

NATE II UPDATE

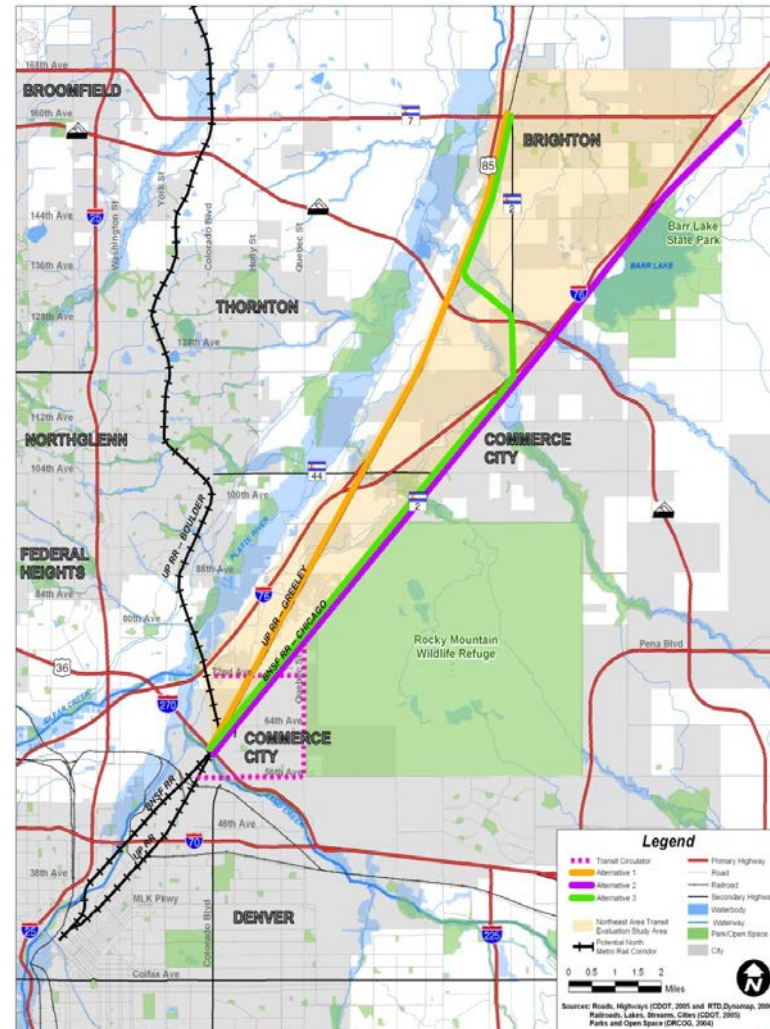
**Commerce City Council
August 3, 2015**

Background

- Original NATE Study investigated options to extend future, post-FasTracks, fixed guideway bus and/or rail transit between Denver and Brighton
- Objectives:
 - Develop/analyze alternative concepts for transit service, technology
 - Identify potential investment opportunities
 - Consider strategies for preservation of ROW for future transit envelope

Background

- Three rail alignments identified:
 - Union Pacific along US 85
 - BNSF along SH 2 and I-76
 - “Cross country” routes in between the UP and BNSF



