• **East Corridor and Gold Line (Eagle Project):** Included sustainability language within the Eagle Project RFP, which required an evaluation of using renewable energy for traction power and sustainable practices in the design, construction, operations, and maintenance of the corridors. Per RTD Board direction, the Eagle Project RFP required the proposer to provide input on securing a renewable electrical energy source, including the range of costs for the proposed renewable electrical energy sources.

• **US 36 BRT:** The completed Phase I BRT at the US 36/116th Avenue park-n-Ride will result in bus operations time savings as well as cost and fuel savings. Researched the use of photovoltaics and LED lighting at bus shelters, installed LED test area at Westminster Center parking structure; installed solatubes into the Driver Relief Stations to provide natural daylighting, together with motion and photo sensors to further reduce lighting costs.

• **Denver Union Station:** Took advantage of the site’s solar orientation to reduce the heat island effect and create comfortable spaces for people. Sixty bicycle lockers and racks will be provided to reduce vehicles on site, which promotes walking and exercise. The Station redevelopment area officially applied for LEED Certification in 2009.
8.7 FastConnects
The FastConnects program is designed to improve transit service by improving the experience for transferring passengers. FastConnects uses timed transfers, where certain transit services are specifically scheduled in order to minimize the time passengers must wait for connecting service. The basic components of FastConnects are the transit services and facilities themselves (Figure 30). Related components are important to design of the FastConnects system; these are land development and transit priority. FasTracks introduces six new rapid transit corridors and three extensions, and FastConnects will help link them and all supporting services together. Prior to the FasTracks vote, RTD had already completed a preliminary study of the FastConnects concept with the report Network Developed Timed Transfer Sketch Plan, February 2003. RTD recently completed a more detailed FastConnects Service Development Report, which was completed in June 2010.

Two types of connections are envisioned as part of the FastConnects program: grid transfer and timed transfer. Grid transfer refers to locations where intersecting routes offer a high frequency of service (many at 15 minutes or better) and, therefore, simultaneous timing of vehicle schedules is not required for a convenient transfer. For timed transfer, schedules need to be written on clock-face headways (for RTD, multiples of 15 minutes) and transfer centers carefully selected so that bus, call-n-Ride and rapid transit lines all have vehicles timed to arrive at the same time, minimizing the time a passenger has to wait.

Critical factors in design of timed transfers include:

- Bus route and schedule designed to provide efficient clock-face headway
- Call-n-Ride service area and circuit designed to provide efficient clock-face headway
- Reliable running times
- Efficient transfer window
- A suitable site for vehicles to wait and passengers to make their connections

With these FastConnects factors considered, investments can be directed to putting the available resources to their most productive uses as the FasTracks rapid transit corridors begin to open.

Critical factors in design of timed transfers include:

- Bus route and schedule designed to provide efficient clock-face headway.
- Call-n-Ride service area and circuit designed to provide efficient clock-face headway.
- Reliable running times.
- Efficient transfer window (ideally, around three minutes).
- A suitable site for vehicles to wait and passengers to make their connections.

With these FastConnects factors considered, investments can be directed to putting the available resources to their most productive uses as the FasTracks rapid transit corridors begin to open in the coming years.
Figure 30: FastConnects
Appendix A:
SB 208 Legislation and DRCOG Resolutions
(2004, 2008 and 2009)
32-9-107.7. Regional fixed guideway mass transit systems - construction - authorization.

(1) Any action of the board relating to the authorization of the construction of a regional fixed guideway mass transit system in any corridor shall require the affirmative vote of a two-thirds majority of the board membership. The board shall take no action relating to the construction of a regional fixed guideway mass transit system until after such system has been approved by the designated metropolitan planning organization. Each component part or corridor of such system shall be separately approved by the metropolitan planning organization. Such action shall include approval of the method of financing and the technology selected for such projects.
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 15, 2010

A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Director’s approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2009 Annual Report to DRCOG on FasTracks (April 2010, with Addenda and Errata dated July 23, 2010), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held July 21, 2010 to receive public comment on the RTD 2009 Annual Report; and

WHEREAS, the RTD 2009 Annual Report included an updated Financial Plan that included significant alternation of costs and revenues; and

WHEREAS, review of the modifications identified in the RTD 2009 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2009
A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.
Resolution No. 15, 2010
Page 2

Annual FasTracks Review and Determination Report, categorizes the updated Financial Plan as a substantial change requiring new SB-208 action; and

WHEREAS, the review finds the Financial Plan acceptable; and

WHEREAS, the FasTracks system remains consistent with the intent of the Metro Vision 2035 Plan, including its transportation element; and

WHEREAS, the Regional Transportation Committee has recommended the DRCOG 2009 Annual FasTracks Review and Determination Report and approval of the proposal requiring new SB-208 action.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby accepts the findings of the DRCOG 2009 Annual FasTracks Review and Determination Report.

BE IT FURTHER RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors approves modification of the FasTracks system.

BE IT FURTHER RESOLVED that the other understandings of resolution number 18, 2004 and as reconfirmed by resolution number 18, 2009 are not modified by this action, and remain in effect.

RESOLVED, PASSED AND ADOPTED this 18th day of August, 2010 at Denver, Colorado.

Rod Bockenfeld, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:
Jennifer Schaufele, Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS RESOLUTION NO. 7, 2009

A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the DRCOG Board of Directors last approved an annual review of the updated FasTracks Plan on May 21, 2008; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described further progress on the FasTracks Plan and has proposed certain changes in the document RTD 2008 FasTracks Update Interim Report to DRCOG (January 2009), which it submitted to DRCOG for review; and

WHEREAS, the changes identified in the RTD 2008 Interim Annual Report, were reviewed pursuant to the established process, and presented in the DRCOG 2008 Interim Annual FasTracks Review and Determination Report. The review concurs with the identification of several minor system changes to station locations and planned parking spaces and concludes that the changes are not substantial enough to require further SB-208 action by the DRCOG Board of Directors; and

WHEREAS, the FasTracks system remains consistent with the intent of the Metro Vision 2035 Plan, including its transportation element; and

WHEREAS, the Regional Transportation Committee has recommended the DRCOG 2008 Interim Annual FasTracks Review and Determination Report and acceptance of the changes presented by RTD.
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby accepts the findings of the *DRCOG 2008 Interim Annual FasTracks Review and Determination Report* and approves modification of the FasTracks system.

BE IT FURTHER RESOLVED that the other understandings of resolutions number 14, 2008 are not modified by this action, and remain in effect.

RESOLVED, PASSED AND ADOPTED this 15th day of March, 2009
at Denver, Colorado.

Ed Peterson, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _8_, 2009

A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2008 Annual Report to DRCOG on FasTracks (April 2009, with Addenda and Errata dated August 12, 2009), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held August 5, 2009 to receive public comment on the RTD 2008 Annual Report; and
WHEREAS, the RTD 2008 Annual Report included an updated Financial Plan that included significant alternation of costs and revenues; and

WHEREAS, review of the modifications identified in the RTD 2008 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2008 Annual FasTracks Review and Determination Report, categorizes the updated Financial Plan as a substantial change requiring new SB-208 action; and

WHEREAS, the review finds the Financial Plan a significant improvement over the 2007 Financial Plan, subject to the concerns specified in the Report, including most significantly the belief that RTD’s revenue projections are optimistic and should be revised sharply downward; and

WHEREAS, the FasTracks system remains consistent with the intent of the Metro Vision 2035 Plan, including its transportation element; and

WHEREAS, the Regional Transportation Committee has recommended the DRCOG 2008 Annual FasTracks Review and Determination Report and approval of the proposal requiring new SB-208 action.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby accepts the findings of the DRCOG 2008 Annual FasTracks Review and Determination Report.

BE IT FURTHER RESOLVED that the other understandings of resolution number 18, 2004 and as reconfirmed by resolution number 14, 2008 are not modified by this action, and remain in effect.

BE IT FURTHER RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors approves modification of the FasTracks system.

BE IT FURTHER RESOLVED that because there is a high degree of uncertainty in the updated Financial Plan, this determination is made subject to the next Financial Plan that RTD submits in the next annual report include more realistic assumptions regarding costs, New Starts revenues, sales and use tax estimates, and cost and revenue benefits of public-private partnerships. RTD should also include projected shortfalls and also project the needed strategies to achieve the necessary funding to fulfill the vision for FasTracks that was approved by voters in 2004.

BE IT FURTHER RESOLVED that this determination is made subject to the next annual report that RTD submits showing demonstrable progress on completing environmental studies.
RESOLVED, PASSED AND ADOPTED this 19th day of August, 2009 at Denver, Colorado.

Ed Peterson, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director
WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system, which includes the Gold Line corridor transit project, to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan in accordance with section 32-9-107.7 CRS, including the Gold Line corridor transit project in resolution number 10, 2004; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including the Gold Line corridor; and

WHEREAS, the RTD 2007 Annual Report identified a modification of the technology in the Gold Line corridor developed through the National Environmental Policy Act (NEPA) process from light rail transit to commuter rail (specifically, electric multiple unit); and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system, which includes the Gold Line corridor transit project, to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan in accordance with section 32-9-107.7 CRS, including the Gold Line corridor transit project in resolution number 10, 2004; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including the Gold Line corridor; and

WHEREAS, the RTD 2007 Annual Report identified a modification of the technology in the Gold Line corridor developed through the National Environmental Policy Act (NEPA) process from light rail transit to commuter rail (specifically, electric multiple unit); and
A RESOLUTION TO APPROVE THE MODIFIED GOLD LINE TRANSIT PROJECT
Resolution No. __10__, 2008

WHEREAS, the RTD 2007 Annual Report included an updated Financial Plan that modifies the specific method of financing the Gold Line corridor to be a design/build/finance/operate/maintain public-private partnership; and

WHEREAS, review of the modifications identified in the RTD 2007 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2007 Annual FastTracks Review and Determination Report, categorizes the proposed changes to the Financial Plan as substantial and requiring new SB-208 action; and

WHEREAS, the review finds the modifications of the technology proposed for the Gold Line—commuter rail—appropriate for the corridor, given the requirements of the railroad company and the insignificant increase in corridor travel times, and consistent with the intent of the Metro Vision 2035 Plan, including its transportation element; and

WHEREAS, the review finds the updated Financial Plan, including the method of financing the Gold Line corridor, acceptable subject to the concerns noted in the companion Systems resolution; and

WHEREAS, the Regional Transportation Committee has recommended approval of the modification of the Gold Line project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the modified Gold Line corridor transit project, including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that the other understandings of resolution number 10, 2004 are not modified by this action and remain in effect.

RESOLVED, PASSED AND ADOPTED this __21st__ day of __May__, 2008 at Denver, Colorado.

______________________________
Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

______________________________
Jennifer Schaufele, Executive Director
A RESOLUTION TO APPROVE THE MODIFIED NORTHWEST RAIL TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system, which included the US-36 Corridor/Longmont Extension transit project, to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan in accordance with section 32-9-107.7 CRS, including the US-36 Corridor/Longmont Extension transit project in resolution number 9, 2004; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, the RTD 2007 Annual Report separated the original US-36 Corridor/Longmont Extension transit project into the US-36 corridor project and the Northwest Rail corridor project; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including the US-36 corridor and Northwest Rail corridor; and
A RESOLUTION TO APPROVE THE MODIFIED NORTHWEST RAIL TRANSIT PROJECT

Resolution No. __/__/__/2008
Page 2

WHEREAS, the RTD 2007 Annual Report identified a modification of the renamed Northwest Rail corridor, developed through the Environmental Evaluation process, extending it approximately 2.3 miles north and east from SH-119/Hover Road to 1st Avenue/Terry Street in downtown Longmont; and

WHEREAS, review of the modifications identified in the RTD 2007 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2007 Annual FastTracks Review and Determination Report, categorizes the proposed changes in the Northwest Rail corridor as substantial and requiring new SB-208 action; and

WHEREAS, the RTD 2007 Annual Report identifies that this extension is cost-neutral and, while rail travel time to the new end-of-line station is projected to increase 2 to 2.5 minutes, the higher density land uses in downtown Longmont provide somewhat better ridership, and the review concurred with the assessment and the proposed extension; and

WHEREAS, the commuter rail technology finding for the Northwest Rail corridor remains; and

WHEREAS, the review categorizes the changes in the US-36 corridor as not substantial and requiring no further SB-208 action; and

WHEREAS, the review finds the Financial Plan acceptable, subject to the concerns noted in the companion Systems resolution; and

WHEREAS, the Regional Transportation Committee has recommended no further SB-208 action on the US-36 corridor and has recommended approval of the modifications to the Northwest Rail corridor.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the modified Northwest Rail corridor project, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that resolution number 9, 2004 remains in effect as the SB-208 approval of the US-36 corridor and that findings for the Longmont Extension project in that resolution are superseded by the findings for the Northwest Rail corridor of this action.

