PROJECT AT A GLANCE

- This project is part of FasTracks, RTD's voter-approved comprehensive plan for high quality transit service in the Denver metro region.
- The East Rail Line, Gold Line, Commuter Rail Maintenance Facility and the first segment of the Northwest Rail Corridor are all included in this project.
- The project is a public-private partnership (P3), which is an innovative approach to efficient project delivery. A Design-Build-Finance-Operate-Maintain (DBFOM) mechanism is being pursued for this Project.
- In a P3 project, a private sector investment provides equity to help build capital projects.
- A P3 transfers certain construction and operational risks to the private sector.
- This project provides up-front private investment of $453 million from private sector.
- P3s allow RTD to spread out large upfront costs and preserve cash in early years; this is similar to the concept of 30-year versus a 15-year mortgage.
- RTD will make availability payments to the private partner for a 29-year period and will retain ownership of all assets.

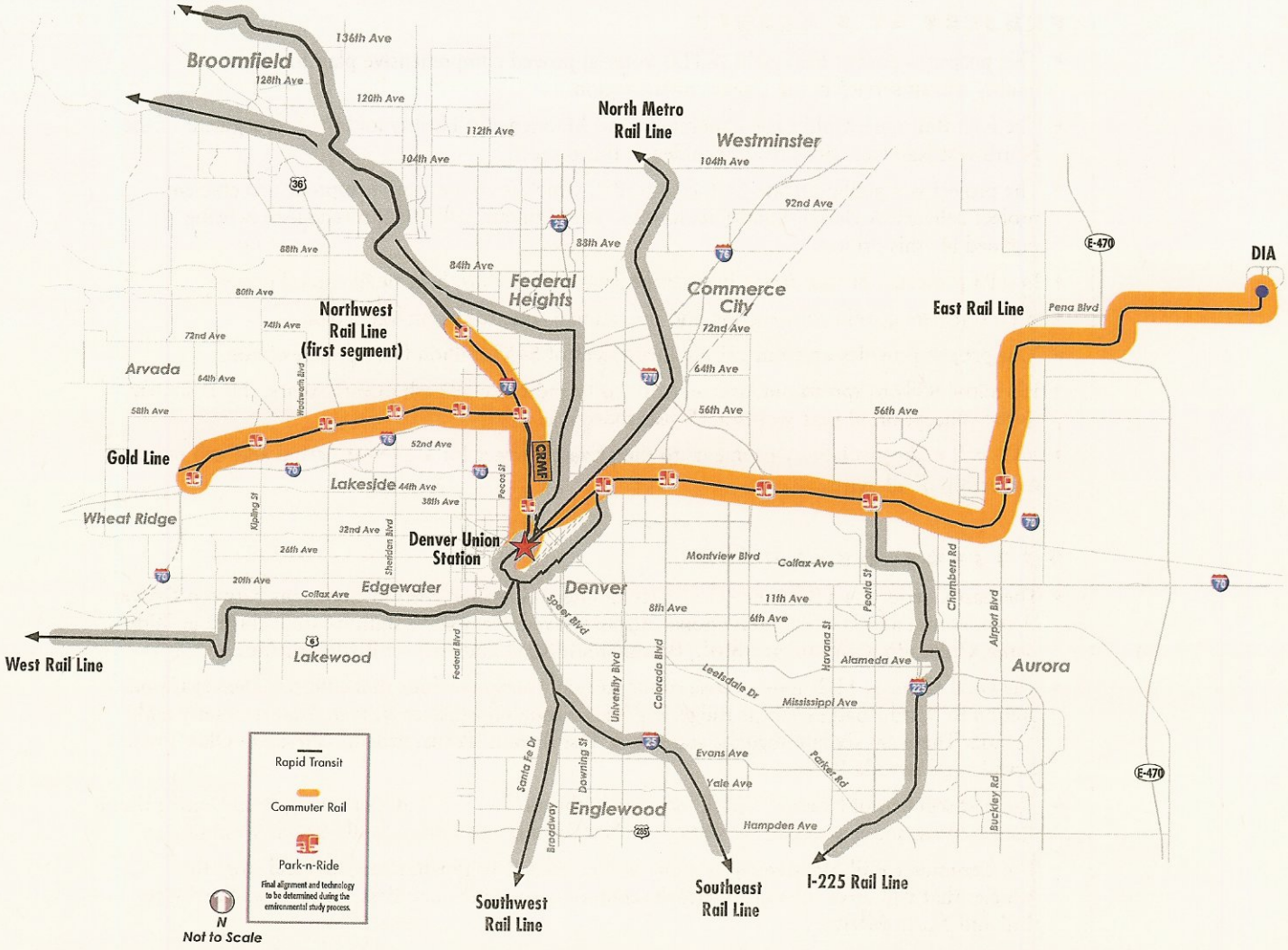
PROJECT OVERVIEW

- The East Corridor is a 22.8-mile electric commuter rail transit corridor that runs between Denver Union Station and Denver International Airport. Five intermediate stations are included at 38th/ Blake, Colorado, Central Park Blvd., Peoria/Smith Road and Airport Blvd/40th Ave.
- The Gold Line is a 11.2- mile electric commuter rail transit corridor that connects Denver Union Station to Ward Road in Wheat Ridge. It passes through northwest Denver, Adams County and Arvada. There are six intermediate stations at 41st Avenue, Pecos, Federal, Sheridan, Olde Town Arvada and Arvada Ridge.
- The first segment of Northwest Rail included in this project is 6.2 miles running from Denver Union Station to the south Westminster station, at 71st Avenue and Lowell Boulevard in Westminster.
- The Commuter Rail Maintenance Facility will be the site to repair, clean, fuel and store the vehicles that will serve the four FasTracks commuter rail corridors: East, Gold Line, Northwest Rail and North Metro.
- In 2009, RTD released a Request for Proposals (RFP), seeking a private partner for the project. RTD Board selected Denver Transit Partners in June 2010.
