

**Fastracks Citizens Advisory Committee
CAC Quarterly Meeting
March 18, 2015
Anschutz Medical Campus
1635 Aurora Court, Aurora, CO 80010**

1. Introductions and Welcome

Co-chair Cynthia Stovall welcomed those in attendance and had everyone introduce themselves.

2. Welcome from RTD Director Tom Tobiassen

Director Tom Tobiassen thanked those in attendance and provided a brief update on several topics.

3. Update on East Rail Line

Kevin Flynn, public information manager for the Eagle P3 Project, provided an update on the East Rail Line. The 22.8 mile line offers 35-minute travel time from Union Station to DIA via electric commuter rail vehicles. Civil design work is 100% complete and safety certification of the designs are progressing well. Construction is 75.3% complete and on schedule to begin revenue service in 2016. A year-long testing program will begin in late spring.

Kevin noted the importance of paying attention to signs, gate arms and flashing lights before crossing any train track. He noted both the East Rail Line and Gold Line are planned to be full quiet zones. In quiet zones, trains will not blow horns at crossings except in an emergency. Trains always have the right of way and cannot swerve to avoid trespassers. Trains can take up to a mile to reach a full stop. Commuter rail vehicles are powered by overhead electrical lines that carry 25,000 volts of electricity. If the wires are up, always assume they are live and stay clear.

56 commuter rail car bodies have been delivered from Hyundai Rotem in South Korea to their Philadelphia assembly plant. Twelve completed cars have been delivered to Denver, with four more enroute to Denver from Philadelphia. 10 additional car body shells are under fabrication. The public unveiling and open house drew 6,500 people to Union Station in December.

Through December 2014, the Eagle P3 Project has added \$1.13 billion to the local economy including \$569 million paid to subcontractors. There are more than 1,600 employees on the job currently, with a total of 5,857 employees who have worked on the project to date. The project has hired 48 employees through the Workforce Initiative Now (WIN) program and exceeded its DBE/SBE goals.

Questions/Comments:

- Is the entire line electrified? The line is “live” from DIA to Quebec. Overhead wire installation continues to move toward Union Station.

- When will testing begin? *April 2015. FTA requires a minimum of 1,000 hours of testing before certifying the line for revenue service.*
- Will there be a kiosk at Union Station to check baggage? *None planned at this time. The TSA would need to approve any offsite baggage check and provide secure transportation for checked bags.*
- Where will people be able to park and ride to the airport? *Parking is provided at several stations with Stapleton being the largest – 1,500 spaces.*
- Where will security be located? *Passengers will exit the train and ride up escalators to the main terminal for screening. There is space designated for another screening location. The final decision will be made by DIA based on traveler demand.*
- When will quiet zones take effect? *Quiet zones begin on opening day with revenue service. Initial testing will only occur using grade separated segments, so no horns necessary.*
- How often will trains run to DIA? *Service plans have not been finalized, but trains will run every 15 minutes for most of the day, with 20 minute service late night/early morning. The line will be closed for a short period for maintenance. RTD considering options to provide alternate service during the short closure.*
- CAC was asked to please advocate for “night owl service” as employees arrive or depart DIA at all hours of the day and night.

4. Update on I-25 Line

Chuck Culig, project manager, provided an update on the I-225 Rail Line. The project is 52% complete overall. Girders have been set for the last bridge on the project at the Peoria-Sand Creek Flyover Bridge. Track has been laid from Nine Mile Station to Mississippi and the overhead catenary system polls and wires are installed in the first segment.

Chuck reviewed upcoming construction activities including major work at the Iliff/I-225 and 6th Ave./I-225 intersections, as well as full street closures on Abilene between Ellsworth and 2nd Ave. and on Sable between Centrepont and Alameda.

Similar to the East Rail Line, the contractor on I-225 has exceeded its SBE participation goals. Kiewit is committed to awarding \$99.2 million to SBE firms. To date, 170 SBE firms have been awarded work totaling approximately \$59 million.

Questions/Comments:

- When will I-225 Line open? *No specific date set, but likely in the 3rd or 4th quarter of 2016.*
- What can be done to improve flow at Sable and Abilene? *There have been some challenges moving cars through that intersection and, specifically, with movements in and out of the Chick-fil-A. Working closely with Aurora and the contractor to improve.*
- Why wasn't the line grade separated – particularly near the Aurora Mall? *It was a difficult decision, but ultimately the city didn't want a very large flyover structure through the middle of the city. Also, the cost of such a structure would have been prohibitive.*

- Will I-225 service be similar to East? *Yes, likely 15 minute peak and 20 minute off-peak service.*
- Is there future development planned at stations? *Aurora is very focused on leveraging RTD's transit investment. There are eight stations identified for transit oriented development.*

5. Discussion about transit options and future plans on the Anschutz Medical Campus

Jeff Dunning, RTD senior service planner, provided an overview of how service plans are developed. RTD adjusts service three times a year and many decisions over the last several years have been made with both the East and I-225 Lines in mind. Service plans for East and I-225 will likely go to the board of directors in August or September. Public hearings will be held in June and July.

David Turnquist, Associate Vice Chancellor for Facilities Management on the Anschutz Medical Campus provided an overview of a planned shuttle service. A comprehensive transportation plan was developed as part of the Anschutz Medical Campus master plan. The plan includes a campus circulator that would connect the new Fitzsimons station and key locations, including CU Anschutz, University of Colorado Hospital and Children's Hospital Colorado.

The university has been working on a TIP grant to purchase the buses used in the shuttle system that will pick up people at the light rail station on the Fitzsimons Parkway, north of the campus. There will not be a cost associated with riding that. The university is working closely with RTD to coordinate shuttle pickup with the train schedule so that there is a very short, if any, wait for the shuttle to arrive.

Questions/Comments:

- Will the shuttle serve the VA Hospital? *Not at this point. The shuttle is being funded and operated by the University of Colorado and will service university buildings. However, there are ongoing discussions about additional service if other funding sources become available. Expanding service would require additional busses and might include a second "loop".*
- Several comments were made about the lack of direct access to the VA Hospital for transit riders.