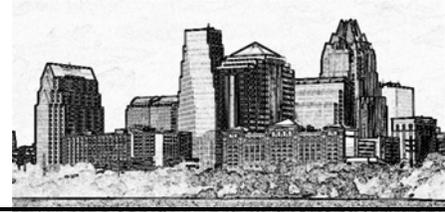


## TRANSIT

	Denver	Austin
<b>2005 Operating Budget</b>	\$331,129,000	\$159,722,639
<b>Service Area pop.</b>	2.5 million	758,000
<b>Service Area sq. mi.</b>	2,326	500
<b>Jurisdictions served</b>	38 municipalities in 6 counties plus 2 city/county jurisdictions	Austin, Leander, Manor, Jonestown, Highland Lake Estates, San Leanne, Lago Vista, Anderson Mill area of Williamson County, and Travis County Precinct 2
<b>Annual regular service miles</b>	49,053,000 (2005 est. includes LRT)	19,902,329 (2005 est. includes STS and UT shuttle)
<b>Active bus stops</b>	10,237	3,300
<b>Park-n-Ride facilities</b>	66	14 (plus 9 w/in five years)
<b>Total number of regular fixed routes</b>	176: 66 Local, 38 Express, 20 Regional, 16 Limited, 36 Regional/Other	75, plus 22 UT routes
<b>Average weekday boardings</b>	285,757	130,000
<b>includes</b>	62,805 Mall shuttle	40,000 UT Shuttle
	33,273 LRT	
	1,693 access-a-Ride	
<b>Annual boardings</b>	87,704,393	34,009,357
<b>includes</b>	18,192,643 Mall shuttle	614,284 Special Transit
	10,090,643 LRT	275,949 Special Events
	487,194 access-a-Ride	7,532,503 UT Service
<b>pop. using transit for travel to work</b>	5%	5% (City of Austin)

Denver's system covers an unusually large area for a metropolitan transit system, and combines both traditional local service and rail with an extensive regional system of long-distance express buses - a more comprehensive system save those run by state agencies (e.g. New Jersey). Capital Metro covers about half of the Austin metro area, by contrast.



## *DENVER*

### **Regional Transportation District**

The Regional Transportation District (RTD) of Denver was created in 1969 by the Colorado General Assembly to develop, operate, and maintain a mass transportation system for the benefit of 2.5 million people in the RTD's District. The 2,326 square mile district includes all or parts of eight counties. The RTD's governing body is a 15-member, directly elected Board of Directors, with each member elected for a four-year term by a district of approximately 156,000 residents.

The RTD has 10 years of successful experience building light rail in the region. The system includes 15.8 miles of track, 24 stations and 49 vehicles. The Central Corridor, Central Platte Valley, and Southwest Light Rail lines were all built on-time and on-budget. Ridership on light rail has exceeded even the most optimistic projections, and carries over 35,000 riders per day. The RTD ridership has increased over 28 percent in the past 10 years.

### **FasTracks**

FasTracks is the RTD's twelve-year comprehensive plan to build and operate high-speed rail lines and expand and improve bus service and Park-n-Rides throughout the region.

FasTracks Includes:

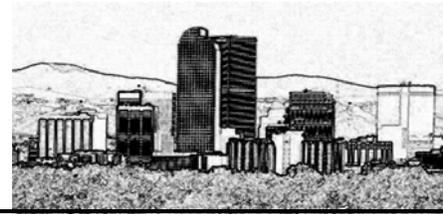
- 119 miles of new light rail and commuter rail;
- 18 miles of bus rapid transit service;
- 21,000 new parking spaces at rail and bus stations; and
- Expanded bus service in all areas.

FasTracks will cost \$4.7B to construct over twelve years and will be funded by a region-wide sales tax, federal funds, and private contributions. The tax is 0.4 percent and does not apply to groceries, prescription drugs, gasoline, or home heating fuels. The sales tax will be reduced when the bonds are paid.

Financial Plan, In Millions

	Amount	% of Total Cost
<b>Sales Tax Bonds</b>	\$2,366	50.20%
<b>COPs</b>	\$203	4.30%
<b>TIFIA Loan</b>	\$143	3.00%

Greater Austin Chamber of Commerce  
 2005 InterCity Visit  
 Denver, CO



	Amount	% of Total Cost
<b>"Pay as you Go"</b>		
Cash	\$985	20.90%
Federal New Start	\$815	17.30%
Federal Other	\$110	2.30%
Local Contribution	\$95	2.00%
<b>Total</b>	<b>\$4,717</b>	<b>100%</b>

