



# **2011 Annual Program Evaluation**

**Completing the Vision:  
Overview of Stakeholder Feedback and  
Implementation Packages For RTD Board  
Consideration**

**FasTracks Monitoring Committee  
January 11, 2011**

# Overview of Tonight's Briefing

- Introduction and objective of this presentation
- Overview of stakeholder input
- Implementation packages for RTD Board consideration
- Key upcoming milestones
- Opportunities for additional stakeholder input

# Chronology

- **Summer 2010: Competitive bid for the Eagle Project lower than internal estimates**
- **Fall 2010: Financial plan updated, determining that, absent new revenues, \$305 million is available for partially funded FasTracks projects**
  - This is not “new” money, but funds that can be used to help reduce the current FasTracks budget gap
- **November – December: Stakeholder input process on how to proceed**

# Stakeholder Input Process Review

- **RTD requested stakeholder input through December 17, including:**
  - Seeking input from key stakeholder groups that represent a broad, diverse cross-section of the region
  - Requesting that each stakeholder group provide a single, unified recommendation
  - Encouraging coalition-building among stakeholders to provide collaborative input that supersedes any individual geographic interests, but will benefit the region as a whole

# Questions for Our Stakeholders

- **What components of the three options outlined through the Construction Ready Plan do you favor?**
- **Which of the potential tax scenarios do you support most?**
- **With all of the potential tax scenarios, some projects can be completed sooner than others. Which projects do you think RTD should focus on completing next?**
- **When do you think RTD should pursue a potential tax increase for FasTracks?**
- **How likely are you to support that potential tax increase?**
- **What are the obstacles to a potential tax increase and what do you think can be done to overcome those obstacles?**

# Stakeholder Input Process Completed

- **Conducted 25 stakeholder outreach meetings**
- **Received input from 16 key stakeholder groups representing a broad, diverse cross-section of the region**
- **Received 61 comments from individuals**

# Stakeholder Input Process - Results

- **Key Stakeholders**

- No clear consensus
- Most stakeholders did not answer each individual question
- Of the three Construction Ready Plan options, Option 2, make minimum but meaningful investments in each corridor, was most favored
- Strong support for North Metro, I-225, U.S. 36 BRT and Northwest Rail for expending the \$305 M
- Across the board, key stakeholders want FasTracks completed sooner rather than later

# Stakeholder Input Process – Results (cont.)

- **Key Stakeholders**

- Concerned about increased taxes in the current economic climate
- No clear consensus on potential tax scenarios
  - Stakeholders supported tax increase scenarios ranging from 0.1% to 0.4%
  - Some stakeholders viewed redirection of the existing 0.1% stadium district tax set to expire at the end of this year as no increase in sales tax

# Stakeholder Input Process – Results (cont.)

- **Individual Input**

- 61 responses were received through the FasTracks website, but not all answered each question
- No clear consensus
- Several respondents wanted funding applied to a single corridor, however, no consensus on which corridor

# Stakeholder Input Process Review (cont.)

- **RTD evaluated each response and identified three implementation packages that are most technically feasible and collectively have the broadest cross-regional support**
  - Results of this analysis are included in this presentation
- **These three implementation packages will be analyzed further to determine a staff recommendation**
  - Results of this more detailed financial analysis will be provided to the RTD Board on January 25, including a staff recommendation

# Development of Implementation Packages – Four Main Goals

- **Goal No. 1: Meet Team Mantra “Build as much as we can as fast as we can, until it is all done!”**
- **Goal No. 2: Follow the FasTracks Guiding Principles**
  - Ensure every step contributes to the full vision
  - Focus money available to the greatest good
  - Spend public money wisely
  - Maximize outside funding before going to taxpayers
  - Deliver key investments in all corridors

# Development of Implementation Packages – Four Main Goals (cont.)

- **Goal No. 3: Meet Schedule Requirements**
  - Break ground on as many corridors that RTD can afford to operate as possible by early 2012
  - Prepare all corridors to move forward as soon as money is available (complete procurement documents)
- **Goal No. 4: Build Operable Projects**