BE IT FURTHER RESOLVED that the other understandings of resolution number 9, 2004 are not modified by this action, and remain in effect in that resolution for the US-36 corridor and are incorporated by reference herein for the Northwest Rail corridor.
A RESOLUTION TO APPROVE THE MODIFIED NORTHWEST RAIL TRANSIT PROJECT

Resolution No. ____21____, 2008
Page 3

RESOLVED, PASSED AND ADOPTED this 21st day of May, 2008 at Denver, Colorado.

Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 12, 2008

A RESOLUTION TO APPROVE THE MODIFIED EAST CORRIDOR TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system, which includes the East Corridor transit project, to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan in accordance with section 32-9-107.7 CRS, including the East Corridor transit project in resolution number 11, 2004; and

WHEREAS, the Board of Director's approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including the East Corridor; and

WHEREAS, the RTD 2007 Annual Report included an updated Financial Plan that modifies the specific method of financing the East Corridor to be a design/build/finance/operate/maintain public-private partnership; and
WHEREAS, review of the modifications identified in the RTD 2007 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2007 Annual FastTracks Review and Determination Report, categorizes the proposed changes to the Financial Plan as substantial and requiring new SB-208 action; and

WHEREAS, the review finds the updated Financial Plan, including the method of financing the East Corridor, acceptable subject to the concerns noted in the companion Systems resolution; and

WHEREAS, the Regional Transportation Committee has recommended approval of the modification of the East Corridor project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the modified method of financing the East Corridor project as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that the technology finding and other understandings of resolution number 11, 2004 are not modified by this action and remain in effect.

RESOLVED, PASSED AND ADOPTED this __ day of ______, 2008 at Denver, Colorado.

Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 13, 2008

A RESOLUTION TO APPROVE THE MODIFICATION OF OTHER FASTRACKS COMPONENTS.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system, which includes the Denver Union Station improvements, maintenance facilities, and accessory items which serve the entire transit system as component parts, to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan in accordance with section 32-9-107.7 CRS, including these facilities and items in resolution number 17, 2004; and

WHEREAS, the Board of Director’s approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including the other FasTracks components; and
WHEREAS, the RTD 2007 Annual Report included an updated Financial Plan that modifies the specific method of financing the commuter rail maintenance facility to be a design/build/finance/operate/maintain public-private partnership; and

WHEREAS, review of the modifications identified in the RTD 2007 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2007 Annual FastTracks Review and Determination Report, categorizes the proposed changes to the Financial Plan as substantial and requiring new SB-208 action; and

WHEREAS, the review finds the updated Financial Plan, including the method of financing the commuter rail maintenance facility, acceptable subject to the concerns noted in the companion Systems resolution; and

WHEREAS, the Regional Transportation Committee has recommended approval of the modification of the commuter rail maintenance facility project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the modified method of financing the commuter rail facility project as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that the other findings and other understandings of resolution number 17, 2004 are not modified by this action and remain in effect.

RESOLVED, PASSED AND ADOPTED this 21st day of May, 2008 at Denver, Colorado.

Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director
A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.

WHEREAS, Senate Bill 90-208 (32-9-107.7 CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization (MPO) to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District (RTD) before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District submitted the FasTracks Plan system to DRCOG for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Directors, on April 21, 2004, approved each component part and corridor of the FasTracks Plan, as well as the system as a whole in resolution number 18, 2004, pursuant to section 32-9-107.7 CRS; and

WHEREAS, the Board of Director’s approval of the RTD FasTracks Plan on April 21, 2004 was subject to a number of understandings, which include the conduct of an annual review through the MPO process to identify any substantial changes in various elements of the FasTracks Plan and determine if further SB-208 action is required; and

WHEREAS, the RTD has described progress thus far on the FasTracks Plan and has proposed certain changes in the document RTD 2007 Annual Report to DRCOG on FasTracks (December 2007, with Addenda and Errata dated May 1, 2008), which it submitted to DRCOG for review; and

WHEREAS, a public hearing was held March 19, 2008 to receive public comment on the RTD 2007 Annual Report, including individual corridors and the system as a whole; and

WHEREAS, the RTD 2007 Annual Report included an updated Financial Plan that included significant alteration of costs and revenues and also added a design/build/finance/operate/maintain public-private partnership as a method of financing two corridors and one maintenance facility; and
A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM,
Resolution No. __ 14 __, 2008

WHEREAS, review of the modifications identified in the RTD 2007 Annual Report, pursuant to the established process and public hearing, as presented in the DRCOG 2007 Annual FasTracks Review and Determination Report, categorizes modifications in two corridors and the updated Financial Plan as substantial and requiring new SB-208 action; and

WHEREAS, the Board of Directors has separately approved the two corridor modifications; and

WHEREAS, the review finds the Financial Plan acceptable, subject to the concerns specified in the Report, and accepts the design/build/finance/operate/maintain public-private partnership as the method of financing for the East and Gold Line corridors and the commuter rail maintenance facility; and

WHEREAS, the FasTracks system remains consistent with the intent of the Metro Vision 2035 Plan, including its transportation element; and

WHEREAS, the Regional Transportation Committee has recommended the DRCOG 2007 Annual FasTracks Review and Determination Report and approval of the proposals requiring new SB-208 action.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments hereby accepts the findings of the DRCOG 2007 Annual FasTracks Review and Determination Report.

BE IT FURTHER RESOLVED that, pursuant to authority granted through section 32-9-107.7 CRS, the Board of Directors approves modification of the FasTracks system.

BE IT FURTHER RESOLVED that the other understandings of resolution number 18, 2004 are not modified by this action, and remain in effect.

BE IT FURTHER RESOLVED that because there is a high degree of uncertainty in the updated Financial Plan, this determination is made subject to the next Financial Plan that RTD submits in the next annual report include less optimistic, more conservative assumptions, unless actual FasTracks implementation bears out RTD's assumptions. This specifically includes capital costs, New Starts revenues, sales and use tax estimates, and cost and revenue benefits of public-private partnerships.

BE IT FURTHER RESOLVED that this determination is made subject to the next annual report that RTD submits showing demonstrable progress on completing environmental studies and negotiating with the railroads.
A RESOLUTION TO APPROVE MODIFICATIONS OF THE FASTRACKS SYSTEM.
Resolution No. 14, 2008
Page 3

RESOLVED, PASSED AND ADOPTED this 21st day of May, 2008
at Denver, Colorado.

Nancy McNally, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schauffele, Executive Director
A RESOLUTION TO APPROVE THE CENTRAL AND CENTRAL PLATTE VALLEY CORRIDOR ENHANCEMENTS TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the Central and Central Platte Valley Corridor Enhancements transit project as a component part, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the Central and Central Platte Valley Corridor Enhancements transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the Central and Central Platte Valley Corridor Enhancements transit project (light rail improvements and signal software as described in Table 1 of the DRCOG report Review of the RTD FasTracks Plan Final Report, dated April 21, 2004) to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the Central and Central Platte Valley Corridor Enhancements transit project.
NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the Central and Central Platte Valley Corridor Enhancements transit project (light rail improvements and signal software as described in Table 1 of the DRCOG report Review of the RTD FasTracks Plan Final Report, dated April 21, 2004), including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
A RESOLUTION TO APPROVE THE CENTRAL AND CENTRAL PLATTE VALLEY CORRIDOR ENHANCEMENTS TRANSIT PROJECT
Resolution No. 8, 2004

Page 3

- level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FastTracks Plan Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FastTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FastTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FastTracks Plan, the approval of the Central and Central Platte Valley Corridor Enhancements transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

ATTEST:

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 9, 2004

A RESOLUTION TO APPROVE THE US-36 CORRIDOR/LONGMONT EXTENSION TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the US-36 Corridor/Longmont Extension transit project, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the US-36 Corridor/Longmont Extension project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the US-36 Corridor/Longmont Extension transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technologies, commuter rail and Phase 1 bus improvements, are appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the US-36 Corridor/Longmont Extension transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments
A RESOLUTION TO APPROVE THE US-36 CORRIDOR/LONGMONT EXTENSION TRANSIT PROJECT
Resolution No. __9__, 2004
Page 2

hereby approves the US-36 Corridor/Longmont Extension transit project (commuter rail and Phase 1 bus improvements as described in Table 1 of the DRCOG report Review of the RTD FasTracks Plan Final Report, dated April 21, 2004) including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that funds for Phase 2 construction of stations and station access improvements and partial funds for construction of bus lanes and bicycle improvements are identified in the financing component of the FasTracks Plan and that implementation of bus rapid transit will be subsequently defined in the federal environmental process and approved as required by 32-9.107.7 CRS.

BE IT FURTHER RESOLVED that the above approvals are made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
A RESOLUTION TO APPROVE THE US-36 CORRIDOR/LONDMONT EXTENSION TRANSIT PROJECT
Resolution No. 9, 2004
Page 3

- implementation schedule (as defined in Figure 4),
- operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
- level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FasTracks Plan Final Report dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FastTracks Plan, the approval of the US-36 Corridor/Longmont Extension transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 10, 2004

A RESOLUTION TO APPROVE THE GOLD LINE TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the Gold Line as a corridor, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the Gold Line project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the Gold Line transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the Gold Line project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the Gold Line transit project, including the method of financing and technology, as submitted by the Regional Transportation District.
BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   • project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004),
   • plan and corridor costs (as defined in Tables 1 and 13),
   • revenue projections (as defined in Tables 18 and 19),
   • implementation schedule (as defined in Figure 4),
   • operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   • level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FasTracks Plan Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in
A RESOLUTION TO APPROVE THE GOLD LINE TRANSIT PROJECT
Resolution No. 10, 2004

Page 3  
corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the Gold Line transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 
at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATE OF COLORADO  

BOARD OF DIRECTORS  

RESOLUTION NO. 11, 2004  

A RESOLUTION TO APPROVE THE EAST CORRIDOR TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the East Corridor transit project, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the East Corridor transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the East Corridor transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, commuter rail, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the East Corridor transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the East Corridor transit project, including the method of financing and technology, as submitted by the Regional Transportation District.
A RESOLUTION TO APPROVE THE EAST CORRIDOR TRANSIT PROJECT
Resolution No. __11__, 2004
Page 2

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FastTracks Plan Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the
A RESOLUTION TO APPROVE THE EAST CORRIDOR TRANSIT PROJECT
Resolution No. 11, 2004
Page 3

FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the East Corridor transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

REPRESENTATION IS NOT EFFECTIVE

RESOLUTION NO. 12, 2004

A RESOLUTION TO APPROVE THE WEST CORRIDOR TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the West Corridor transit project, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the West Corridor transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the West Corridor project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the West Corridor transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the West Corridor transit project, including the method of financing and technology, as submitted by the Regional Transportation District.
A RESOLUTION TO APPROVE THE WEST CORRIDOR TRANSIT PROJECT
Resolution No. 12, 2004
Page 2

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   • project definition/scope (defined in Table 1 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004),
   • plan and corridor costs (as defined in Tables 1 and 13),
   • revenue projections (as defined in Tables 18 and 19),
   • implementation schedule (as defined in Figure 4),
   • operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   • level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FastTracks Plan Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the
A RESOLUTION TO APPROVE THE WEST CORRIDOR TRANSIT PROJECT
Resolution No. 12, 2004
Page 3

FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the West Corridor transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

______________________________
Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

______________________________
Betty McCarty, Acting Executive Director
A RESOLUTION TO APPROVE THE NORTH METRO CORRIDOR TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the North Metro Corridor transit project, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the North Metro Corridor transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the North Metro Corridor transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, commuter rail, is acceptable for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption by the public; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the North Metro Corridor transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the North Metro Corridor transit project, including the method of financing and technology, as submitted by the Regional Transportation District.
A RESOLUTION TO APPROVE THE NORTH METRO CORRIDOR TRANSIT PROJECT
Resolution No. 13, 2004

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that, prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Tables 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FasTracks Plan Final Report dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the
A RESOLUTION TO APPROVE THE NORTH METRO CORRIDOR TRANSIT PROJECT
Resolution No. 13, 2004

FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the North Metro Corridor transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 14, 2004

A RESOLUTION TO APPROVE THE SOUTHWEST CORRIDOR ENHANCEMENTS TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the Southwest Corridor Enhancements transit project as a component part, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the Southwest Corridor Enhancements transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the Southwest Corridor Enhancements transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the Southwest Corridor Enhancements transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the Southwest Corridor Enhancements transit project (light rail extension
A RESOLUTION TO APPROVE THE SOUTHWEST CORRIDOR ENHANCEMENTS TRANSIT PROJECT
Resolution No. 14, 2004
Page 2

and upgrades as described in Table 1 of the DRCOG report *Review of the RTD FasTracks Plan Final Report dated April 21, 2004* including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the *Review of the RTD FasTracks Plan Final Report dated April 21, 2004*); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the *Review of the RTD FasTracks Plan Final Report dated April 21, 2004*),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of *Review of the RTD FasTracks Plan*
A RESOLUTION TO APPROVE THE SOUTHWEST CORRIDOR ENHANCEMENTS
TRANSIT PROJECT
Resolution No. 14, 2004