- Phase I of the project includes property acquisition, construction of the East Corridor, construction of the Maintenance Facility and control center, the purchase of Electric Multiple Unit (EMU) rail vehicles and the electrical systems at Denver Union Station. Phase I began in August 2010.
- Phase II of the project includes the Gold Line and the short segment of Northwest Rail. Phase II is scheduled to begin following the award of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration in mid 2011.
- The entire project is scheduled for completion in 2016.

RTD FasTracks

2011 FACT SHEET FOR :

• EAST RAIL LINE • GOLD LINE • NORTHWEST RAIL LINE



PROJECT FAST FACTS:

Project Funding - $2.1 Billion:
- Includes $1 billion in federal funds
- Includes $453 million in private financing

Phase I:
- Property acquisition begins
- East Corridor from downtown Denver to Denver International Airport
- Commuter Rail Maintenance Facility and Control Center
- Electric Multiple Unit (EMU) vehicles
- Electrical systems at Denver Union Station

Phase II (once federal funds are awarded):
- Gold Line to Arvada and Wheat Ridge
- First segment of Northwest Rail to south Westminster

Project Schedule:
- RTD released Request for Proposals – September 2009
- Final Proposals Received – May 2010
- RTD Board Selected P3 Team – June 2010
- Phase 1 Notice to Proceed issued Aug. 12, 2010
- Opening Day –East Corridor, January 2016; Northwest Rail Segment, March 2016; and Gold Line Corridor, July 2016

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RTD FasTracks

2011 RTD FASTRACKS FACT SHEET

The FasTracks program is a multi-billion dollar plan to build a comprehensive, integrated region-wide transit network that will provide a reliable and safe system, enhance mobility and respond to the growing transportation needs within the eight-county Regional Transportation District.

ELEMENTS OF FASTRACKS

Rapid Transit

- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT)
- 57 new transit stations
- Enhanced bus/rail connections with convenient timed transfers

park-n-Rides

- 31 new park-n-Rides
- 21,000 new parking spaces at rail and bus stations

Enhanced Bus Network

- FastConnects – improves transit service for suburb-to-suburb travel
- Addition of new bus routes and adjustment of existing routes to provide convenient connections to rapid transit stations