# Development of Implementation Packages – Staff Approach

- In determining the best approach for completing the entire FasTracks program, RTD weighed the following considerations:
  - Stakeholder input
    - Strong desire to get whole program done as soon as possible
    - Many feel that projects in the north and I-225 should move forward next
  - Technical/financial feasibility
  - Ability to leverage additional funds for the program
    - Potential to provide additional federal funding to the program through additional New Starts and Small Starts grants
    - Opportunity to position US 36 managed lanes project to maximize outside funds

# Development of Implementation Packages – Staff Approach (cont.)

- Opportunity to partner with CDOT and others regionally on multi-modal transportation solutions
  - Working with CDOT to leverage additional revenues for US 36 through a federal loan (TIFIA)
  - CDOT has identified potential funding for highway expansion for segment 1 of I-225 to allow for a combined/multi-modal project

# Overview of Implementation Packages

- **Three packages were developed:**
  - #1: Assumes a successful 0.4% sales and use tax election in 2012 (consistent with the currently adopted FasTracks financial plan)
  - #2: Assumes a successful 0.2% sales and use tax election in 2011
  - #3: Assumes a successful 0.1% sales and use tax election in 2011
- **A separate model run is not being completed at this time for a successful 0.3% sales and use tax election because the results are very similar to the 0.4% scenario with the delay of approximately 4 years**
- **Each implementation package includes assumptions for expending the short-term funding available (\$305 M) and a plan for completing the entire program prior to 2042**

# Overview of Implementation Packages (cont.)

- **Each implementation package includes:**
  - Timeframe and amount of potential sales and use tax increase
  - New federal funding assumptions for additional New Starts and Small Starts grants
  - How to expend the short-term funding available (\$305 M)
  - Approximate schedules for the completion of each corridor
- **Each implementation package is presented at a high level – additional financial analysis and specific corridor schedules will be presented on January 25**

# Implementation Package - #1 (0.4%) Overview

- **Successful 0.4% sales and use tax election in 2012 (consistent with the currently adopted FasTracks financial plan)**
- **Assumes Small Starts funding for Southeast Corridor\***
- **Does not include New Starts funding**
  - Time required to apply for New Starts would extend program completion past 2019

\*This corridor is assumed to be the most competitive given current evaluation criteria; assumption may change once final evaluation criteria are released by FTA

# Implementation Package - #1 (0.4%) Overview (cont.)

- **Assumptions for \$305 M:**

- Expend on construction of operable segments primarily of US 36, North Metro and I-225 to ensure significant components can be completed for each of these corridors by the mid-2010s
  - US 36: \$90 M financial commitment (complete managed lanes to Interlocken)
  - North Metro: Complete DUS – Stock Show
  - I-225: Complete Nine-Mile to Iliff
- Provide immediate benefit to Northwest Rail corridor by completing park-n-Ride for end-of-line station in Longmont
  - Supports current bus operations

# Implementation Package - #1 (0.4%) Overview (cont.)

- **Assumptions for \$305 M (cont.):**
  - Final design and federal environmental process for Southeast Corridor Extension
    - Prepares the corridor for eventual Small Starts application
  - Relocate Union Pacific Railroad Track for Southwest Corridor Extension
    - Addresses key schedule risk area for future build-out of the entire project
  - Additional technical analysis for Central Corridor
    - Opportunity to advance engineering, operations and planning work in conjunction with local stakeholders
- **Entire program complete by 2019**

# Implementation Package - #1 (0.4%)

Corridor	Projects funded with \$305 M	Corridor Start	Full Corridor Completion
U.S. 36	Funding Commitment to Complete Managed Lanes to Interlocken (\$90 M) <sup>1</sup>	2011 – 2012	2017 – 2019 <sup>2</sup> (Schedule to fulfill RTD's financial commitment)
North Metro	Complete Segment from DUS to Stock Show Complex (\$90 M)	2011 – 2012	2017 – 2019
I-225	Complete Segment from Nine-Mile to Iliff (\$90 M)	2011 – 2012	2017 – 2019
Northwest Rail	Completion of Longmont Station (\$17 M)	2011 – 2012	2017 – 2019
Central Corridor	Additional technical analysis (\$0.5 M)	2011 – 2012	2015 – 2017
Southeast Corridor Extension	Final Design and Federal Environmental Process (\$9 M)	2011 – 2012	2017 – 2019
Southwest Corridor Extension	Relocation of Union Pacific Railroad Track (\$8.5 M)	2011 – 2012	2017 – 2019