Implementation Schedule

CORRIDOR	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	
<b>West</b>	EIS/PE	ROW	RFP	Final Design		Bid	Construction									
<b>US 36</b>	EIS/PE		ROW	RFP	Final Design	Bid	Construction									
<b>East</b>	EIS/PE		ROW	RFP	Final Design	Bid	Construction									
<b>North Metro</b>	Corridor Scoping	RFP	EIS/PE	ROW	RFP	Final Design	Bid	Construction								
<b>I-225</b>	Corridor Scoping	RFP	EIS/PE	ROW	RFP	Final Design	Bid	Construction								
<b>Gold Line</b>	Corridor Scoping	RFP	EIS/PE	ROW	RFP	Final Design	Bid	Construction								
<b>Southeast/Lone Tree</b>					RFP	EA/PE	RFP	Final Design	Bid	Construction						
<b>40th/40th Ext.</b>	EIS/PE		RFP	ROW-Prep-FD-BD			Final Design	Bid	Construction							
<b>Southwest Ext.</b>						RFP	EA/PE	RFP	Final Design	Bid	Construction					
<b>US 36 BRT</b>	EIS/PE		Final Design	Slip Ramps		Final Design	Bid	Station & HOV Lane Construction								
<b>Union Station</b>	EIS/PE		RFP	Final Design		Bid	Construction									

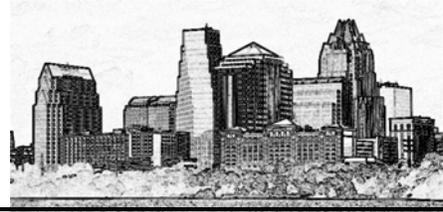
**Downtown Express HOV**

The Downtown Express consists of 6.6 miles of bus/high-occupancy vehicle (HOV) lanes running from downtown Denver to US 36. Downtown Express lanes are reversible, with vehicles moving with rush hour traffic southbound in the morning and northbound in the evening. A Traffic Management System (TMS) which includes changeable signs, traffic gates, and closed-circuit television, provides safety features to the barrier-separated lanes.

The Downtown Express opened for bus and carpool traffic on October 2, 1995. It required coordination among 44 groups and organizations and was the largest construction project ever undertaken by the RTD. It was also the first project that the Colorado Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Denver, and the RTD constructed together.