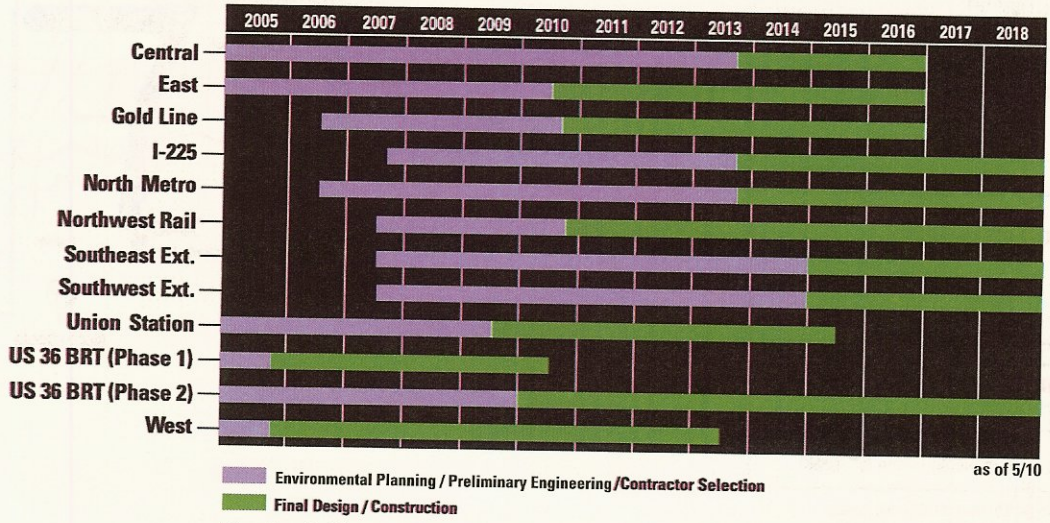
Denver Union Station

- Redevelopment of Denver Union Station (DUS) into a multi-modal transit hub
- Provides access to all parts of the Denver metro region
- Serving commuter rail, light rail, buses, taxis, shuttles, bicycles, regional rail and pedestrians

Transit Facilities

- Enhancements designed to improve passenger safety, convenience and use of the transit system
- Additional security measures at stations
- Improved passenger information and shelters at stations and park-n-Rides

IMPLEMENTATION SCHEDULE



All corridor schedules subject to change and based on actual bid and financial plan adjustments.
U.S. 36 (Phase 2) schedule dependent on CDOT funding.

Schedule assumes new revenues beginning January 2013.

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RTD FasTracks

2011 RTD FASTRACKS FACT SHEET

CORRIDORS

Information is estimated and can change during the program.

WEST CORRIDOR

Length (miles):	12.1
Stations:	12
Technology:	Light rail
Frequency of Service (Rail):	5 min (peak)/15 min (off-peak) Denver to Federal Center 15 min (peak and off-peak) Federal Center to Jefferson County

NORTHWEST RAIL CORRIDOR

Length (miles):	41
Stations:	7
Technology:	Diesel commuter rail
Frequency of Service:	30 min (peak), 60 min (off-peak)

GOLD LINE

Length (miles):	11.2
Stations:	7
Technology:	Electric commuter rail
Frequency of Service (Rail):	15 min (peak)/15 min (off-peak)

I-225 CORRIDOR

Length (miles):	10.5
Stations:	8
Technology:	Light rail
Frequency of Service (Rail):	7.5 min (peak)/10 min (off-peak)

EAST CORRIDOR

Length (miles):	22.8
Stations:	6
Technology:	Electric commuter rail
Frequency of Service (Rail):	15 min (peak)/15 min (off-peak)

NORTH METRO CORRIDOR

Length (miles):	18.4
Stations:	8
Technology:	Commuter rail
Frequency of Service (Rail):	15 min (peak)/30 min (off-peak)

CENTRAL EXTENSION

Length (miles):	0.8
Stations:	2
Technology:	Light rail
Frequency of Service (Rail):	15 min (peak)/15 min (off-peak)

SOUTHEAST CORRIDOR EXTENSION

Length (miles):	2.3
Stations:	3
Technology:	Light rail
Frequency of Service (Rail):	7.5 min (peak)/10 min (off-peak)

SOUTHWEST CORRIDOR EXTENSION

Length (miles):	2.5
Stations:	1
Technology:	Light rail
Frequency of Service (Rail):	10 min (peak)/15 min (off-peak)

US 36 BRT CORRIDOR

Length (miles):	18**
Stations:	6
Technology:	Bus Rapid Transit
Frequency of Service:	2 min (peak), 4 min (off-peak)

** *FasTracks investments include construction of BRT slip ramps, park-n-Rides and stations, and a contribution toward HOV lanes. HOV lane construction is done by CDOT.*