<sup>1</sup>These funds are in addition to the \$30M commitment of remaining funds made in 2010 to US 36 prior to the stakeholder input process

<sup>2</sup>Opportunity to accelerate RTD's financial commitment will be explored if additional CDOT funds become available in the shorter term

# Implementation Package - #2 (0.2%) Overview

- **Successful 0.2% sales and use tax election in 2011**
- **Assumes Small Starts funding for Southeast Corridor Extension\***
- **Assumes New Starts funding for North Metro\***
  - Complete DUS to 72nd with local funds first to leverage funding available in the shorter term and to increase competitiveness of the rest of the corridor from a New Starts perspective

\*These corridors are assumed to be the most competitive given current evaluation criteria; assumptions may change once final evaluation criteria are released by FTA

# Implementation Package - #2 (0.2%) Overview

- **Assumptions for \$305 M:**

- Expend on construction of operable segments primarily of US 36, North Metro and I-225 to ensure significant components can be completed for each of these corridors by the mid-2010s
  - US 36: \$90 M financial commitment (complete managed lanes to Interlocken)
  - North Metro: Complete DUS – Stock Show (additional local funding is required to complete to 72<sup>nd</sup> in preparation for New Starts application)
  - I-225: Complete Nine-Mile to Iliff
- Provide immediate benefit to Northwest Rail corridor by completing park-n-Ride for end-of-line station in Longmont
  - Supports current bus operations

# Implementation Package - #2 (0.2%) Overview (cont.)

- **Assumptions for \$305 M (cont.):**
  - Final design and federal environmental process for Southeast Corridor Extension
    - Prepares the corridor for eventual Small Starts application
  - Relocate Union Pacific Railroad Track for Southwest Corridor Extension
    - Addresses key schedule risk area for future build-out of the entire program
  - Additional technical analysis for Central Corridor
    - Opportunity to advance engineering, operations and planning work in conjunction with local stakeholders

# Implementation Package - #2 (0.2%) Overview (cont.)

- **Northwest Rail corridor completed by mid to late 2020s**
  - Estimate for capital and Operations & Maintenance (O&M) costs increased due to preliminary negotiations with BNSF
  - Because of increased costs, opening Northwest Rail first could significantly delay completion of the rest of the program
  - Additional analysis to be provided on January 25
- **Other corridors complete by early to mid 2020s**
- **Entire program complete by 2027**

# Implementation Package - #2 (0.2%)

Corridor	Projects funded with \$305 M	Corridor Start	Full Corridor Completion
U.S. 36	Funding Commitment to Complete Managed Lanes to Interlocken (\$90 M) <sup>1</sup>	2011 – 2012	2019 – 2021 <sup>2</sup> (Schedule to fulfill RTD's financial commitment)
North Metro	Complete Segment from DUS to Stock Show Complex (\$90 M)	2011 – 2012	2023 – 2025
I-225	Complete Segment from Nine-Mile to Iliff (\$90 M)	2011 – 2012	2018 – 2020
Northwest Rail	Completion of Longmont Station (\$17 M)	2011 – 2012	2025 – 2027
Central Corridor	Additional technical analysis (\$0.5 M)	2011 – 2012	2022 – 2024
Southeast Corridor Extension	Final Design and Federal Environmental Process (\$9 M)	2011 – 2012	2016 – 2018
Southwest Corridor Extension	Relocation of Union Pacific Railroad Track (\$8.5 M)	2011 – 2012	2022 – 2024

<sup>1</sup>These funds are in addition to the \$30M commitment of remaining funds made in 2010 to US 36 prior to the stakeholder input process