Final Report dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the Southwest Corridor Enhancements transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
A RESOLUTION TO APPROVE THE SOUTHEAST CORRIDOR ENHANCEMENTS TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the Southeast Corridor Enhancements transit project as a component part, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the Southeast Corridor Enhancements transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the Southeast Corridor Enhancements transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the Southeast Corridor Enhancements transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the Southeast Corridor Enhancements transit project (light rail extension
and upgrades as described in Table 1 of the DRCOG Report Review of the RTD FasTracks Plan Final Report dated April 21, 2004), including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FasTracks Plan...
A RESOLUTION TO APPROVE THE SOUTHEAST CORRIDOR ENHANCEMENTS TRANSIT PROJECT
Resolution No. 15, 2004

Final Report dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the Southeast Corridor Enhancements transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 16, 2004

A RESOLUTION TO APPROVE THE I-225 CORRIDOR TRANSIT PROJECT.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter "Board of Directors") has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes the I-225 Corridor transit project (from Parker Road to the East Corridor), to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including the I-225 Corridor transit project; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found the I-225 Corridor transit project to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technology, light rail transit, is appropriate for the corridor; that the FasTracks financial plan, which includes this project, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the I-225 Corridor transit project.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the I-225 Corridor transit project (from Parker Road to the East Corridor), including the method of financing and technology, as submitted by the Regional Transportation District.
A RESOLUTION TO APPROVE THE I-225 CORRIDOR TRANSIT PROJECT
Resolution No. _16_, 2004
Page 2

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FastTracks Plan Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and
7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the I-225 Corridor transit project does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 17, 2004

A RESOLUTION TO APPROVE THE OTHER FASTRACKS COMPONENTS.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) has established a process for the review of regional fixed guideway mass transit projects including specific criteria to be used in evaluating such projects; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system, which includes Denver Union Station improvements, maintenance facilities, and accessory items which serve the entire transit system as component parts, to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan, including these items and facilities; and

WHEREAS, following review of the proposed project pursuant to its established process and a public hearing on the project, the Board of Directors has found these items and facilities to be consistent with the Metro Vision 2020 Plan, including its transportation element; that they serve and support appropriate technologies; that the FasTracks financial plan, which includes these items and facilities, is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for regional fixed guideway transit projects have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of these items and facilities in its recommendation of the FasTracks Plan.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments hereby approves the Denver Union Station improvements, maintenance facilities and
A Resolution to Approve The Other FastTracks Components

Resolution No. 17, 2004
Page 2

other items as described in Table 1 of the DRCOG report A Review of the RTD FastTracks Plan Final Report dated April 21, 2004, including the method of financing and technologies, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   • project definition/scope (defined in Table 1 of the Review of the RTD FastTracks Plan Final Report, dated April 21, 2004),
   • plan and corridor costs (as defined in Tables 1 and 13),
   • revenue projections (as defined in Tables 18 and 19),
   • implementation schedule (as defined in Figure 4),
   • operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   • level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FastTracks Plan...
A RESOLUTION TO APPROVE THE OTHER FASTRACKS COMPONENTS
Resolution No. 17, 2004
Page 3

Final Report, dated April 21, 2004, or that DRCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of these facilities and items does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 18, 2004

A RESOLUTION TO APPROVE THE FASTRACKS SYSTEM.

WHEREAS, Senate Bill 90-208 (32-9-107.7, CRS), enacted by the Colorado General Assembly, requires the Metropolitan Planning Organization to approve the specific technology and method of financing of regional fixed guideway mass transit projects proposed by the Regional Transportation District before any action relating to construction may take place; and

WHEREAS, the Denver Regional Council of Governments is the Metropolitan Planning Organization for the Denver region and is responsible for the operation and maintenance of a continuing, comprehensive transportation planning process, including the preparation and adoption of transportation plans and programs; and

WHEREAS, the Denver Regional Council of Governments Board of Directors (hereafter “Board of Directors”) has established a process for the review of regional fixed guideway mass transit system proposals including specific criteria to be used in evaluating such proposals; and

WHEREAS, the Regional Transportation District has submitted the FasTracks Plan system to the Denver Regional Council of Governments for its review and approval pursuant to section 32-9-107.7 CRS; and

WHEREAS, a public hearing was held on January 21, 2004 to receive public comment on the FasTracks Plan; and

WHEREAS, the Board of Directors has separately approved each component part and corridor of the FasTracks system in accordance with section 32-9-107.7 CRS; and

WHEREAS, following review of the FasTracks system pursuant to its established process and a public hearing on the project, the Board of Directors has found the FasTracks system to be consistent with the Metro Vision 2020 Plan, including its transportation element; that the proposed technologies included in the system are acceptable or appropriate; that the FasTracks financial plan is reasonable provided approval of a 0.4 percent increase in sales tax and TABOR exemption; that all established criteria for a regional fixed guideway system have been met; and that no significant adverse environmental impacts are anticipated; and

WHEREAS, the Regional Transportation Committee has recommended approval of the FasTracks system.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to authority granted through 32-9-107.7, CRS, the Board of Directors of the Denver Regional Council of Governments
hereby approves the FasTracks system, including the method of financing and technology, as submitted by the Regional Transportation District.

BE IT FURTHER RESOLVED that this approval is made subject to the following understandings:

1. that the approval of the technology to be constructed for each individual corridor may be modified only as required by the results of the National Environmental Policy Act (NEPA) process, and that the revisions be presented through the Metropolitan Planning Organization (MPO) Process for approval prior to construction; and

2. that the final corridor improvements and operational plans should not significantly increase transit travel times without producing ridership gains; and

3. that this approval is limited to the financing plan submitted and scenarios as modeled and considered through this process which include a ballot measure for the 0.4% sales tax increase and TABOR Exemption to be approved by the voters and federal funding is received substantially consistent with the plan as submitted by RTD and reviewed through this process; (the scenarios further defined in Table 20 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004); and that any significant financial alteration in the plan from the scenarios evaluated, would require resubmission and reapproval through the MPO process; and

4. that if revenues are better or worse than expected, the construction to be accomplished in all corridors will be adjusted accordingly and that prior to construction, a corridor risk assessment and value engineering will be conducted to optimize opportunities for cost efficiencies and schedule acceleration and to minimize the potential for cost overruns and schedule delays; that this information shall be included in the annual report to the MPO planning process described below, prior to any RTD Board action; and

5. that an annual review will be conducted through the MPO process to identify any substantial changes in the following items and that the DRCOG Board of Directors make a determination if the changes are substantial and require further SB-208 action:
   - project definition/scope (defined in Table 1 of the Review of the RTD FasTracks Plan Final Report, dated April 21, 2004),
   - plan and corridor costs (as defined in Tables 1 and 13),
   - revenue projections (as defined in Tables 18 and 19),
   - implementation schedule (as defined in Figure 4),
   - operating characteristics (as defined in Table 2 and Figure 3 for the year 2025, and similarly as defined in the RTD submittal for the opening year);
   - level of bus service (as defined in Chapter VI); and

6. that RTD continue to maintain and increase bus service in the district as defined in the RTD submittal and summarized in Chapter VI of Review of the RTD FasTracks Plan Final Report, dated April 21, 2004, or that DRDCOG be notified of any significant change that will deviate from this plan, prior to bus service plan changes being implemented, and
A RESOLUTION TO APPROVE THE FASTRACKS SYSTEM.
Resolution No. 18, 2004
Page 3

7. that RTD and CDOT implement the Master Intergovernmental Agreement (IGA) establishing a coordinated process which facilitates the implementation of the FasTracks Plan and preserves the ability to pursue planned highway improvements in corridors where both transit and highway improvements are identified in the regional plan as likely to occur, and

8. that this action is taken solely pursuant to SB 90-208 and does not constitute an endorsement of a FasTracks ballot initiative.

BE IT FURTHER RESOLVED that, although potential federal funding provided by funds made available to DRCOG for allocation is mentioned in the FasTracks Plan, the approval of the FasTracks system does not commit such funding.

RESOLVED, PASSED AND ADOPTED this 21st day of April, 2004 at Denver, Colorado.

Lorraine Anderson, Chairman
Board of Directors
Denver Regional Council of Governments

ATTEST:

Betty McCarty, Acting Executive Director
Page left intentionally blank
Appendix B:
2010 Financial Plan
Page left intentionally blank
Executive Summary

The Regional Transportation District (the “District” or “RTD”), has developed a comprehensive $6.8 billion plan (the Plan), known as “FasTracks,” which addresses mobility needs in the metropolitan Denver region. The $6.8 billion cost is a revision from the originally estimated $4.7 billion (2004) cost following updates to material, right-of-way, financing, and labor cost estimates. The ability to implement the FasTracks plan depends on a variety of financial assumptions and projections which have been developed using the best available estimates of costs, reasonably anticipated federal funding based on current federal law and regulations, and revenues from other sources including RTD sales tax and fare collections. Over the anticipated remaining build-out period through 2020, specific cost items, federal and other contributions, and RTD revenues may vary from this financial plan. Based on the extensive analysis behind the financial assumptions used, RTD expects to deliver the major transit corridors and related improvements within the time frames set forth herein. RTD cannot guarantee that each separate assumption will be met, and expects that certain adjustments and modifications will be required prior to the expected completion date of 2020. However, RTD is confident that we can complete the FasTracks program in accordance with our 2011 financial plan due to RTD’s efforts to reduce construction risk and manage future cost and revenue risk exposures, namely:

- 5 out of 12 FasTracks projects already under contract, with fixed budgets negotiated with contractors
- Most complex transit procurement in the country (Eagle Project) came in $305 million below internal cost estimates
- West Corridor is being completed on time and within budget
- Engineering advanced to at least 30%, and “bottoms up” estimates complete for all corridors
- Railroad right-of-way (ROW) agreements with the Union Pacific Rail Road and Burlington Northern Santa Fe Railway are complete
- RTD uses conservative cost estimates and inflation rates
- RTD conducts sensitivity analyses on “high, medium and low” sales and use tax forecasts to ensure the program can still be completed on schedule.

This report details the assumptions used and provides further explanation as to how RTD expects to pay for the FasTracks Plan. Unlike typical transit development strategies, which are pursued one corridor at a time and can take decades to accomplish, the FasTracks plan offers a comprehensive, region-wide approach to transit development. Under the Plan, 28 miles of light rail, 94 miles of commuter rail and 18 miles of bus rapid transit improvements will be developed between 2005 and 2020. FasTracks rubber-tire service increases (bus and ADA) were determined based on forecasted demand and senior/ADA needs that were identified through the Eagle project Full Funding Grant Agreement (FFGA) process.

On an annual basis, through the Annual Program Evaluation (APE) process, RTD updates the FasTracks financial plan with new revenue and cost projections, reflecting ever-changing economic conditions. Each APE update to the financial plan projects capital, financing and operating costs for each of the corridors and projects in year of expenditure (YOE) dollars, and reflects the currently adopted FasTracks implementation schedule for each of the corridors. The current 2011 APE financial plan extends to the year 2035, and covers both the FasTracks program and the base public transit system and services provided by RTD.

During the 2008 APE, RTD identified a funding gap for the FasTracks program as a result of rapidly escalating costs for commodities and materials on the world market, combined with the economic slowdown and the corresponding downward impact on current and forecast sales and use tax
revenues. Over the past three years, RTD has worked closely with elected officials, local governments, corridor stakeholders and the public to identify how to move the FasTracks program forward, addressing these challenges. During this period, there have been significant fluctuations in commodity prices as a result of the current recession; however, these prices still remain higher than original forecasts. Additionally, there have been concurrent significant additional decreases in projected sales and use tax revenues.

The 2011 FasTracks financial plan assumes the passage of 0.4% sales and use tax increase commencing in January 2013. This scenario results in the completion of the full FasTracks program by 2020, assuming current cost escalation and revenue growth forecasts.

Should the Board choose not to seek a tax increase, or if a tax increase initiative is not approved by the voters, a revised, updated financial plan would be adopted by the Board at that time, recognizing the new opportunities and constraints that would exist.

The FasTracks program is currently financed in part through a 0.4% regional sales and use tax approved by voters in November of 2004. If the initiative is placed on the ballot in 2012 and it passes, the total transit tax rate in the District will increase to 1.4% (i.e., 0.6% for the base system, 0.8% for FasTracks).

The Plan anticipates a total of $1.3 billion in Federal New Start Grant funding, a Small Starts grant of $75M for the Southeast Corridor, and $212.6 million in other federal grant funding. Contributions from local jurisdictions benefiting from transit in an amount equal to 2.5% of eligible project costs are expected to yield 1.9% of total program costs or $133.2 million system-wide.

