Mastering Multimodal Projects
Rail~Volution
October 2008
Agenda

• **Setting the Stage**
  – Overview of Denver’s FasTracks Program

• **Multimodal Projects for RTD**
  – **Winners**
  – **Losers**

• **Ways to Increase Chances of Having a Winner**
  – Shared right of way
  – Common goals and expectations
  – Project Funding
Setting the Stage:
FasTracks Overview
The Regional Transportation District

- Created in 1969
- Eight county service area
  - 31 municipalities
- Service area: 2,410 square miles
- 2.5 million population
- 1,071 buses
- 70 light rail vehicles
- 175 routes
- 66 park-n-rides
- 10,366 bus stops
- 2,510 employees
- 35 miles of light rail
- 36 light rail stations
- 86-million+ annual boardings
- 6 operating facilities
- Total 2006 Operating Budget: $393.2 million
FasTracks Program Elements

• 122 miles of rapid transit
• 18 miles of Bus Rapid Transit (BRT)
• 31 new park-n-Rides with over 21,000 new spaces
• Enhanced Bus Network & Transit Hubs (FastConnects)
• Redevelopment of Denver Union Station

*Final alignment and mode will be determined during the environmental study process.
Multimodal Projects

• 16th Street Mall
  – Bus and pedestrian

• TREX
  – Highway and Light Rail

• Denver Union Station
  – All modes

• US 36
  – Highway and BRT

• I-70
  – Highway and Commuter Rail
16th Street Mall

- **Project Description:**
  - Opened 1982
  - Pedestrian and transit mall connecting 2 bus terminal facilities
  - $76 M project funded by UMTA, FHWA, and RTD
  - A key 1979 election created the 16th Street Mall Maintenance District
  - Shuttle headway = 75 seconds at peak hours.
  - On an average weekday carries 63,753 passengers

- **Why it worked?**
  - Fulfills multiple goals of multiple stakeholders (transportation, revitalization)
  - Obvious support from the public via the vote
  - Integration of multiple modes (transit, pedestrians)
TREX

• **Project Description:**
  – Opened summer of 2008
  – Highway & Light Rail in I-25 (major north to south freeway in Denver)
  – Budget of $1.67 B
  – Funded by FTA, FHWA, CDOT and RTD
  – Came in on time and on budget

• **Why it worked?**
  – One team, one voice
  – Funding commitment by all parties
  – Shared right of way

• **What didn’t work?**
  – Delays due to stakeholder requests to change stations
  – Permit, review & approvals should be addressed earlier in IGA’s
Denver Union Station

• **Project Description:**
  – Multi modal transit hub for all of FasTracks
  – Redevelopment Project

• **Why it is working?**
  – Funding partners, mutual commitment
  – RTD, CDOT, DRCOG, FTA and FHWA working cooperatively
  – Meets needs for transportation and redevelopment

• **What isn’t working?**
  – Project scope changes early on due to “wide open” RFP
  – Additional coordination and creation of governing board due to complicated financing
US 36 Highway and BRT

- **Project Description:**
  - Highway/HOV/HOT/BRT project
  - Over $1 B in improvements
  - Working on Final Environmental documentation

- **Why it is working?**
  - Strong corridor stakeholder support

- **What isn’t working?**
  - Project scope needed to be reengineered
I-70 Highway & Commuter Rail

- **Project Description:**
  - Highway/Commuter Rail project
  - Over $1 B in improvements
  - Separated rail and highway projects after 2 years
  - Rail continues on and is successful

- **What didn’t it work?**
  - Projects had independent utility; no right of way was shared
  - One project had identified funding (rail) other project didn’t
  - Project schedules were dramatically different
Ways to Increase Chances of Having a Winner
Common Characteristics of the Winners….

- Project owners are tied together with funding and/or right of way
- Project meets multiple stakeholder needs
- Project scope clearly defined early with few major changes
- All partners have funding identified
- Expectations and roles are clear
  - Can be accomplished including formally adopted Coordination Plans, comment periods, milestone reviews and periodic partnering
- Common goal to meet the budget and schedule