<sup>2</sup>Opportunity to accelerate RTD's financial commitment will be explored if additional CDOT funds become available in the shorter term

# Implementation Package - #3 (0.1%) Overview

- **Successful 0.1% sales and use tax election in 2011**
- **Assumes Small Starts funding for Southeast Corridor\***
- **Assumes New Starts funding for North Metro\***
  - Complete DUS to 72nd with local funds first to leverage funding available in the shorter term and to increase competitiveness of the rest of the corridor from a New Starts perspective

\*These corridors are assumed to be the most competitive given current evaluation criteria; assumptions may change once final evaluation criteria are released by FTA

# Implementation Package - #3 (0.1%) Overview (cont.)

- **Assumptions for \$305 M:**

- Expend on construction of operable segments primarily of US 36, North Metro and I-225 to ensure significant components can be completed for each of these corridors by the mid-2010s
  - US 36: \$90 M commitment (complete managed lanes to Interlocken)
  - North Metro: Complete DUS – Stock Show (additional local funding is required to complete to 72<sup>nd</sup> in preparation for New Starts application)
  - I-225: Complete Nine-Mile to Iliff
- Provide immediate benefit to Northwest Rail corridor by completing park-n-Ride for end-of-line station in Longmont
  - Supports current bus operations
- Retain \$18 M as contingency

# **Implementation Package - #3 (0.1%) Overview (cont.)**

- **Fulfill commitment to fund US 36 to Interlocken by mid-2010s**
- **Full I-225 corridor completed by early 2020s**
- **Full North Metro corridor completed by mid-2020s**
- **Entire program completed by 2035**

# Implementation Package - #3 (0.1%)

Corridor	Projects funded with \$305 M <sup>1</sup>	Corridor Start	Full Corridor Completion
U.S. 36	Funding Commitment to Complete to Interlocken (\$90 M) <sup>2</sup>	2011 – 2012	2031 – 2033 <sup>3</sup> (Schedule to fulfill RTD's financial commitment)
North Metro	Complete Segment from DUS to Stock Show Complex (\$90 M)	2011 – 2012	2024 – 2026
I-225	Complete Segment from Nine-Mile to Iliff (\$90 M)	2011 – 2012	2021 – 2023
Northwest Rail	Completion of Longmont Station (\$17 M)	2011 – 2012	2033 – 2035
Central Corridor		2029 – 2031	2033 – 2035
Southeast Corridor Extension		2028 – 2030	2033 – 2035
Southwest Corridor Extension		2029 – 2031	2033 – 2035

<sup>1</sup>\$18 M remaining out of \$305 M held as contingency

<sup>2</sup>These funds are in addition to the \$30 M commitment of remaining funds made in 2010 to US 36 prior to the stakeholder input process

<sup>3</sup>Opportunity to accelerate RTD's financial commitment will be explored if additional CDOT funds become available in the shorter term

# Overview of Implementation Packages

<b>Implementation Package</b>	<b>% Complete of Entire Program by 2022*</b>	<b>Full Program Completed</b>
#1: Successful 0.4% sales and use tax election in 2012	100%	2019
#2: Successful 0.2% sales and use tax election in 2011	86 – 90%	2027
#3: Successful 0.1% sales and use tax election in 2011	77 – 81%	2035
No additional revenues identified for the program	60 – 64%	2042

\*Preliminary – will be refined through further financial analysis to be presented January 25; percent complete assumes additional Small Starts and/or New Starts grant funding for North Metro and Southeast Corridor Extension

# Key Upcoming Milestones

- **January 25, 2011**: Provide opportunity for public comment; present detailed analysis of final three implementation packages and staff recommendation
- **February 8, 2011**: RTD FasTracks Monitoring Committee to recommend approval of the 2011 APE
- **February 15, 2011**: Provide opportunity for public comment; RTD Board approval of 2011 APE

# Opportunities for Additional Stakeholder Input

- **RTD will provide additional opportunities for stakeholder input on the implementation packages**
  - Public Participation opportunity at January 25 Study Session and February 15 Board meeting
  - Ability to submit comments through the FasTracks website through February 3

**Questions?**