



Sep. 25, District A
1600 Blake/South HS

Stakeholder Comments/Issues	Responses
Option: Bus Rapid Transit along other corridors	Bus Rapid Transit (BRT) technology was considered in the early stages of planning and project development for all corridors in the FasTracks program. It was identified as the appropriate transit technology in only the US36 corridor.
Question: Can Local Municipalities offer to directly fund their extension? For instance - Boulder to Longmont?	Yes.
Does the FasTracks Tax sunset at some point?	The 4/10 of a cent sales tax that was approved by the votes for the FasTracks program in 2004 sunsets when the bonds for construction of all of the projects are paid. Some portion of the tax has been retained in perpetuity to fund the operations and maintenance of the FasTracks projects.
Is there a local reference point to compare cost escalation (historically)? i.e. DIA, Portland (160% over budget", The Big Dig?	Every project is unique, and RTD is leveraging the best in industry resources to assure FasTracks is delivered in the best possible manner.
What about an outside audit by the State of Colorado to confirm confidence in 7.9 budget?	The FasTracks program and financial plan is reviewed every year by the staff and Board of the Denver regional Council of Governments.
Is Fitzsimmons a considered priority because of the hospitals?	The RTD Board is in the process of determining available funding for each FasTracks project. Once this has been done, the I-225 project team will work with the local stakeholders to determine how far the line can be built.
Isn't "single track" less safe? Does it cost more in ultimate build-out?	Single-track operations are very safe. RTD is committed to building and operating a system that meets established safety standards. Conversion of single-track operations to double-track operations at a later date would result in some additional costs.
Where are we in relationship to original schedule?	The FasTracks program is on schedule.
How are property values inflating? Why can't we buy now, while values are deflated?	There is an escalation factor for acquisition of property in the cost estimates for FasTracks. RTD cannot acquire property for its projects until the environmental documents are completed. In order to minimize the amount of property to be acquired (to reduce costs and impacts to property owners), the design and engineering of the project has to be developed to a higher level of detail than we have at this time.
Concern that reduced service option (#4) will result in slowdown and even more of a reduce service (because of single track).	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board has been compiled. A summary of the comments received has been provided to the RTD board members.



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Rail line to Boulder should be integrated into Statewide rail service plan.	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board have been compiled. A summary of the comments received has been provided to the RTD board members.
We need to have a Statewide Dispatch for all rail service; freight, passenger, etc. Engineers need to be licensed.	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board have been compiled. A summary of the comments received has been provided to the RTD board members.
RTD needs to explore joining international organization (s) that distributes commodities on a discounted basis for rail projects.	Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board have been compiled. A summary of the comments received has been provided to the RTD board members.
1. Proposed properties needed on the West Line. 2. Cost to RTD for these properties and properties purchased. 3. Expenditures on the WC for the month. Would like check register for the last three months.	1. This information can be obtained through an open-records request. 2. Property costs will not be available until purchases are complete. 3. Monthly status reports, including cost information, are available on the West Corridor Web site at www.RTD-FasTracks.com



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<p>Option1- Can you explain the methods used to identify the shortened segments? Have other cities plans similar to FasTracks contain segments that were not tied to the "core" (Denver- Union Station) Option 2- Public nightmare-although this is an interesting long-term idea; Which "corridor" would be more valuable to develop (the one to the North, or the one to the south); If 1 "corridor" was managed by light rail, would the other corridor be home to an ultra-efficient bus system? In other words, would/could resources be pooled to maximize each system? Option 3- My main concern is that slower operations will discourage active ridership; My personal opinion is that the more regular and efficient the system, the more people will participate. Option 4- I think it will be difficult to convince the public that single track is viable. My initial thought was that less frequency would mean a decrease in ridership (and thus a decrease in asset utilization); If we are going to try to continue to apply for federal funding, we need to show success in the projects that we have already implemented` (as you have already done, and therefore qualified for additional funding).</p> <p>Option 5- Like all of the options to increase revenue with the exception of sales tax increase. I am not sure the ultimate result of increasing sales tax... Would an increase in sales tax discourage spending in Denver? A suggestion would be to emphasize a focus on PPPs, Optimizing RTD (may be smart to get an external audit, just to quiet the grumpy ones), emphasize that we are forward thinking...</p> <p>Isn't spending during a recession good? I thought this was awesome. Loved the electronic participation, particularly the automatic response. Karen Morales presented the material articulately and she moderated well.</p>	<p>Please note that the options that have been presented to-date are concepts to serve as the starting point for discussion. After the RTD Board selects an option as an approach to addressing fiscal issues, more analyses will be conducted to identify the end offline stations for each corridor. These initial concepts for the length and end of line stations were based primarily on ridership projections for 2035 and estimated costs.</p> <p>As planning studies for both the US36 BRT project and the Northwest Rail project proceed, opportunities to coordinate service and the location of facilities for the two projects will considered. Funding for these projects, like all of the other FasTracks projects, will be subject to the decision of the RTD Board on the options that are under consideration for the funding and schedule of the overall program.</p> <p>RTD is committed to pursuing a public private partnership to help to fund the East Corridor and Gold Line. Under this approach a private contractor would operate and maintain the serve and vehicles in those corridors. The RTD Board will also consider use of a design-build approach and public-private partnerships for other corridors.</p> <p>Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.</p>



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<p>I attended the RTD FasTracks SW Corridor public scoping meeting Oct. 16 at the Highlands Ranch Metro District and made these comments verbally at the meeting. 1. Most important - PLEASE DO NOT LET RTD BUDGET CUTS NIX THE SW CORRIDOR EXTENSION. HIGHLANDS RANCH NEEDS THIS AND I WANT IT! 2. This is a great project and the sooner it's completed the better! 3. Regarding access to the 1,000 car park-and-ride: Any access that can be provided to the parking lot from Lucent Blvd. would be greatly appreciated to alleviate congestion at the intersection of Plaza and Lucent. A "turn-out" already exists on the west side of Lucent between Plaza and C-470, which now only provides a directory to home developers in HR. This is essentially obsolete since most of HR is now built-out. If this turn-out could be extended into the planned parking area, it would provide very efficient access for east-bound C-470 traffic immediately off of the southbound Lucent exit ramp. 3. Pedestrian access: The Lucent-Plaza intersection is NOT pedestrian-friendly and will only be worse with park-and-ride traffic. A pedestrian bridge over Lucent would greatly aid access to the Lucent/Avaya office buildings and the HR Town Center development. 4. The planned end-of-the-line station is well west of the Lucent- C-470 intersection and will be a rather long and unpleasant hike in our inclement winter weather. The closer the station could be located to Lucent Blvd (farther east), the better in order to shorten the hike to the Lucent/Avaya offices and HR Town Center.</p>	<p>Thank you for your comments. All comments on the FasTracks options being considered by the RTD Board will be compiled. A summary of the comments received will be provided to the RTD board members.</p> <p>An end-of-line station is planned for C-470/Lucent Boulevard with a 1,000 space park-n-Ride. An intermediate station, located near the southeast corner of the C-470/U.S. 85 Interchange is also being considered as part of this current phase of study. This intermediate station was included in the Southwest Extension Transit Corridor Planning and Conceptual Engineering Study (2002), but is currently not a part of the FasTracks plan that was voted on in 2004. While it is early in the project planning phase, the project team does not have plans to shorten the length of the extension at this time.</p>