



Oct. 22, District L
Apex Center

Stakeholder Comments/Issues	Responses
Option #6? BRT for ALL corridors? (see transitanalysis@aol.com) Tom Graham - will escalate to 12B due to indemnification.	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.
What is the confidence level going forward, that costs won't continue to escalate beyond the expected?	The projected cost estimates used for the 2008 Annual Program Evaluation are very conservative. This provides a high degree of confidence moving forward.
If Option #1 - reduced FasTracks - end the program in 2017 - what happens next? "Next Tracks"	Under Option 1, the FasTracks program would end in 2017 and no extensions of the rail lines would be built.
With the original FasTracks plan, does tax stop in 2017?	The 4/10 of a cent sales tax that was approved by the votes for the FasTracks program in 2004 sunsets when bonds for construction of all of the projects are paid. Some portion of the tax will be retained in perpetuity to fund the operations and maintenance of the FasTracks projects.
If we build single track; would service shut down to build second track?	There could possibly be short-term service interruptions during construction. Construction activities that would require shutting down operations would probably be conducted during the overnight hours and/or over weekends in order to minimize the disruption of weekday service.
How do you structure service planning to reduce SE and SW to support increase to new corridors?	This would be determined based on direction from the RTD Board.
With longer headways, can we add longer trains with more capacity? Can we use double-decker trains? Option #4	These are alternatives that could be considered.
Does RTD have any additional equity they could use or sell or privatize to help fund FasTracks?	RTD is looking at all possible sources for revenue, including existing RTD assets.
Where do we stand on "fare recovery" on existing light rail and bus lines. Is it true that state requirement is 35% (yes)	The State requirement is for a 30% cost recovery ratio. Measured against the State requirements RTD safely exceeds the state mandate (42.1% in 2006).



Oct. 22, District L
Apex Center

Stakeholder Comments/Issues	Responses
As a small business owner, who didn't vote "yes" in 2004, he doesn't want to see any more sales tax increases. It would likely hurt his business. Option #5 - very unsupportive.	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.