In an effort to reduce costs and risks and improve delivery of FasTracks, RTD will deliver a portion of its commuter rail projects (the Eagle Project) through a long-term Public-Private Partnership (PPP) agreement in which a private party will design, build, finance, operate and maintain projects on behalf of RTD. In 2010, RTD reached a major milestone in the FasTracks program with the award of the contract for the Eagle Project to Denver Transit Partners (DTP). The Eagle Project, which includes the East and Gold Line Corridors, a commuter rail maintenance facility, and a short electrified segment of the Northwest Rail Corridor, is the largest PPP transit project in the United States. RTD has contracted with DTP to design, build, and finance the initial construction of the projects, and to operate and maintain all project assets through the year 2044. Through this contract, RTD will realize savings over its internally estimated construction costs, and establishes the basis for its operating and maintenance costs for the first 28 years of corridor operations. RTD anticipates receipt of a Full Funding Grant Agreement (FFGA) for this project in the amount of $1.03 billion by summer of 2011.

Table 1 summarizes the sources of funds expected to pay for the Plan’s $6.8 billion of project expenditures:
### Table 1
**FasTracks Estimated Capital Sources of Funds Through 2020**
*(Thousands of Year of Expenditure Dollars)*

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage of Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Bond Proceeds</td>
<td>$2,571,792</td>
<td>37.5%</td>
</tr>
<tr>
<td>COPs Proceeds</td>
<td>251,505</td>
<td>3.7%</td>
</tr>
<tr>
<td>Denver Union Station Note Proceeds</td>
<td>167,954</td>
<td>2.5%</td>
</tr>
<tr>
<td>Pay-as-you-go Capital</td>
<td>1,583,804</td>
<td>23.1%</td>
</tr>
<tr>
<td>Federal New Start Grants</td>
<td>1,339,130</td>
<td>19.5%</td>
</tr>
<tr>
<td>Federal Small Starts Grants</td>
<td>75,000</td>
<td>1.1%</td>
</tr>
<tr>
<td>Other Federal Grants</td>
<td>212,557</td>
<td>3.1%</td>
</tr>
<tr>
<td>Local Match Funding</td>
<td>133,240</td>
<td>1.9%</td>
</tr>
<tr>
<td>Other Local Funding¹</td>
<td>29,606</td>
<td>0.4%</td>
</tr>
<tr>
<td>Public-Private Partnerships</td>
<td>486,921</td>
<td>7.1%</td>
</tr>
<tr>
<td><strong>Total FasTracks Program Funding</strong></td>
<td><strong>$6,851,510</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

¹Other local funding includes state Senate Bill 1 funding, City and County of Denver construction of the platform at the DIA station, $7.4 million in CMAQ funding for the third level of the Jeffco parking garage, and outside reimbursements for other items outside the scope of the original FasTracks plan.

In order to accomplish the Plan, a voter-approved Taxpayer Bill of Rights (TABOR), authorization of $3.477 billion in principal and $7.129 billion in total debt service was requested and received in November, 2004. This initiative was passed by 58% of the voting population.
1. Projected Capital Costs

RTD has proposed a $6.8 billion Plan designed to improve mobility and travel options in the metropolitan Denver region by 2020. Unlike the traditional corridor-by-corridor approach, RTD’s Plan allows local policy makers and voters to direct the agenda in terms of project delivery and funding options. The Plan responds to the projected increase in regional population to 4.4 million in 2035 from 2.8 million in 2010. The Plan will not only improve mobility and livability in the region, but will provide a needed economic stimulus.

The Plan includes six new rapid transit corridors and three light rail extension projects, which will be served through a combination of modes, i.e., light rail, commuter rail and bus rapid transit improvements. FasTracks rubber-tire service increases (bus and ADA) were determined based on forecasted demand and senior/ADA needs that were identified through the Eagle Project FFGA process. Expansions to the existing Southwest, Southeast, Central Platte Valley and Central corridors, parking enhancements and additional buses and LRVs for the current system also will be funded.

The 2011 project costs in Table 2, expressed in year of expenditure (YOE) dollars, are approximately $2 billion (45%) higher than those in the original FasTracks financial plan presented to the voters in April 2004. The 2010 capital cost estimates were updated based on the most current information available on alignments, railroad issues, stations, facilities and planning/engineering progress. In addition, the costs reflect new unit rates based on current bid prices (metro area and nationally), and updated ROW estimates where applicable. The key factors for the increase in capital costs since 2004 include: (1) material, labor and ROW escalation which increased at a rate higher than the 2003-2008 Consumer Price Index (CPI) that was used as the FasTracks escalation factor; (2) changes with respect to stations and park-n-Rides; (3) changes resulting from negotiations with the railroads for right-of-way needed for the program; and (4) scope clarifications/changes.

In order to obtain additional review of the key assumptions in the financial plan, RTD reconvened a working group of local government economists to review its long-term sales and use tax forecasts on October 26, 2010, and a group with experience on both national transit construction projects and local public works projects to review its construction escalation assumptions on November 23, 2010. Results of both the Construction Inflation Workshop and the Regional Sales and Use Tax Working Group are generally consistent with the assumptions and methodologies used and approved by DRCOG as part of last year’s APE.

Table 2 summarizes the projected capital costs of the Plan by corridor:
<table>
<thead>
<tr>
<th>Corridor</th>
<th>2011 APE</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Corridor - Federal Project¹</td>
<td>$642.3</td>
</tr>
<tr>
<td>West Corridor - Third Party Funded Projects²</td>
<td>$19.8</td>
</tr>
<tr>
<td>West Corridor – Additional RTD Costs³</td>
<td>$18.7</td>
</tr>
<tr>
<td>West Corridor – ARRA Funding³</td>
<td>$3.5</td>
</tr>
<tr>
<td><strong>Total West Corridor</strong></td>
<td><strong>$684.3³</strong></td>
</tr>
<tr>
<td>East Corridor</td>
<td>$1,095.9</td>
</tr>
<tr>
<td>Gold Line</td>
<td>$415.9</td>
</tr>
<tr>
<td>Northwest Rail Electrified Segment</td>
<td>$137.0</td>
</tr>
<tr>
<td>DUS – Pecos Shared Track</td>
<td>$324.7</td>
</tr>
<tr>
<td>Commuter Rail Maintenance Facility/Control Center</td>
<td>$189.0</td>
</tr>
<tr>
<td>DUS Systems and Electrification</td>
<td>$22.5</td>
</tr>
<tr>
<td>**Total Eagle Project Costs⁴</td>
<td><strong>$2,185.0</strong></td>
</tr>
<tr>
<td>I-225 Corridor</td>
<td>$750.8</td>
</tr>
<tr>
<td>Northwest Rail Corridor (S. Westminster to Longmont)</td>
<td>$894.6</td>
</tr>
<tr>
<td>North Metro Corridor</td>
<td>$904.3</td>
</tr>
<tr>
<td>Central Corridor Extension</td>
<td>$70.6</td>
</tr>
<tr>
<td>Southeast Corridor Extension</td>
<td>$209.1</td>
</tr>
<tr>
<td>Southwest Corridor Extension</td>
<td>$185.1</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 1</td>
<td>$21.3</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2</td>
<td>$210.5</td>
</tr>
<tr>
<td>U.S. 36 BRT – Phase 2 ARRA Funding</td>
<td>$7.6</td>
</tr>
<tr>
<td><strong>Total U.S. 36 BRT (Phase 1 and Phase 2 Costs)</strong></td>
<td><strong>$239.4</strong></td>
</tr>
<tr>
<td>Denver Union Station⁵</td>
<td>$283.3</td>
</tr>
<tr>
<td>Light Rail Maintenance Facility</td>
<td>$20.9</td>
</tr>
<tr>
<td>Other FasTracks Project Costs</td>
<td>$424.1</td>
</tr>
<tr>
<td><strong>Total FasTracks Program Costs</strong></td>
<td><strong>$6,851.5</strong></td>
</tr>
</tbody>
</table>

¹ Total cost identified for the West Corridor in the Full Funding Grant Agreement (FFGA) ($709.8 million) includes financing charges of $56.8 million and EIS/PE costs of $10.7 million incurred prior to the FasTracks program which are not included in the capital cost.

² Following internal accounting review, approximately $23.1 million of project expense costs were reclassified from capital to expense to ensure that RTD is following generally accepted accounting principles. The total project budget is $707.4 million.

³ Third-party-funding for the Federal bridge replacement and bike bridges at Wadsworth and Kipling.

⁴ The Eagle Project is comprised of both federally-eligible, and non-federally eligible components. Total federal project = $1,558.4 and the total non-federal project = $626.6.

⁵ Denver Union Station costs in the 2010 plan include only RTD locally-funded contributions to the joint project and grant funds and other reimbursements to be received by RTD. CDOT, other federal sources, TIF, metro district revenues, development rights revenues, and other sources are expected to contribute an additional $181.2 million to the project, for a total transit element project cost of $464.5 million.
2. Non-Operating Revenues

Sales and Use Tax

Since inception, the primary funding source for RTD has been a sales and use tax imposed on transactions within RTD boundaries. Major events in the tax history are as follows:

- January 1, 1974: 0.5% sales and use tax established
- May 1, 1983: tax was increased by 0.1% to 0.6%
- January 1, 2005: tax was increased by 0.4%, to 1.0%.

The current tax generated revenues of $397.7 million annually in 2010.

Average annual sales and use tax growth from 1980 – 2002 was 6.3%. However, due to recent economic conditions, sales and use tax growth has declined significantly below this historic average, including negative growth in 2008 and 2009. In 2004, RTD projected sales and use tax revenues for the FasTracks program of $13.7 billion from 2005 – 2035. Current projections included in this financial plan reduce this projection from $13.7 billion to $8.0 billion. This decrease in projected revenues over time has a significant impact on the FasTracks plan.

Table 3
Growth in Sales and Use Tax Revenues
1992 – 2010
(Dollars in Thousands)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Sales and Use Tax Revenues</th>
<th>Percentage Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$108,389</td>
<td></td>
</tr>
<tr>
<td>1993</td>
<td>121,611</td>
<td>12.20%</td>
</tr>
<tr>
<td>1994</td>
<td>134,431</td>
<td>10.54%</td>
</tr>
<tr>
<td>1995</td>
<td>142,214</td>
<td>5.79%</td>
</tr>
<tr>
<td>1996</td>
<td>153,807</td>
<td>8.15%</td>
</tr>
<tr>
<td>1997</td>
<td>164,565</td>
<td>6.99%</td>
</tr>
<tr>
<td>1998</td>
<td>179,990</td>
<td>9.37%</td>
</tr>
<tr>
<td>1999</td>
<td>202,303</td>
<td>12.40%</td>
</tr>
<tr>
<td>2000</td>
<td>224,182</td>
<td>10.81%</td>
</tr>
<tr>
<td>2001</td>
<td>224,648</td>
<td>0.21%</td>
</tr>
<tr>
<td>2002</td>
<td>213,668</td>
<td>(4.89%)</td>
</tr>
<tr>
<td>2003</td>
<td>210,447</td>
<td>(1.51%)</td>
</tr>
<tr>
<td>2004</td>
<td>221,276</td>
<td>5.15%</td>
</tr>
<tr>
<td>2005¹</td>
<td>386,427</td>
<td>74.64%</td>
</tr>
<tr>
<td>2006¹</td>
<td>399,558</td>
<td>3.40%</td>
</tr>
<tr>
<td>2007¹</td>
<td>418,407</td>
<td>4.72%</td>
</tr>
<tr>
<td>2008¹</td>
<td>412,824</td>
<td>(1.33%)</td>
</tr>
<tr>
<td>2009¹</td>
<td>371,405</td>
<td>(10.03%)</td>
</tr>
<tr>
<td>2010¹</td>
<td>397,669</td>
<td>7.07%</td>
</tr>
</tbody>
</table>

¹ Includes both 0.6% and 0.4% Sales Tax Revenues.
The RTD Board of Directors adopted a financial plan scenario for the 2011 FasTracks Annual Program Evaluation that assumes the passage of 0.4% sales and use tax increase and successful receipt of an additional Full Funding Grant Agreement (FFGA) for the Eagle Project in the amount of approximately $1.03 billion. This scenario results in the completion of the full FasTracks program by 2020, assuming current cost escalation and revenue growth forecasts. Figure 1 demonstrates the projected cash flow for the FasTracks program assuming an additional 0.4% sales tax increase.

The FasTracks program is currently financed in part through a 0.4% increase in the regional sales and use tax approved by voters in November of 2004. If a second initiative is placed on the ballot, and it passes, the total transit tax rate in the District will increase to 1.4% (i.e., 0.6% for the base system, 0.8% for FasTracks).

The sales tax growth rates used by RTD to project revenue growth in the short term (i.e., from 2011 through 2013) were based on the Colorado Legislative Council (CLC) statewide forecasts, adjusted to reflect differences between the RTD taxable base and that of the State.