**Greater Austin Chamber of Commerce  
2005 InterCity Visit  
Denver, CO**

---



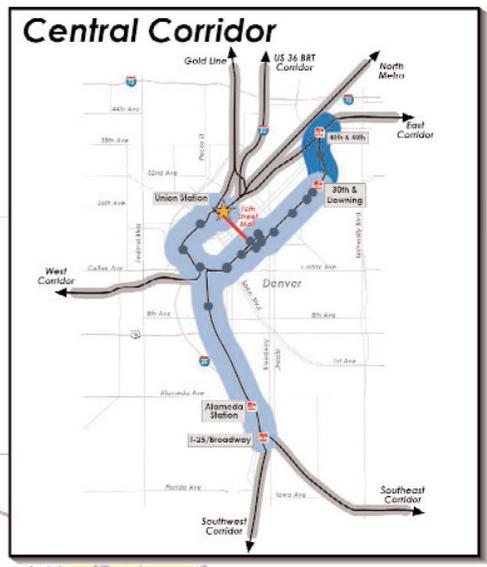
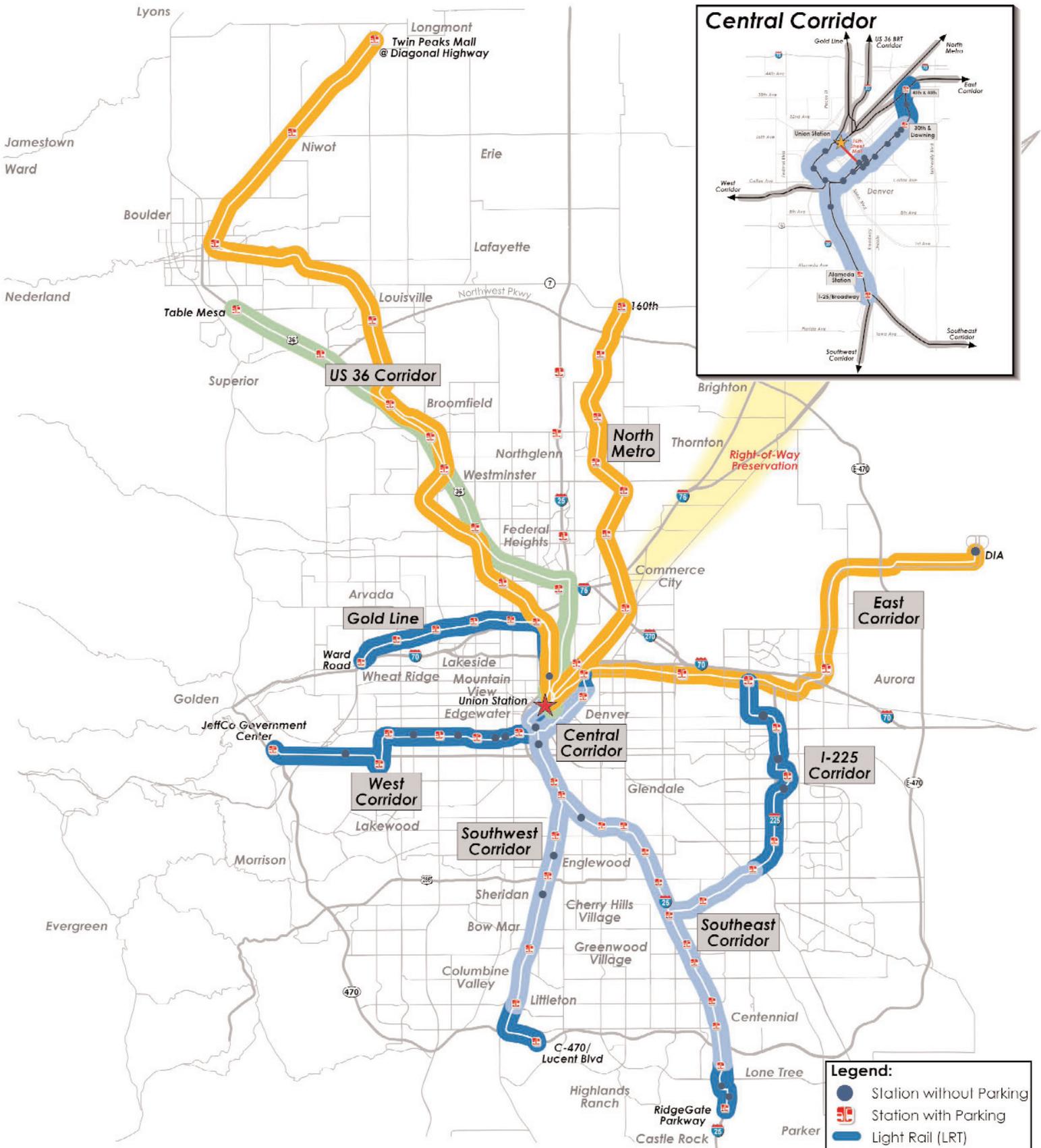
Currently, during the morning and afternoon rush hours, the Downtown Express lanes carry approximately 1,600 cars and buses in each direction. This number includes 170 buses with approximately 5,400 passengers and 1,400 autos with 2,800 to 3,000 passengers for a total of 8,200 to 8,400 passengers in each direction on the facility each morning and afternoon.

The total capital costs were \$228 million and the funding came from various sources:

Federal Transit Administration	\$70 million
Regional Transportation District	\$54 million
Colorado Department of Transportation	
And Federal Highway Administration	\$84 million
City and County of Denver	\$20 million

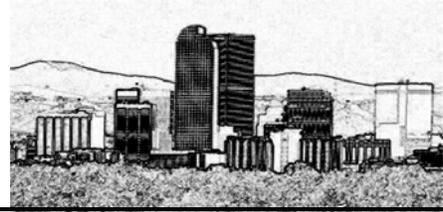
<http://www.rtd-denver.com/>

# FasTrack Map



- Legend:**
- Station without Parking
  - Station with Parking
  - Light Rail (LRT)
  - LRT Existing/Under Construction
  - Commuter Rail/DMU
  - Bus Rapid Transit

N  
Not to Scale



## **AUSTIN**

### **Capital Metro**

January 19, 1985, voters in Austin and the surrounding area approved the creation of the Capital Metropolitan Transportation Authority. The voters agreed that the communities would support the agency with the proceeds from a one percent sales tax. Voters in that 1985 election also approved a service plan that expanded the existing Austin city bus service, and called for the development of a light rail transportation system to serve the area.

State law prohibits any political subdivision of the state, such as Capital Metro, from engaging in collective bargaining with a labor organization. However, the Federal Transit Act requires recipients of federal transit assistance to protect collective bargaining rights. As a result of this conflict between state and federal laws, Capital Metro contracts with an independent contractor, StarTran, Inc., for the provision of operations personnel including bus operators and mechanics. Certain employees of StarTran, Inc. are represented by Amalgamated Transit Union Local 1091. Neither the Board nor the General Manager may exercise any direct authority over the employees of this independent contractor, StarTran.

