



Oct. 01, District E
Aurora Center for Active Adults

Stakeholder Comments/Issues	Responses
Where was option 6 as mentioned by one of the Directors and reported in the papers? With over 51% supporting the FasTracks vote, would the .04 sales tax be refunded? With the PPPs becoming involved, it was mentioned that the private parties would provide the monies to build 3 of the corridors. Who will do the maintenance on these corridors and collect the fares? Who pays for the bonds?	Under the public-private partnership, maintenance and fare collection has been formed by the firm that the RTD would contract with, The contractor would have to meet performance criteria established by the RTD. Bonds will be held and the debt service retired by the RTD.
Are assumptions about traffic and ridership built into the options?	The options were developed using projected ridership for the year 2035 from the Denver Regional council of Governments travel demand model which incorporate traffic data.
Option #1 is a "non-starter".	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.
Will RTD use eminent domain for TOD and on I-225 like West Corridor?	RTD can only acquire property for transit purposes such as guide ways, stations and parking facilities. RTD cannot acquire property for development purposes. Development around stations is carried out by private developers under the zoning codes and development polices of the municipalities in which the station is located.
Option #2 pits cities against each other.	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.
Option #4 would cost more overall due to going back to add 2nd track at later date.	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.
If costs of materials go down and if revenues increase can we build more rail?	Improved economic conditions would allow the program to be built more quickly, and make it more likely that program would be built as originally planned.
These options should be added: Option #6 - scrap the whole program Option #7 - BRT with fixed guideway - convert to LRT later	These options have been suggested by others as well. Information on these options has been made available to the RTD Board at its November meeting. 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 have been provided to the RTD board members.



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<p>Was BRT considered in the development of the original FasTracks plan? How many jobs will be created by construction of FasTracks?</p>	<p>A significant amount of planning was accomplished before the vote in 2004 beginning in 1997 through a combination of Major Investment Studies (MIS) and Corridor Studies. 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 US 36 corridor.</p> <p>With the current schedule to complete the FasTracks program by 2017, it has been estimated that more than 10,000 people will be employed at the height of construction.</p>
<p>If FasTracks is scrapped; what does it mean to taxpayers on already built items?</p>	<p>If the FasTracks program is discontinued, and the tax rate is returned to the 6/10 of a cent initially approved for RTD, it is likely that those funds would be used to operate and maintain the existing system and those facilities that are currently under construction.</p>
<p>Can we transfer the stadium tax to FasTracks?</p>	<p>The RTD Board is considering every feasible option for additional revenue to fund the FasTracks program.</p>
<p>With Option #1; would bus service complete connections i.e. I-225 City Center to East Corridor Rail line to DIA?</p>	<p>For certain options, a re-structuring of bus routes and service would be likely in order to serve the region and make connections effectively.</p>
<p>Why not use undeveloped Stapleton property rather than Peoria property?</p>	<p>This would likely cost more money for the I-225 Corridor project due to the added track to get to Stapleton. It also would be "out-of-direction" for those transit patrons using I-225 Corridor and transferring on the East Corridor to go to DIA.</p>
<p>Do Public Private Partnerships have Eminent Domain?</p>	<p>The concessionaire in the public-private partnership would not have authority to exercise eminent domain. If eminent domain proceedings were necessary, RTD would carry them out.</p>
<p>Option #5 - $0.4 + 0.3 = 0.7$ vs 0.6 base system Piecemeal taxes are less effective</p>	<p>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 have been provided to the RTD board members.</p>