To address the challenges of long-term sales and use tax revenue projections (i.e., 2014 – 2035), RTD convened a group of State and local government economic advisors in late 2009 to review RTD’s current forecasting methodology; evaluate potential forecasting methodologies; and obtain consensus on a future forecasting method. Based on the results of the working group, RTD developed three linear regression models using different variables to reach low, medium, and high sales and use tax growth forecasts. RTD reconvened this group on October 26, 2010, and agreed to use the same methodology for the 2011 APE sales and use tax forecasts.
Average annual growth rates determined using methodologies considered by the working group, range from 2.77% to 4.19% per year for both sales and use tax for the financial plan period 2005-2035, with 3.66% per year being the medium growth scenario recommended for use in the financial plan. Average annual growth rates for the period 2011-2035, or the future years of the financial plan, range from 3.25% to 5.03%, with 4.36% as the average in the medium scenario. Forecasted rates of increase vary by year, and the forecasted annual growth rates by year for the period 2005-2035 are shown in Figure 2 below. Between October 2009 and June 2011, the State of Colorado has waived the 3 1/3% allowance paid to vendors to collect sales tax. This results in a boost to RTD sales tax revenues over that period.

**Figure 2**
Projected Sales and Use Tax Growth
2005-2035

Local Contributions

Beginning with the Central Platte Valley and the Southeast Corridor project, RTD has established a policy of requiring a portion of major project costs to be paid by local jurisdictions.

This Plan assumes that this policy will continue and that RTD’s jurisdictions will contribute an amount in aggregate equal to 2.5% of the eligible corridor costs, which equates to 1.9% of total project costs. On a plan-wide basis, the amount of this contribution is estimated to total $133.2 million.

The source of funding for the local contribution is at the discretion of each local jurisdiction. Local contributions can consist of right-of-way dedications, permit fee waivers, cash contributions, corridor utility relocations as well as any other direct, project-related corridor contributions. Generally
throughout the system, the financial benefit to the jurisdiction comes from increases in the real property assessed valuations, enhanced development potential, reduced travel times and improved congestion accrue to the local communities.

On February 17, 2004, the RTD Board of Directors approved a resolution entitled “Regarding Board Commitments for FasTracks (Hold Harmless)”. This action confirmed RTD’s commitment to build each corridor’s specific list of corridor improvements consistent with and as described in the FasTracks Plan and within the fiscal constraints and schedule of the Plan subject to the completion of the environmental process and conformity with any federal Record of Decision for a corridor. The Hold Harmless resolution formalizes RTD’s commitment to analyze the Plan annually to determine current revenue projections from both local and federal sources. The resolution states, “If RTD revenues are better or worse than expected then all the corridors will be adjusted accordingly.”

Additionally, the Hold Harmless resolution commits “that prior to construction, a corridor cost risk assessment and value engineering (will) be conducted to minimize the potential for cost overruns and schedule delays.” Based on honoring both key tenets of the Hold Harmless resolution, modifications to individual corridor project elements, service plans, and schedules may be necessary for all FasTracks corridors. This may be necessary so as to not impact the scheduled construction and operation of the remaining FasTracks corridors, thereby “holding harmless” those corridors. This information will be reported annually to the general public.

Lastly, the Hold Harmless resolution includes: “Construction of FasTracks committed improvements within a corridor will not start until there is a firm commitment of all required funding sources, be they private, local-match or federal monies and intergovernmental agreements are in place with local governments concerning permits, design and plan review process for timely implementation.”

Over the past three years, RTD has worked closely with elected officials, local governments, corridor stakeholders and the public to identify how to move the FasTracks program forward in a manner that is consistent with the Hold Harmless resolution. Consensus from the stakeholders is that building the entire program as soon as possible, and finding additional revenues to fill the gap (as assumed in this financial plan) is consistent with the Hold Harmless resolution.

Federal Funding

The existing Southwest and the Southeast corridor projects were completed with assistance from the Federal Transit Administration in the form of New Start Grant funds. Under federal procedures, once a project is qualified for funding, the FTA enters into a “Full Funding Grant Agreement” (FFGA). The FFGA sets a maximum federal contribution and the percentage of federal funding. For the Southwest Corridor, the federal New Start percentage was 68% and for the Southeast the federal percentage was 60% of the project costs.

In January of 2009, RTD received a FFGA for the West Corridor project in the amount of $308.7 million. As of 2010, a total of $268.5 million in New Starts funds has been appropriated for the West Corridor.

In April, 2010, FTA approved the Eagle Project for entry into Final Design, which is the final step before submittal of an FFGA application. A total of $4.5 million was appropriated in the 2010 federal budget, an additional $40 million for the East Corridor and $40 million for the Gold Line projects is included in the President’s FY 2011 budget request, and $300 million is included in the President’s FY 2012 budget request. RTD has submitted its final application for an FFGA in the amount of $1.03 billion for the Eagle Project, and anticipates receiving the FFGA by the summer of 2011.

The total amount of Federal funding in the Plan assumes $1.3 billion in Federal New Start Grant funds, $75 million in Small Starts funds, and $212.6 million of other federal grant revenues. The Plan includes the existing FFGA for West Corridor, and approval of the pending FFGA application for the Eagle Project. Additionally, the plan assumes that one corridor, the Southeast Corridor Extension, will receive a federal Small Starts grant. Of the $212.6 million of other federal grants, the Plan assumes
approximately $52.6 million in Future Surface Transportation Reauthorization grants, $62.7 million in federal flexible (CMAQ) dollars, and $49.8 million in SAFETEA-LU earmarked funds between years 2008 and 2018, consistent with the DRCOG 2008-2013 TIP allocation, and with RTD’s past receipts.

The Plan also includes $47.4 million in American Recovery and Reinvestment Act (ARRA) funds, which includes $28.4 for DUS, $7.6 million for US 36 BRT Phase 2, $8.8 million for West Corridor CNPA, and $2.6 million for corridor enhancements.

In the future, RTD has the option to request federal participation in other FasTracks corridors. Future transportation funding reauthorizations are subject to Congressional discretion. Historically the minimum statutory local match has been 20%; recently, the practical match for New Starts projects has been 40 – 50%.

Interest Earnings

RTD issued $600 million in sales tax revenue bonds and $379.1 million in sales tax revenue bonds in 2006 and 2010, respectively. The Plan calls for additional debt issuances in 2014 and 2018. The Plan assumes investment income on bond proceeds until they are spent down, as well as on debt service reserves and other unspent cash balances. The annual rate of return on future RTD investments is assumed to be 1.50%.

Between 2005 and 2020, investment earnings are projected to total $237.3 million.

3. Operating Revenues

Farebox Revenues: Base System

Base system farebox revenues were based on the forecast contained in RTD’s 2011 Adopted Budget, which includes a fare increase that was implemented on January 1, 2011. Farebox revenue forecasts for the base system for the years 2012-2035 assumed growth based on population growth, service growth and the change in the consumer price index (CPI). Farebox revenues were assumed to increase with the rate of population growth each year, due to ridership increases associated with population growth. Additional increases were tied to increases in service, with farebox revenue assumed to increase at 75% of the system wide average revenue per service hour with each increased hour of bus service provided. These adjustments were initially applied in constant 2011 dollars.

RTD fiscal policies state that RTD’s six-year Strategic Business Plan (SBP) includes periodic fare increases to permit fare revenues to keep pace with cost increases, as measured by the Denver-Boulder Consumer Price Index (CPI-U). RTD’s most recent fare increase was implemented on January 1, 2011. The farebox revenue forecasts in the Plan will assume that the next fare increase will be implemented in 2014, and that CPI-based fare increases will be implemented every third year after 2014. Table 4 shows the projected RTD fare increase percentages from 2014 – 2035:
### Table 4

**RTD Fare Increase Percentage**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>11.70%</td>
</tr>
<tr>
<td>2017</td>
<td>8.90%</td>
</tr>
<tr>
<td>2020</td>
<td>7.90%</td>
</tr>
<tr>
<td>2023</td>
<td>7.90%</td>
</tr>
<tr>
<td>2026</td>
<td>7.60%</td>
</tr>
<tr>
<td>2029</td>
<td>7.30%</td>
</tr>
<tr>
<td>2032</td>
<td>7.00%</td>
</tr>
<tr>
<td>2035</td>
<td>6.60%</td>
</tr>
</tbody>
</table>

### Farebox Revenues: FasTracks System

For the FasTracks corridors, RTD prepares travel forecasts for the horizon years 2020 and 2035. These forecasts are provided at the station level and assume the full build-out of the FasTracks rapid transit system. RTD combined the construction schedule with the forecasts; with passenger fare revenues starting at the time the corridors are assumed to open to revenue service per the construction schedule.

Existing average fares paid by class of service are applied to the ridership forecasts for each corridor in constant 2007 dollars. Based upon the forecast boardings by station, RTD can estimate the percentages of riders on each corridor that are expected to be paying local, express, regional, and skyRide fares. Table 5 shows the 2007 average fare paid by class of service.

### Table 5

**RTD Average Fare by Service Class**

<table>
<thead>
<tr>
<th>Service Class</th>
<th>Average Fare Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>$0.75</td>
</tr>
<tr>
<td>Express</td>
<td>1.98</td>
</tr>
<tr>
<td>Regional</td>
<td>2.54</td>
</tr>
<tr>
<td>skyRide</td>
<td>3.27</td>
</tr>
<tr>
<td>Light Rail</td>
<td>0.83</td>
</tr>
</tbody>
</table>

Applying the average fare paid by service class to the forecast boardings by station and distance from downtown Denver, average fares per boarding were generated for each corridor as shown in Table 6:
### Table 6
**FasTracks**
**Average Fare Paid by Corridor Segment**
(2007 Dollars)

<table>
<thead>
<tr>
<th>Corridor Segment</th>
<th>Average Fare Per Boarding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>$0.45</td>
</tr>
<tr>
<td>Southwest</td>
<td>0.87</td>
</tr>
<tr>
<td>Southwest Extension</td>
<td>1.52</td>
</tr>
<tr>
<td>Central Platte Valley</td>
<td>0.45</td>
</tr>
<tr>
<td>Southeast</td>
<td>1.12</td>
</tr>
<tr>
<td>Southeast Extension</td>
<td>1.52</td>
</tr>
<tr>
<td>West</td>
<td>0.65</td>
</tr>
<tr>
<td>Northwest Rail</td>
<td>1.29</td>
</tr>
<tr>
<td>U.S. 36 BRT</td>
<td>1.72</td>
</tr>
<tr>
<td>East</td>
<td>1.13</td>
</tr>
<tr>
<td>Central Corridor Extension</td>
<td>0.45</td>
</tr>
<tr>
<td>I-225</td>
<td>0.86</td>
</tr>
<tr>
<td>North Metro</td>
<td>1.20</td>
</tr>
<tr>
<td>Gold Line</td>
<td>0.63</td>
</tr>
</tbody>
</table>

The travel forecasting model produces daily ridership estimates. The fare recovery rates were applied, and then the daily fare totals annualized to produce annual fare revenue forecasts for each corridor. The annualization factor of 300 is based on RTD actual operating statistics and fare revenues.

The initial farebox revenue projections were developed in constant year dollars, and adjusted to incorporate fare increases to keep pace with inflation. Fare increases for the FasTracks system are assumed to occur on the same schedule as those for the base system, with future fare increases in every third year starting in 2014. The average fare paid for FasTracks corridors also is assumed to increase at the same rate as for the base system, with fare increases ranging from 6.6% to 11.7%.

### Parking Revenues

In 2006 and 2007, the Colorado General Assembly passed legislation allowing RTD to charge for parking at its park-n-Ride lots. According to the legislation, RTD is allowed to allocate a fixed percentage of spaces in each park-n-Ride lot to be reserved for fee-paying users. Fees are charged to patrons who park at park-n-Ride lots for over 24 hours or non-residents of RTD. The legislation also allows different parking rates for District residents and non-residents.

RTD developed a parking revenue model incorporating the provisions of the legislation, as well as reasonable assumptions on parking demand and administrative costs. The model assumes that:

- Residents of RTD are not charged a fee for parking on a daily basis for first-come-first-served spaces.
- 12-13% of residents would opt to pay into a program that offers reserved spaces close to boarding areas and that the price for this would be $20 per month (per 22 working days).
- Non-residents will be charged $4.00 per day for first-come-first-served spaces and $40 to $50 per month for reserved spaces, depending on circumstances (location, demand, etc.).
• Charges for overnight parking for the East Corridor at a rate of $2.00 per 24 hours for residents and $4.00 for 24 hours for non-residents.

RTD implemented the Parking Management Program in stages over the first half of 2009. Forecast revenues in the 2010 Amended Budget were $411,000 for the first full year of operation. By 2035, the Parking Management Program is forecasted to generate a total of $8.7 million annually; $1.0 million allocated to FasTracks and $7.7 million allocated to the base system.

