

North Metro Corridor FAQs Annual Program Evaluation

1. If FasTracks is facing financial challenges, why can't we just eliminate the 112th and 144th stations?

While we are committed to looking at cost-saving measures throughout the corridor and all of FasTracks, we also have to take into consideration whether a change alters the basic FasTracks plan and level of service we will provide. RTD is committed to delivering the basic FasTracks plan – including each corridor from Point A to Point B with the original number of stations, by 2017, without any additional cost to taxpayers. We will continue to work with the community to analyze the impacts and possibility of changing/removing station locations.

2. Why are you showing preferred alignment options and vehicle technology selections before the EIS is complete?

Part of the EIS process includes narrowing the options to preferred alternatives for alignments, station locations and technology selection. That is the point in the process we are at now. The RTD Board provides policy direction about FasTracks, including technology and alignment, after considering a number of criteria. Public input is one of those criteria, and a vital part of the process. It is considered along with the other decision-making criteria that are analyzed during the EIS process, including environmental impacts, cost, etc. On corridors where there is a Federal action, such as funding, the Federal agency issues a Record of Decision, based upon its review of RTD's recommended plans for moving forward.

3. Why are grade crossings shown before traffic analysis is complete?

These are proposed grade crossings, based on the results of previous studies. Should the traffic analysis indicate a different alternative is necessary, we will make an adjustment at that point.

4. Why is the requested Swansea station not shown on the map?

The map indicates the stations that were proposed in the FasTracks plan. Any changes, including additions, deletions or different locations, are not officially incorporated into the map until the EIS is done and we have a Record of Decision.

5. Will the length of the corridor be shortened?

No. At this time, RTD is not considering cutting the length. RTD is committed to delivering the basic FasTracks plan – including each corridor from Point A to Point B with the original number of stations, by 2017, without any additional cost to taxpayers.

6. How does the 2.5 percent local match work?

Local entities (collectively) are responsible for providing a 2.5 percent local match on every FasTracks project. The affected local entities are responsible for deciding on the cost share between entities if the project involves more than one entity. Once the local agencies have agreed on the appropriate percentage split, the corridor project manager will work with each agency and negotiate what is eligible for their respective matches. Local matches may consist of a combination of the following – cash, right-of-way credits, waiving permit fees, local staffing for plan review and other in-kind services. This is part of the IGA negotiations that occur after NEPA is completed and final design begins. All IGAs must be complete before construction commences on a project.