The seven-member Board of Directors are appointed to two-year terms by various regional jurisdictions. There are currently no term limits. The Board is responsible for making policies relative to the operation, control and management of Capital Metro. The President/CEO has the responsibility for managing the day-to-day operations of the agency.

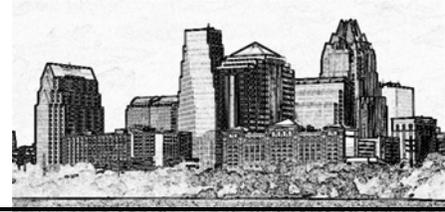
To participate in Capital Metro, a community must vote to both tax itself and to receive service. Capital Metro currently serves Austin, Highland Lake Estates, Lago Vista, Leander, San Leanne, Jonestown, Manor, Travis County Precinct 2, and the Anderson Mill area of Williamson County. Capital Metro is funded by a one-percent sales and use tax.

### **ALL SYSTEMS GO! Initiative**

In 2004, Capital Metro sought input from thousands of citizens across the service area to help create a new long-range transit plan called "All Systems Go!" The purpose of the plan is to provide citizens transportation options and to help address regional population growth, estimated to double in the next 25 years. The 20-year transit plan includes expanded local and express bus service, new Rapid Bus service, and a 32-mile Urban Commuter Rail starter line along Capital

**Greater Austin Chamber of Commerce  
2005 InterCity Visit  
Denver, CO**

---



Metro's existing freight tracks, as well as access to land next to the tracks to create hike and bike trails.

Community input resulted in a more robust plan than originally developed by Capital Metro. As approved by voters in November 2004, it includes seven more rapid bus lines, participation in regional rail between Austin and San Antonio, and circulation areas providing connectivity to major activity and employment centers. Using existing rail tracks and corridors, the plan requires no new taxes or major street construction.

#### Commuter Rail

Commuter Rail Urban Service will be provided on the existing freight rail line owned by Capital Metro serving east, northwest, and central Austin, plus suburban passengers. There will be nine stops, eight within the City of Austin. Future extensions will require a detailed analysis and referendum.

#### Circulation Areas

*Downtown, Capitol Complex & UT:* high-frequency shuttle buses will be ready and waiting for arriving passengers to connect to their destinations and take them back to the station in time to catch the next train.

*Mueller, Highland Mall and Gateway Pickle areas:* Rapid buses and local bus routes will be connected with arriving and departing trains.

Potential rail service in these areas is to be evaluated and, if rail is selected as preferred alternative, a future referendum will be required under current state law. A community advisory board is working with Capital Metro staff to evaluate the possible transit alternatives.

#### Rails with Trails

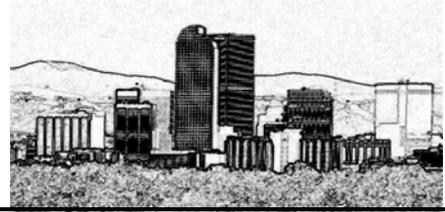
Capital Metro is working with local biking organizations to provide access to right-of-way along existing Capital Metro tracks to build safe and accessible hike and bike trails. Funding sources to construct the trails have not been determined, but could be provided by federal grants and other existing municipal programs.

#### Rapid Bus Service

Technologically advanced buses use a traffic signal priority system to move buses more quickly through traffic. The system will also provide real-time arrival information. Some of the routes include North Lamar, South Congress, Burnet, Riverside, East 7th/Austin-Bergstrom International Airport, Oltorf/Pleasant Valley/51st, Northeast, Mueller, Rundberg/Research, Parmer, Ben White, Oak Hill.

**Greater Austin Chamber of Commerce  
2005 InterCity Visit  
Denver, CO**

---



Express and Local Bus Service

Higher-speed Express bus service will be developed from suburban Capital Metro service area locations and from Park & Ride locations at North IH-35, South IH-35, Oak Hill, Manor, 620/2222 and South MoPac. The core local bus system will be increased, providing frequent-stop access. There will be increased cross-town routes and a realignment of routes to enhance other bus and rail connections.

Future Passenger Rail Service

This portion of the plan includes proposed rail service not included in the current referendum:

- Regional commuter rail service from Georgetown to San Antonio on Union Pacific freight tracks along MoPac Expressway;
- Urban commuter rail service along the abandoned MoKan rail right-of-way, currently being preserved for transit by TxDOT; and
- Commuter rail service to Manor and Elgin along existing Capital Metro freight tracks.

Capital Metro is collaborating with other regional transportation organizations to determine the future of these lines.

<http://www.capmetro.org>