4. Operating Expenditures

Operating and non-operating revenues were applied to the payment of operating and capital expenditures. Operating expenditures are a major component of the Plan, which ensures that adequate funding is available to cover the cost of operating and maintaining the base and FasTracks systems once initial construction is complete. RTD developed operating expenditure projections based on past experience and expectations of future ridership, schedules, renewal and replacement, labor and general maintenance, all adjusted for inflation. RTD’s 2009 operating expenditures totaled $388.2 million and the Plan projects operating expenditures to increase to $1.206 billion by 2035 after full implementation of FasTracks.

RTD’s estimated operating expenditures are illustrated in the following figure. Included in these estimates are the operating portion of the service payment the District will make under the Concession Agreement with Denver Transit Partners relating to private operating expenditures for the Eagle Project, as discussed in greater detail in Section 6.

Figure 3
Projected Operating Expenditures
2005-2035
(Dollars in Millions)

¹¹ FasTracks O&M Includes the operating portion of the service payment the District will make under the Concession Agreement with Denver Transit Partners for the Eagle Project
5. Debt Financing

Financing a major project over a relatively short construction period requires significant expense to service debt and lease purchase financing. Historically, RTD has utilized two primary financing techniques: Sales Tax Revenue Bonds and Certificates of Participation (COPs).

As of December 31, 2010, RTD had $261.1 million in sales tax bonds outstanding for the base system and $977.6 million in sales tax bonds outstanding for the FasTracks program. In August 2001, a commercial paper program secured by sales tax revenues on a junior lien to the fixed rate sales tax bonds was implemented in the amount of $118.5 million to provide bridge financing for the T-REX project. Commercial paper in the amount of $92.5 million was actually issued, and was repaid in full as of November, 2010.

Sales Tax Revenue Bonds

Sales tax revenue bonds are the “backbone” of RTD’s financing program. This is because senior lien sales tax bonds provide the strongest security, and thus lowest long-term borrowing costs to RTD.

To date, RTD has issued $979.1 million in sales tax revenue bonds to fund capital investments in the FasTracks program. Additional sales tax revenue bond issues totaling $1.88 billion are projected to be issued in accordance with the schedule in Table 7:

<table>
<thead>
<tr>
<th>Year</th>
<th>Par Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006A</td>
<td>$600,000</td>
</tr>
<tr>
<td>2010(^1)</td>
<td>379,140</td>
</tr>
<tr>
<td>2014 (Future)</td>
<td>978,510</td>
</tr>
<tr>
<td>2018 (Future)</td>
<td>898,880</td>
</tr>
<tr>
<td><strong>Total for FasTracks</strong></td>
<td><strong>$2,856,530</strong></td>
</tr>
<tr>
<td><strong>Prior Issues</strong></td>
<td>979,140</td>
</tr>
<tr>
<td><strong>Future Issues</strong></td>
<td>1,877,390</td>
</tr>
</tbody>
</table>

\(^1\) These bonds were issued as Build America Bonds.

Bonds are assumed to be issued on a fixed rate basis, but this is not required. A TIC (True Interest Cost) of 5.85% is assumed for future issuances, which reflects an interest rate of 100 basis points over the 10-year historical estimated financing cost for RTD. The 10-year historical estimated financing cost for RTD is based upon the average of the 30-year MMD Index (4.72%), which is roughly the same as the current 30-year MMD Index (as of March 21, 2011). For Plan purposes, all bonds are assumed to be issued on June 1 of their respective years of issuance. The Series 2014 and 2018 issuances each have 30-year final maturities. The bonds are amortized to comply with all required bond covenants and TABOR requirements as well as RTD’s minimum net 1.20x debt service coverage policy.

Table 8 shows the debt service requirements for the existing bonds, and estimated debt service requirements for the future projected bonds.
### Table 8
Sales Tax Revenue Bonds
Existing and Projected Debt Service Requirements
(Dollars in Thousands)

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing Bonds</th>
<th></th>
<th>Future D/S (Estimated)</th>
<th>Total Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Base System</td>
<td>FasTracks System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>$33,470</td>
<td>$48,204</td>
<td>$-</td>
<td>$81,674</td>
</tr>
<tr>
<td>2011</td>
<td>35,444</td>
<td>49,519</td>
<td>-</td>
<td>84,963</td>
</tr>
<tr>
<td>2012</td>
<td>35,443</td>
<td>49,515</td>
<td>-</td>
<td>84,958</td>
</tr>
<tr>
<td>2013</td>
<td>28,772</td>
<td>49,515</td>
<td>-</td>
<td>78,287</td>
</tr>
<tr>
<td>2014</td>
<td>28,773</td>
<td>49,515</td>
<td>23,851</td>
<td>102,139</td>
</tr>
<tr>
<td>2015</td>
<td>28,772</td>
<td>49,519</td>
<td>57,243</td>
<td>135,534</td>
</tr>
<tr>
<td>2016</td>
<td>28,769</td>
<td>49,516</td>
<td>57,243</td>
<td>135,528</td>
</tr>
<tr>
<td>2017</td>
<td>28,627</td>
<td>49,517</td>
<td>57,243</td>
<td>135,387</td>
</tr>
<tr>
<td>2018</td>
<td>28,381</td>
<td>49,518</td>
<td>79,153</td>
<td>157,052</td>
</tr>
<tr>
<td>2019</td>
<td>28,385</td>
<td>49,517</td>
<td>109,827</td>
<td>187,729</td>
</tr>
<tr>
<td>2020</td>
<td>28,384</td>
<td>49,516</td>
<td>109,827</td>
<td>187,727</td>
</tr>
<tr>
<td>2021</td>
<td>22,896</td>
<td>49,518</td>
<td>109,827</td>
<td>182,241</td>
</tr>
<tr>
<td>2022</td>
<td>9,584</td>
<td>49,517</td>
<td>109,827</td>
<td>168,928</td>
</tr>
<tr>
<td>2023</td>
<td>9,582</td>
<td>49,515</td>
<td>109,827</td>
<td>168,924</td>
</tr>
<tr>
<td>2024</td>
<td>9,588</td>
<td>49,516</td>
<td>109,827</td>
<td>168,931</td>
</tr>
<tr>
<td>2025</td>
<td>-</td>
<td>49,516</td>
<td>158,047</td>
<td>207,563</td>
</tr>
<tr>
<td>2026</td>
<td>-</td>
<td>49,519</td>
<td>168,201</td>
<td>217,720</td>
</tr>
<tr>
<td>2027</td>
<td>-</td>
<td>97,330</td>
<td>120,392</td>
<td>217,722</td>
</tr>
<tr>
<td>2028</td>
<td>-</td>
<td>97,329</td>
<td>120,389</td>
<td>217,718</td>
</tr>
<tr>
<td>2029</td>
<td>-</td>
<td>97,332</td>
<td>120,389</td>
<td>217,721</td>
</tr>
<tr>
<td>2030</td>
<td>-</td>
<td>97,332</td>
<td>120,387</td>
<td>217,719</td>
</tr>
<tr>
<td>2031</td>
<td>-</td>
<td>97,335</td>
<td>120,385</td>
<td>217,720</td>
</tr>
<tr>
<td>2032</td>
<td>-</td>
<td>97,335</td>
<td>120,385</td>
<td>217,720</td>
</tr>
<tr>
<td>2033</td>
<td>-</td>
<td>97,331</td>
<td>120,386</td>
<td>217,717</td>
</tr>
<tr>
<td>2034</td>
<td>-</td>
<td>97,332</td>
<td>120,386</td>
<td>217,718</td>
</tr>
<tr>
<td>2035</td>
<td>-</td>
<td>97,334</td>
<td>120,384</td>
<td>217,718</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$384,870</strong></td>
<td><strong>$1,716,462</strong></td>
<td><strong>$2,344,326</strong></td>
<td><strong>$4,444,758</strong></td>
</tr>
</tbody>
</table>

### Denver Union Station Bond

In July 2010, RTD issued a $168 million, 30-year, subordinate lien bond to the Denver Union Station Project Authority (DUSPA) to finance a portion of the RTD contribution to the Denver Union Station project. Under this bond agreement, RTD will provide DUSPA with a 30-year cash flow of $12 million per year, structured as a fixed-rate bond with an interest rate of 5.85% on the RTD funds. This bond is amortized to comply with all required bond covenants and TABOR requirements as well as RTD’s minimum net 1.20x debt service coverage policy.
As of December 31, 2010, $166.8 million in principal was outstanding. Table 9 shows the debt service by year on the DUSPA bond through 2035.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$6,003</td>
</tr>
<tr>
<td>2011</td>
<td>12,006</td>
</tr>
<tr>
<td>2012</td>
<td>12,006</td>
</tr>
<tr>
<td>2013</td>
<td>12,006</td>
</tr>
<tr>
<td>2014</td>
<td>12,006</td>
</tr>
<tr>
<td>2015</td>
<td>12,006</td>
</tr>
<tr>
<td>2016</td>
<td>12,006</td>
</tr>
<tr>
<td>2017</td>
<td>12,006</td>
</tr>
<tr>
<td>2018</td>
<td>12,006</td>
</tr>
<tr>
<td>2019</td>
<td>12,006</td>
</tr>
<tr>
<td>2020</td>
<td>12,006</td>
</tr>
<tr>
<td>2021</td>
<td>12,006</td>
</tr>
<tr>
<td>2022</td>
<td>12,006</td>
</tr>
<tr>
<td>2023</td>
<td>12,006</td>
</tr>
<tr>
<td>2024</td>
<td>12,006</td>
</tr>
<tr>
<td>2025</td>
<td>12,006</td>
</tr>
<tr>
<td>2026</td>
<td>12,006</td>
</tr>
<tr>
<td>2027</td>
<td>12,006</td>
</tr>
<tr>
<td>2028</td>
<td>12,006</td>
</tr>
<tr>
<td>2029</td>
<td>12,006</td>
</tr>
<tr>
<td>2030</td>
<td>12,006</td>
</tr>
<tr>
<td>2031</td>
<td>12,006</td>
</tr>
<tr>
<td>2032</td>
<td>12,006</td>
</tr>
<tr>
<td>2033</td>
<td>12,006</td>
</tr>
<tr>
<td>2034</td>
<td>12,006</td>
</tr>
<tr>
<td>2035</td>
<td>12,006</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$306,165</strong></td>
</tr>
</tbody>
</table>

Certificates of Participation (COPs)

RTD has used COP financing, which is a form of lease purchase transactions for financing buses and rail vehicles. COPs are not secured by sales tax revenues, but are secured by the underlying leased asset and backed by RTD’s commitment to appropriate payments in future annual budgets. As of December 31, 2010, RTD had $274.9 million in outstanding COPs for the base system and $282 million in COPs outstanding for the FasTracks program.

RTD issued the Series 2005A COPs totaling $81.0 million in par amount to finance initial FasTracks expenditures related to the West Corridor. In November 2010, RTD issued $312.9 million in COPs to
fund capital investments on both the base and FasTracks systems. FasTracks investments funded from the Series 2010 COPs issue included the purchase of light rail vehicles and the construction of station parking facilities. In addition to the COPs issued for the FasTracks program, the Plan assumes the issuance of approximately $1.2 billion in COPs to fund base system capital expenditures. COP lease payments are not covered by TABOR restrictions.