NATE II Purpose

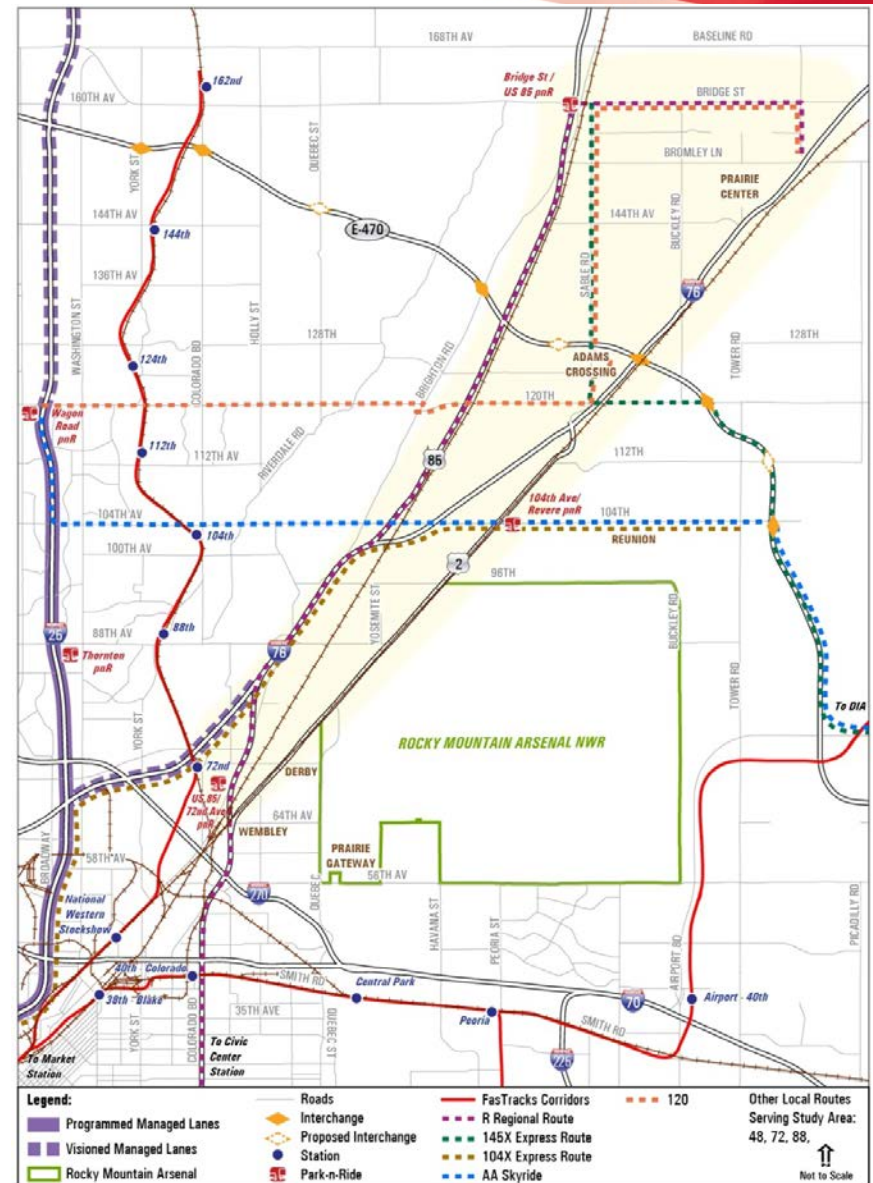
- Develop technical fatal flaw analysis to allow RTD, CDOT and local jurisdictions to implement strategies and funding for transit within the Northeast
- Expand analysis of original 2007 NATE Study:
 - Provide fatal flaw analysis of Commuter Rail & Light Rail Technology
 - Develop and analyze alternatives for Bus Rapid Transit (BRT)
 - Develop a bus-to-rail transition

Participants

- Adams County
- Brighton
- CDOT
- Commerce City
- RTD

Status

- Existing bus service
 - North-South
 - R, 145X, 104X
 - East-West
 - AA SkyRide, 120
 - Other Local Routes
 - 48, 72, 88



Status

- Modeling Results for following BRT alternatives:
 - No Action
 - Enhanced Bus Service
 - BRT with Exclusive Lanes to Colorado Boulevard Station on East Rail
 - BRT with Exclusive Lanes to Central Park (Stapleton) Station on East Rail



Modeling Results

Northeast BRT: Brighton to Denver

Scenario	Ridership*
No Build:	0
Enhanced Bus Service:	1,450
Exclusive Lanes to Colorado Station	2,600
Exclusive Lanes to Central Park Station	3,200

**2035 Estimated Average Daily Ridership*

Modeling Results

120th Avenue BRT

Scenario	Ridership*
No Build:	0
Enhanced Bus Service:	4,600
Exclusive Lanes to Colorado Station	4,300
Exclusive Lanes to Central Park Station	4,000

**2035 Estimated Average Daily Ridership*

Capital Cost Estimates

	Colorado Station	Central Park Station
Trunk Line (Brighton to Quebec Street)	\$41M	\$41M
Connection Alternative	\$30M	\$12M
<i>Total Corridor</i>	<i>\$71M</i>	<i>\$53M</i>

**2035 Estimated Average Daily Ridership*

Alignment Pros/Cons

Colorado Boulevard

Pros

- Could spur redevelopment
- Serves disadvantaged populations

Cons

- Costlier
- Slightly lower ridership projections

Alignment Pros/Cons

Central park

Pros

- Serves prime development areas
- Slightly higher ridership projections

Cons

- Does not serve existing communities

Next Steps

- Seek additional input from local jurisdictions
- Develop prioritization of alternatives
- Research funding sources / Develop implementation strategies
- Final recommendations

Questions

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