



# Regional Transportation District Denver, Colorado

MAG Regional Transit Framework Study • November 2008

The Regional Transportation District, known as RTD, is the regional transit agency of the Denver, Colorado metropolitan area. Created by the Colorado General Assembly in 1969, RTD is responsible for developing, operating and maintaining a regional mass transit network able to serve 2.6 million people. RTD currently operates six light rail lines, fixed route service consisting of over 100 local bus routes, 25 express routes and 20 regional routes, and demand response service. In addition to the current service, a new 12 mile light rail line is under construction; and 110 miles of additional light rail and commuter rail lines are in various phases of development, with the lines set to open between 2013 and 2017.

The RTD district consists of all or parts of eight counties governed by a 15 member, directly-elected Board of Directors.

### RTD Members

Boulder County	City/County of Denver
Jefferson County	City/County of Broomfield
Adams County	Arapahoe County
Douglas County	Weld County

### REGIONAL CHARACTERISTICS

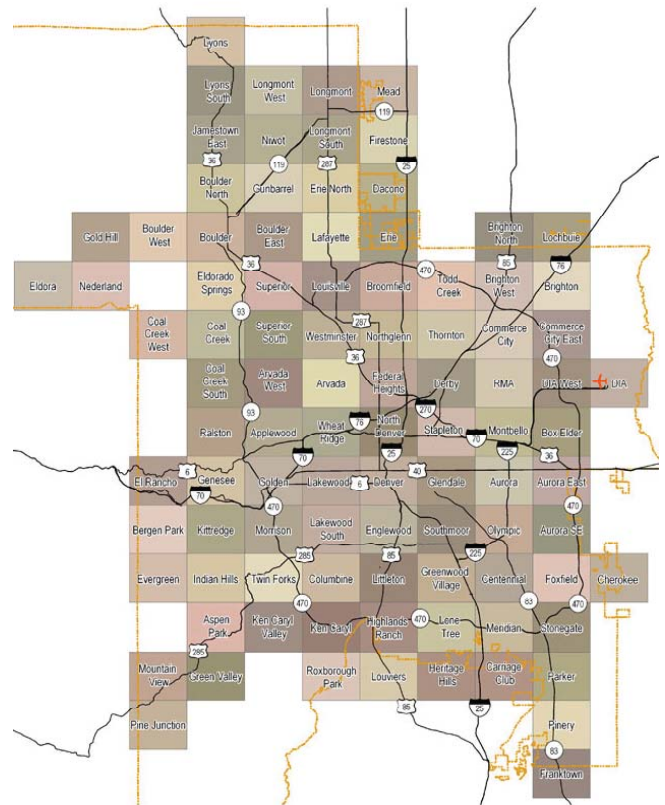
Population: 2,316,000  
Land Area: 585 sq mi

### REGIONAL MODES

- Light Rail
- Local/Express Bus
- Demand Response (ADA and "call-n-Ride")
- Vanpool

### WHY A REGIONAL SYSTEM?

- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system for Region
- More efficient allocation of funds; supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities



Source: RTD, 2008

## HOURS OF OPERATION

Weekday / Weekend

Local Bus – 5:00am – 10:00/11:00pm; w/ late night routes

Light Rail – 4:00am – 2:30am / 4:00am – 2:30am

Demand Response – 5:30am – 8:00pm

## FUNDING

The FasTracks Ballot Initiative, passed in 2004, provided local funding for the \$6.1 billion program to expand light rail and commuter rail lines to reach additional urban and suburban communities as well as the Denver International Airport (DIA). The initiative also included funding for a new bus rapid transit service and provided an 80 percent increase in parking capacity at park-and-ride facilities. FasTracks was funded with a local sales tax increase from 0.6 percent to 1 percent.

## FUTURE EXPANSION

West Corridor – 12.1-miles of LRT opening in 2013

East Corridor – 23.6-miles of CRT opening in 2015

NW Rail Corridor – 41-miles of CRT opening in 2015

Central Corridor – 0.8-miles of LRT opening in 2015

I-225 Corridor – 10.5-miles of LRT opening in 2015

North Metro Corridor – 18-miles of CRT opening in 2015

Gold Line – 11.2-miles of CRT opening in 2015

SE Corridor – 2.3-miles of LRT opening in 2016

SW Corridor – 2.5-miles of LRT opening in 2016

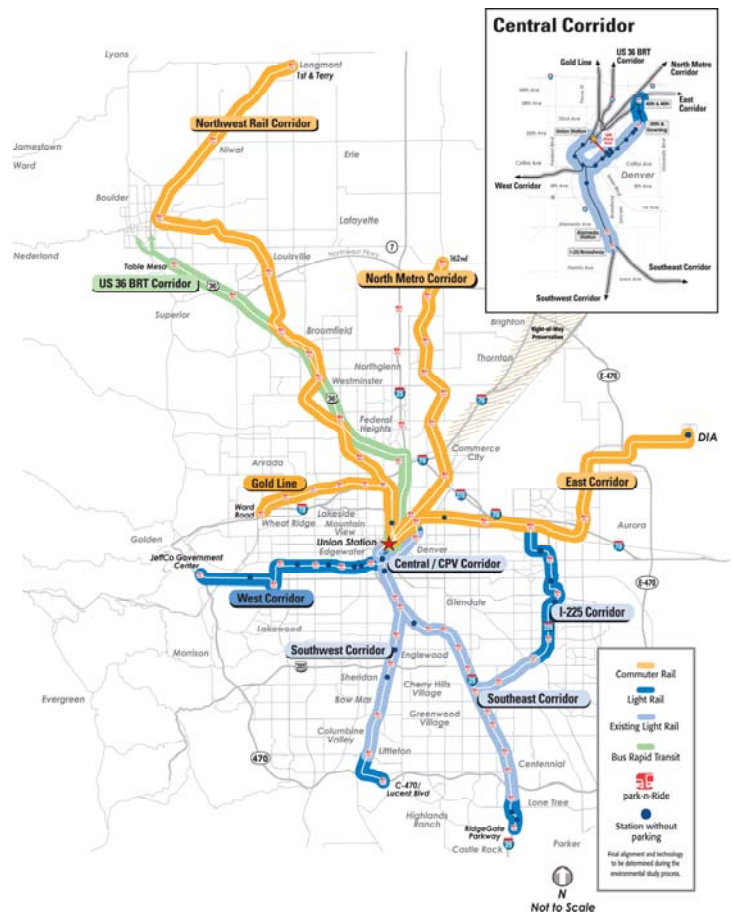
US 36 – 18-miles of BRT opening in 2016

## POLICY AND GOALS ADOPTED OCTOBER 2006

- Objectives:
  - Improve environment
  - Provide greater travel choices and accessibility
  - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)

## ACCOMPLISHMENTS

- Opened 4 light rail (LRT) Corridors on time and within budget; with ridership exceeding projections each time:
  - 1994 – Central Corridor, 5.3 miles, \$116.5 m.
  - 2000 – SW Corridor, 8.7 miles, \$177.7 m.
  - 2002 – Central Platte Valley, 1.8 miles, \$47.8 m.
  - 2006 – SE Corridor, 19 miles, \$879 m.
  - 2004 - Development and Passage of FasTracks Ballot (sales tax) initiative for funding of \$6.1 b. regional rapid transit system expansion
- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)



Source: RTD, 2008