Future COP issuances related to the Plan are shown in Table 10:

<table>
<thead>
<tr>
<th>Year</th>
<th>Base System</th>
<th>FasTracks System</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>2012</td>
<td>31,610</td>
<td>-</td>
<td>31,610</td>
</tr>
<tr>
<td>2013</td>
<td>80,380</td>
<td>-</td>
<td>80,380</td>
</tr>
<tr>
<td>2014</td>
<td>87,540</td>
<td>-</td>
<td>87,540</td>
</tr>
<tr>
<td>2015</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2016</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2017</td>
<td>62,760</td>
<td>-</td>
<td>62,760</td>
</tr>
<tr>
<td>2018</td>
<td>40,675</td>
<td>-</td>
<td>40,675</td>
</tr>
<tr>
<td>2019</td>
<td>83,400</td>
<td>-</td>
<td>83,400</td>
</tr>
<tr>
<td>2020</td>
<td>29,040</td>
<td>-</td>
<td>29,040</td>
</tr>
<tr>
<td>2021</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2022</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2023</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2024</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2025</td>
<td>138,815</td>
<td>-</td>
<td>138,815</td>
</tr>
<tr>
<td>2026</td>
<td>188,645</td>
<td>-</td>
<td>188,645</td>
</tr>
<tr>
<td>2027</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2028</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2029</td>
<td>318,345</td>
<td>-</td>
<td>318,345</td>
</tr>
<tr>
<td>2030</td>
<td>148,220</td>
<td>-</td>
<td>148,220</td>
</tr>
<tr>
<td>2031</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2032</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2033</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2034</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2035</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>$1,209,430</td>
<td>$ -</td>
<td>$1,209,430</td>
</tr>
</tbody>
</table>

Table 11 shows the lease payment requirements for RTD’s outstanding COPs, and estimated lease payment requirements through 2035 for the future projected COPs:
### Table 11
Certificates of Participation
Existing and Projected Lease Payment Requirements
(Dollars in Thousands)

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing COPs</th>
<th>Future COPs (Estimated)</th>
<th>Total Lease Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$40,419</td>
<td>$-</td>
<td>$40,419</td>
</tr>
<tr>
<td>2011</td>
<td>54,928</td>
<td>-</td>
<td>54,928</td>
</tr>
<tr>
<td>2012</td>
<td>57,026</td>
<td>830</td>
<td>57,855</td>
</tr>
<tr>
<td>2013</td>
<td>52,932</td>
<td>6,090</td>
<td>59,022</td>
</tr>
<tr>
<td>2014</td>
<td>54,498</td>
<td>11,151</td>
<td>65,649</td>
</tr>
<tr>
<td>2015</td>
<td>45,249</td>
<td>13,670</td>
<td>58,919</td>
</tr>
<tr>
<td>2016</td>
<td>45,245</td>
<td>13,673</td>
<td>58,919</td>
</tr>
<tr>
<td>2017</td>
<td>40,341</td>
<td>15,738</td>
<td>56,079</td>
</tr>
<tr>
<td>2018</td>
<td>44,874</td>
<td>29,048</td>
<td>73,922</td>
</tr>
<tr>
<td>2019</td>
<td>44,869</td>
<td>41,587</td>
<td>86,456</td>
</tr>
<tr>
<td>2020</td>
<td>52,066</td>
<td>46,111</td>
<td>98,177</td>
</tr>
<tr>
<td>2021</td>
<td>52,061</td>
<td>53,355</td>
<td>105,416</td>
</tr>
<tr>
<td>2022</td>
<td>48,550</td>
<td>55,402</td>
<td>103,952</td>
</tr>
<tr>
<td>2023</td>
<td>34,493</td>
<td>55,394</td>
<td>89,886</td>
</tr>
<tr>
<td>2024</td>
<td>34,488</td>
<td>55,407</td>
<td>89,895</td>
</tr>
<tr>
<td>2025</td>
<td>34,489</td>
<td>55,730</td>
<td>90,219</td>
</tr>
<tr>
<td>2026</td>
<td>21,215</td>
<td>57,033</td>
<td>78,248</td>
</tr>
<tr>
<td>2027</td>
<td>21,213</td>
<td>55,518</td>
<td>76,732</td>
</tr>
<tr>
<td>2028</td>
<td>21,216</td>
<td>55,519</td>
<td>76,734</td>
</tr>
<tr>
<td>2029</td>
<td>21,216</td>
<td>64,519</td>
<td>85,734</td>
</tr>
<tr>
<td>2030</td>
<td>21,212</td>
<td>79,334</td>
<td>100,545</td>
</tr>
<tr>
<td>2031</td>
<td>21,216</td>
<td>86,543</td>
<td>107,759</td>
</tr>
<tr>
<td>2032</td>
<td>21,178</td>
<td>82,487</td>
<td>103,665</td>
</tr>
<tr>
<td>2033</td>
<td>21,187</td>
<td>78,939</td>
<td>100,126</td>
</tr>
<tr>
<td>2034</td>
<td>21,196</td>
<td>78,941</td>
<td>100,137</td>
</tr>
<tr>
<td>2035</td>
<td>21,208</td>
<td>78,943</td>
<td>100,151</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$948,585</strong></td>
<td><strong>$1,170,962</strong></td>
<td><strong>$2,119,544</strong></td>
</tr>
</tbody>
</table>

**Commercial Paper**

The Commercial Paper (CP) Market allows RTD to provide short-term, interim financing to provide a bridge for federal appropriations and thus keep the project on schedule. Of the $118.5 million authorized CP, $92.5 million was actually issued. The full amount was retired as of November, 2010, and RTD has no outstanding CP at this time. Currently the Plan does not include future use of the Commercial Paper Market.
TIFIA

TIFIA, or the Transportation Infrastructure Finance and Innovation Act of 1998, provides a source of project financing to eligible projects. Under the provisions of TIFIA, the U.S. DOT can provide direct loans, credit enhancement or lines of credit. Eligible projects must meet the following federal criteria:

- Project cost must be at least $50 million
- TIFIA support is limited to 33% of project costs
- Project adheres to federal project requirements (labor, civil rights, etc.)
- Repayment must be from project revenues or non-federal sources
- Project senior debt must be investment grade

The Denver Union Station Project Authority has secured a $155 million loan from TIFIA to finance a portion of the Denver Union Station project. This TIFIA loan is not an RTD obligation, and is therefore not represented in the 2011 financial plan.

In past financial plans, RTD has assumed a TIFIA loan to cover 33% of the North Metro corridor. RTD is still considering a TIFIA loan for this corridor and will continue to evaluate this option as the North Metro project moves into construction. However, given feedback from DRCOG and RTD’s stakeholders that RTD be conservative in our financial plan assumptions, the 2011 financial plan assumes traditional bond financing with more conservative terms will be used for the North Metro corridor.

In 2010, RTD submitted a Letter of Interest for a TIFIA loan for the local share of the Eagle Project, and was one of four projects out of over 30 applicants to be invited to submit an application. RTD is continuing to work with USDOT on this TIFIA loan, which is projected to be approximately $280 million. This loan is not assumed in the current financial plan. If RTD is approved for a TIFIA loan for the Eagle Project, it is anticipated that it will be used to reduce the amount of future sales tax bond issuances. This will benefit RTD because the expected interest rate of the TIFIA loan will be attractive relative to sales tax bond rates, and the TIFIA loan will allow RTD to accrete interest to reduce cash flow pressure during initial operations of the FasTracks corridors in the years 2017-2020. Therefore, the TIFIA loan may be another tool by which RTD manages risk to ensure the timely completion of the FasTracks program.

6. Public-Private Partnerships (PPP)

A Public-Private Partnership (PPP) is a contracting arrangement where the public entity partners with a private contractor or consortium on the development of a public project. PPPs will be used on one or more of the FasTracks rapid transit corridors. In return for the private participation, the public agency pays annually appropriated availability payments to the private partner thereby spreading out large upfront costs of a project over time and preserving cash in the early years.

In July 2007, RTD proposed the East Corridor, Gold Line and the related Commuter Rail Maintenance Facility as a single, combined project (referred to as Eagle Project) for the U.S. DOT Public-Private Partnership Pilot Program, also known as Penta-P. RTD was one of only three transit agencies in the United States selected to participate in this program, which is designed to examine the benefits of public-private partnerships. Penta-P offers participating transit agencies a simplified and accelerated FTA review process designed to reduce the time and cost associated with traditional federal funding processes. The FTA indicated strong support for the Eagle Project by including $40 million for the East Corridor and $40 million for the Gold Line projects in the President’s FY 2011
budget request, and including $300 million in the President’s FY 2012 budget request. In April, 2010, FTA approved the Eagle Project for entry into Final Design, which is the final step before submittal of an FFGA application. RTD has submitted its final application for an FFGA in the amount of $1.03 billion for the Eagle Project, and anticipates receiving the FFGA by the summer of 2011.

Additionally, RTD has progressed procurement efforts for the Eagle Project, which includes the East Corridor, Gold Line, the electrified segment of Northwest Rail, Commuter Rail Maintenance Facility, and other ancillary projects. In November, 2008 RTD short-listed three teams for the Eagle Project through a Request for Qualifications (RFQ) process. In July, 2010, RTD entered into a 34-year Design-Build-Finance-Operate-Maintain concession agreement with Denver Transit Partners (DTP) for the Eagle Project.

As part of the financial plan in the concession agreement, DTP will provide debt and equity to cover $486.9 million of the initial capital cost of the Eagle project. In August, 2010, RTD acted as the conduit issuer for the issuance of $397.8 million in tax-exempt Private Activity Bonds for DTP to cover the debt portion of its financial commitment to the project. RTD will do cash flow borrowings, expected to be secured by the FasTracks sales and use tax, to bridge future receipts of Federal New Starts Grants, as described below.

Under the concession agreement, RTD will make annual availability payments (service payments) to DTP once the project is open for revenue service, which will cover operations, maintenance, and capital repayment. These payments are segmented into two pieces. The capital portion of the service payment is structured as a fixed annual debt subject to TABOR, secured on a subordinate basis to existing FasTracks revenue bonds. The outstanding principal amount of the TABOR portion of the service payment as of December 31, 2010 was $589.9 million. The operating portion of the service payment includes all costs to operate and maintain the line. The operating portion of the service payment is assumed to adjust according to a formula that includes inflation-based increases and performance-related reductions. The operating portion of the service payment is subject to annual appropriation and is not covered by TABOR restrictions. Table 12 shows the schedule of projected annual service payments to DTP.
### Table 12
Service Payment Schedule
TABOR Portion of the Service Payment and Operating Portion of the Service Payment¹
(Thousands of Year of Expenditure Dollars)

<table>
<thead>
<tr>
<th>Year</th>
<th>TABOR Portion of Service Payment</th>
<th>Operating Portion of the Service Payment</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2012</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2013</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2014</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2015</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2016</td>
<td>-</td>
<td>46,234</td>
<td>46,234</td>
</tr>
<tr>
<td>2017</td>
<td>40,954</td>
<td>39,531</td>
<td>80,484</td>
</tr>
<tr>
<td>2018</td>
<td>34,437</td>
<td>49,646</td>
<td>84,083</td>
</tr>
<tr>
<td>2019</td>
<td>45,388</td>
<td>62,255</td>
<td>107,643</td>
</tr>
<tr>
<td>2020</td>
<td>45,813</td>
<td>70,417</td>
<td>116,231</td>
</tr>
<tr>
<td>2021</td>
<td>46,264</td>
<td>57,781</td>
<td>104,045</td>
</tr>
<tr>
<td>2022</td>
<td>44,618</td>
<td>60,054</td>
<td>104,673</td>
</tr>
<tr>
<td>2023</td>
<td>45,790</td>
<td>63,565</td>
<td>109,355</td>
</tr>
<tr>
<td>2024</td>
<td>47,210</td>
<td>75,582</td>
<td>122,792</td>
</tr>
<tr>
<td>2025</td>
<td>49,812</td>
<td>99,024</td>
<td>148,836</td>
</tr>
<tr>
<td>2026</td>
<td>44,524</td>
<td>69,555</td>
<td>114,079</td>
</tr>
<tr>
<td>2027</td>
<td>45,475</td>
<td>69,132</td>
<td>114,607</td>
</tr>
<tr>
<td>2028</td>
<td>46,679</td>
<td>75,660</td>
<td>122,339</td>
</tr>
<tr>
<td>2029</td>
<td>48,154</td>
<td>86,654</td>
<td>134,808</td>
</tr>
<tr>
<td>2030</td>
<td>61,423</td>
<td>118,859</td>
<td>180,282</td>
</tr>
<tr>
<td>2031</td>
<td>49,261</td>
<td>76,839</td>
<td>126,100</td>
</tr>
<tr>
<td>2032</td>
<td>55,465</td>
<td>75,877</td>
<td>131,342</td>
</tr>
<tr>
<td>2033</td>
<td>67,957</td>
<td>78,475</td>
<td>146,432</td>
</tr>
<tr>
<td>2034</td>
<td>84,464</td>
<td>95,898</td>
<td>180,361</td>
</tr>
<tr>
<td>2035</td>
<td>97,323</td>
<td>122,715</td>
<td>220,038</td>
</tr>
<tr>
<td>2036</td>
<td>43,848</td>
<td>99,836</td>
<td>143,684</td>
</tr>
<tr>
<td>2037</td>
<td>49,295</td>
<td>95,058</td>
<td>144,352</td>
</tr>
<tr>
<td>2038</td>
<td>57,226</td>
<td>100,534</td>
<td>157,759</td>
</tr>
<tr>
<td>2039</td>
<td>73,605</td>
<td>117,277</td>
<td>190,882</td>
</tr>
<tr>
<td>2040</td>
<td>82,267</td>
<td>129,192</td>
<td>211,459</td>
</tr>
<tr>
<td>2041</td>
<td>77,751</td>
<td>110,087</td>
<td>187,838</td>
</tr>
<tr>
<td>2042</td>
<td>13,006</td>
<td>98,866</td>
<td>111,872</td>
</tr>
<tr>
<td>2043</td>
<td>15,090</td>
<td>142,912</td>
<td>158,002</td>
</tr>
<tr>
<td>2044</td>
<td>25,134</td>
<td>140,333</td>
<td>165,467</td>
</tr>
<tr>
<td>Total</td>
<td>1,438,234</td>
<td>2,527,845</td>
<td>3,966,079</td>
</tr>
</tbody>
</table>

¹TABOR Portion of the Service payment is considered a multi-year fiscal obligation of the District, and counts against RTD’s 2004 FasTracks TABOR Authorization and is secured on a lien below the existing FasTracks sales tax bonds. The Operating Portion of the Service Payment is subject to annual appropriation and may be adjusted for desired service levels. The Operating Portion of the Service Payment shown in the table reflects nominal figures per the Concession and Lease Agreement with DTP inflated using RTD’s inflation assumptions.
Under the concession agreement, DTP is responsible for delivering and operating the project according to the District's policy goals and standards and paying all project and finance costs from these service payments, while the District will own the project. The concession agreement includes various protections for RTD to ensure adequate control and remedies. Performance standards, periodic reviews, corrective measures, penalty assessments, cure periods, payment reductions, sharing of certain upside benefits and various other measures are provided in the terms of the contract to protect RTD. Ultimately, if DTP does not adequately perform under the contract, all or parts of the contract may be terminated.

Cashflow Borrowing for PPP

RTD will do cash flow borrowings, expected to be secured by the FasTracks sales and use tax, to bridge future receipts of Federal New Starts Grants. The plan anticipates RTD issuing a total of $250 million of cashflow bonds in 2013 and 2014 to bridge receipts of Federal New Starts Grants. The assumed interested rate for the cashflow borrowing is 3.95% which is lower than the assumed long-term sales tax bond borrowing rate due to the short tenor of the cashflow borrowings. The cash flow borrowings would be repaid in full by 2018, at a total repayment cost of $291.9 million and would be subject to TABOR.

7. TABOR Requirements

The Taxpayer’s Bill of Rights (TABOR), or Article X, Section 20 of the Colorado Constitution, approved by Colorado voters in November 1992, restricts the ability of RTD to enter into a multi-year fiscal obligation without voter approval unless there are adequate present cash reserves. TABOR also requires voter approval in advance for: (i) any increase in RTD’s revenues and spending from one year to the next in excess of a specified growth rate (CPI plus a growth factor based on net increase in the value of new taxable property); or (ii) any new tax or tax increase.

In November 2004, the voters of RTD approved a ballot measure under TABOR that increased the RTD tax rate and provided a debt authorization to build the FasTracks program. The ballot measure authorized RTD to increase the tax rate by 0.4%, from 0.6% to 1.0%, and to use the revenue generated by the tax to build and operate the FasTracks program, and repay all debt issued to build the projects. The measure also authorized RTD to keep a portion of the tax increase after the FasTracks system is built and all debt is repaid, in order to cover the operating costs for the expanded system.

While the increase in the authorized tax rate is fairly straightforward, authorization for debt in Colorado must define the maximum principal amount of debt to be issued and the maximum total debt service costs for such borrowings. Four elements of the financial plan are subject to the TABOR requirements: sales tax revenue bonds, the TABOR Portion of the Service Payment, the DUSPA bond, and cashflow borrowings for the Eagle Project. Any potential TIFIA loan or commercial paper would be subject to TABOR if these are added to the plan at a future date. All of the estimated principal and interest for these items are included in the voted authorization. However, the allocation of principal and interest among these various financing mechanisms is subject to change. The total amount of principal and debt service the voters authorized in 2004 is shown in Table 13.
As with any long range capital improvement plan, the actual implementation of the Plan is dependent on project costs, inflation factors, revenue trends, and interest rate environment in the future. These factors can never be predicted over a ten year horizon with exact precision. For this reason, the Plan reflects contingencies, both in interest rates and project costs.

The Plan also assumes that Federal grants will be received approximately two years in arrears of project expenditures. To the extent Federal funding is provided on a timelier basis, some of the debt assumed in the Plan may become unnecessary.

The current financial plan assumes the passage of an additional 0.4% sales and use tax increase commencing in January 2013 to fund the balance of the FasTracks program. As required by TABOR, the RTD Board of Directors would need a vote to place the question in front of the voters at a general election, and the voters would need to pass the ballot initiative. At that time, the Board would review the authorized debt limits and determine the additional debt authorization request to include in the ballot issue.
Appendix C:
Cost Estimating Methodologies
Page left intentionally blank
During the FasTracks 2010 Annual Program Evaluation (APE), the majority of the estimates that were prepared followed the “Bottoms Up Estimating” procedure.

**Top Down Estimating Procedure for the RTD-FasTracks Program**

1. Top Down or parametric estimates are used on the FasTracks program when the corridor/project is less than 30% complete with design. Top Down estimates utilize standard unit rates developed internally by RTD.

2. A unit rate development team is assembled at the very start of the APE. This team is comprised of staff from all major disciplines i.e. track, civil, stations, bridges, systems, etc.

3. For each discipline, a lead is identified and has responsibility for all unit rates within that discipline.

4. Each discipline lead is given a unit rate template in the FTA Standard Cost Categories for Capital Projects (SCC) format to populate.

5. Bi-monthly status meetings are held to assist in keeping the process on schedule and to resolve issues.

6. RTD’s estimating group publishes material and labor cost and submits them to the discipline leads for their use. This process makes sure all unit rates use consistent pricing.

**Markup Guidelines**

7. In order to provide consistency to the development of the APE unit rates, the following is a guideline used to markup the APE unit rates. The unit rate needs to include contractor’s profit and home office overhead (15%). The Contractor’s field office overhead and other direct costs (ODCs) is 17% and is accounted for in a separate line item within the estimates under SCC 40.08. Unit rates are developed by one of the following approaches:

   **Bottom’s up Estimate**
   If the unit rate is developed from the “bottoms up”, the contractor’s profit and home office overhead of 15% must be added.

   **Colorado Department of Transportation (CDOT) Estimate**
   CDOT unit rates include all markups. When using the CDOT unit rates the contractor’s indirect costs of 20% should be removed.

   **Contractors Quote**
   A contractor’s quote includes all markups. When using a contractor’s quote the contractor’s indirect costs of 20% should be removed.

   **Means Estimate**
   When Means unit rates are considered, the “Total” amount and not the “Total incl O&P” values are used. The 15% for the contractor’s home office overhead is added to the “Total” Means values. The contractor’s field overhead and ODCs are included in the SCC 40.08 line.
Other Estimate

Any alternative method used for unit rate development is evaluated by RTD’s FasTracks Chief Capital Cost Estimator before it is used on any FasTracks APE estimates.

8. Once the initial unit rates are developed they are sent out to the project team for review and comment. After the comments are incorporated the unit rates are published and used by the Project Managers (PMs). The PMs populate the project estimate with the approved unit rates.

9. The Engineer of Record design plan quantities shall be used as the official takeoff quantities. The quantities can be generated traditionally by using either dimensions shown on the drawings, or by scaled measurements when necessary. In addition, some linear and area measurements can be made on the electronic copies of the plan sheets in portable document format (PDF) by utilizing on-screen measuring tools.

10. The takeoff quantities are loaded into the individual project cost estimates.

11. The following must be carefully taken into consideration when estimating “big ticket” items:

   • Major items of cost will require “bottoms up” estimating by selecting and possibly modifying the preprogrammed standard crews. In addition, the production rates used will require careful consideration of the uniqueness of the project.
   • Material suppliers are contacted to obtain permanent and expendable material costs.
   • Contact subcontractors to get input and prices for specialty work.
   • Research appropriate websites to obtain general information, especially regarding various expendable materials such as forming supplies, form rentals, sheet piling, shoring, etc. Also, research the capabilities of the various specialty equipment to be used as related to the specific project requirements.

12. Using information from the estimate, as well as the FasTracks program schedules, determine the total time required for each phase of the project (i.e., design, construction, commissioning/testing). This duration, usually designated in months, is used in the calculation of the jobsite indirect costs.
Estimating Procedure for the RTD-FasTracks Program (Bottoms Up)

1. “Heavy Bid” by HCSS, Inc. is the standard estimating software that is utilized for producing all RTD-FasTracks program estimates and includes the following capabilities:

   - Preprogrammed material and subcontract costs that are pertinent to the RTD-FasTracks program. These will be updated for each major estimate, especially for those materials and subcontracts that comprise the largest costs (rail, ties, MSE wall panels, MSE wall select backfill, embankment borrow material, concrete, reinforcing steel, structural steel, prestressed concrete bridge girders, etc.).
   - Preprogrammed labor rates for the various classifications (i.e., laborer, carpenters, semi-skilled, bulldozer operator, etc.). The Estimating Group continually monitors the latest Davis-Bacon decisions and updates the labor rates accordingly.
   - Preprogrammed equipment rates for most types of equipment. These rates periodically revised whenever there are any major changes to either the ownership or operating costs with yearly updates to the Rental Rate Blue Book for Construction Equipment.
   - Preprogrammed crew assemblies for the most common heavy/highway/transit/rail types of work.
   - The ability to customize the labor rates, equipment rates, crews, etc. to fulfill job-specific requirements.
   - The ability to modify the labor burden categories (payroll taxes, workman’s comp rates, fringe benefits, hours greater than 40 per workweek factor, etc.).
   - Preprogrammed typical heavy/highway/transit/rail pay items that have built-in unit prices.
   - Preprogrammed activities from past estimates, which contain a checklist of indirect costs (supervision, engineering, quality control inspection and testing, survey, field office, equipment maintenance and mechanic, etc.) typically encountered on heavy/highway/ transit/rail types of projects.

2. The FasTracks Standard Production Rates have been developed for most of the work activities that are typically encountered on FasTracks projects. For the majority of the individual work activities, there are “low,” “medium,” and “high” production rates listed, depending upon jobsite conditions and the quantities of work to be performed.

3. Monitor the anticipated design plan submittal dates as reflected on the FasTracks Master Program Schedule to establish time frames required for producing the major program corridor estimates. In addition, Heavy Bid is used to perform check estimates on contract changes/contract directives or any other estimating services as required. Estimating subconsultants are employed on an as-needed basis when the estimating workload is anticipated to exceed the available resources.

4. Consult with experts in the field (people who have “first-hand” knowledge of field operations) of transit/rail construction to obtain their input related to crew assemblies (labor and equipment), along with typical production rates that the crews are capable of obtaining in various scenarios (tight ROW, limited work areas, large work areas, interfaces with third parties, typical things to “watch out for”, etc.). Heavily utilize the information obtained from these sources to adjust the standard preprogrammed crews in Heavy Bid or add custom and/or specialty crews to the database.
5. Study the plans to gain an understanding of the work which comprises the majority of the project cost. Roughly identify the 20% of the project elements which comprise 80% of the project cost. Partition the time allotted to produce the cost estimate between the 20% “big ticket” items, according to the level of effort required. For instance, earthwork, drainage and various structures components will usually require more time than rail installation.

6. Perform the detailed quantity takeoff, particularly for all of the “big ticket” items. The designer’s plan quantities, if provided, should be used as a “rough check” of the takeoff quantities. The quantities can be generated traditionally by using either dimensions shown on the drawings, or by scaled measurements when necessary. In addition, some linear and area measurements can be made on the electronic copies of the plan sheets in portable document format (PDF) by utilizing on-screen measuring tools.

7. Input the takeoff quantities into the individual cost activities set up in the Heavy Bid estimating software.

8. The following must be carefully taken into consideration when estimating “big ticket” items:
   - Major items of cost will require “bottoms up” estimating by selecting and possibly modifying the preprogrammed standard crews. In addition, the production rates used will require careful consideration of the uniqueness of the project.
   - Material suppliers are contacted to obtain permanent and expendable material costs.
   - Contact subcontractors to get input and prices for specialty work.
   - Research appropriate websites to obtain general information, especially regarding various expendable materials such as forming supplies, form rentals, sheet piling, shoring, etc. Also, research the capabilities of the various specialty equipment to be used as related to the specific project requirements.

9. Using information from the estimate, as well as the FasTracks program schedules, determine the total time required for each phase of the project (i.e., design, construction, commissioning/testing). This duration, usually designated in months, is used in the calculation of the jobsite indirect costs.

10. Utilizing the indirect activities from past estimates as a template, determine the applicable items comprising the jobsite indirect costs. Base the individual activity costs on the estimated times determined in the above step.

11. Next, use the “Spread” tool in Heavy Bid to spread the markup amounts for the contractor’s home office overhead and profit (usually 15%) to all of the activities of cost. This will generate the “bid prices” for each of the bid items comprising the estimate.

12. When the estimate has been completed in Heavy Bid, usually the estimate will need to be compared to either the Design Engineer’s or the Contractor’s cost estimate. As such, produce a spreadsheet that compares these costs. Usually the designer will already have put his estimate in Excel spreadsheet format, with a separate workbook sheet being used for each of the SCC codes. There should also be a separate summary sheet in the workbook that summarizes the costs by the SCC codes.

13. Estimates generated within the FasTracks Estimating Group are reviewed by a qualified estimator within the group to confirm the estimates are accurate and free of error.
14. The estimates are reviewed with the Corridor Project Manager to confirm all project elements have been included. Appropriate adjustments are made and the estimate is finalized. The estimate is then coded with the Work Breakdown Structure (WBS) cost accounts and an Excel spreadsheet export file generated. The resulting export file can be input into PRISM Project Manager, the FasTracks Cost Control System, for estimate-to-complete calculations and cost control purposes.

15. When the subsequent design submittal are received for review, the previous design submittal estimate is version controlled before any estimate updates are completed as a result of any changes to the design.