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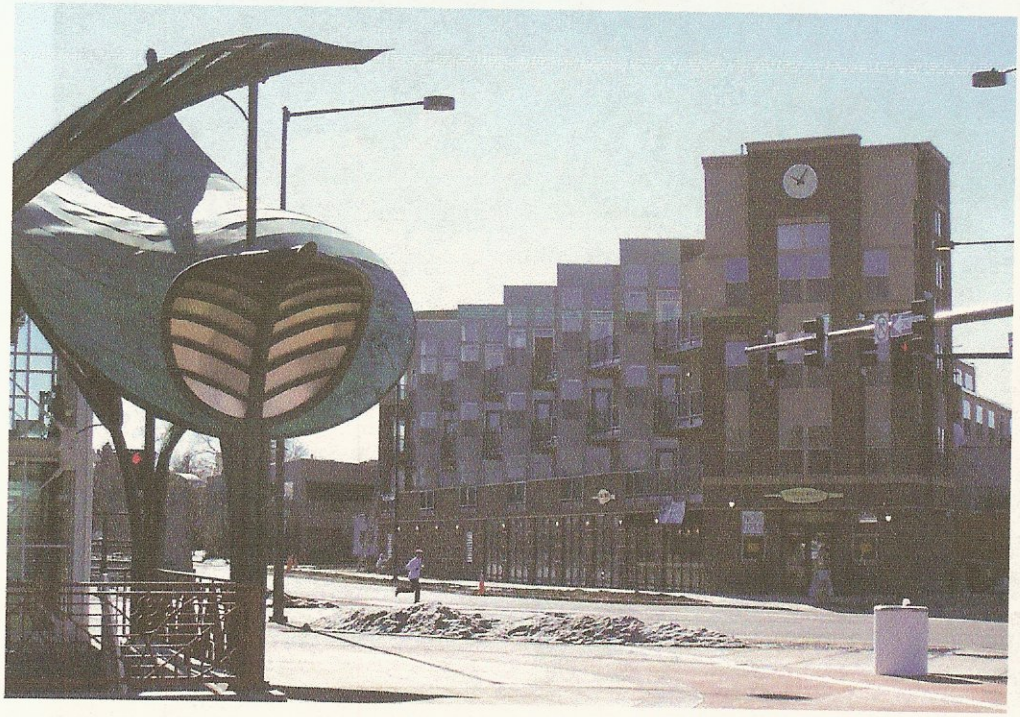
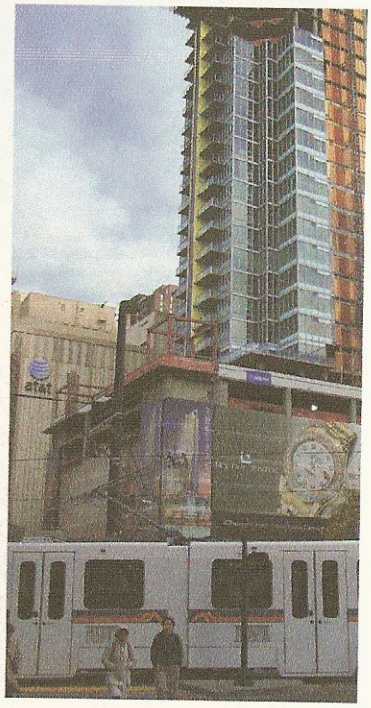
RTD FasTracks
TOD FACT SHEET





RTD's ROLE IN TOD

- Ensure safe operations of and access to transit facilities while encouraging sensible and beneficial development in station areas.
- RTD may entertain offers to become a development partner, enter lease, agreements, or sell property as long as it does not limit RTD's access and operations.
- Provide support to local governments to develop station area plans that support TOD in appropriate areas by sharing facility information, facilitating collaboration, sharing best practices and expertise, and providing matching funds in certain instances.

CURRENT DEVELOPMENT NEAR PLANNED AND EXISTING STATIONS

- As of April 2010, nearly 17,400 housing units, 4,900 hotel rooms, 5.3 million sq. feet of retail space, 5.27 million sq. feet of office space, 2.3 million sq. feet of civic space, 160,000 sq. feet of cultural space, 1.6 million sq. feet of educational space, 5.96 million sq. feet of medical-related space, and 2.6 million sq. feet of convention space are complete or under construction along the various RTD FasTracks corridors

DEVELOPMENT TOTALS AS OF JULY 2010 – COMPLETE OR UNDER CONSTRUCTION

Housing Units	Hotel Rooms	Retail Space (SF)	Office Space (SF)	Civic Space (SF)	Education Space (SF)	Medical Space (SF)	Convention Space (SF)
17,399	4,907	5.3 million	5.27 million	2.3 million	1.58 million	5.96 million	2.62 million

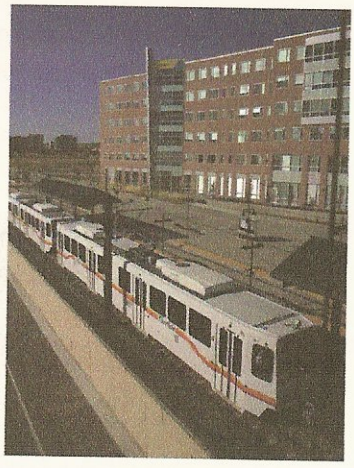
RTD FasTracks
TOD FACT SHEET

WHAT IS TOD?

- TOD is a specific approach to developing the built environment – not a style of urban design, or a description of physical location.
- TOD means development with a functional relationship to transit, allowing it to achieve synergies that enhance the value of both.
- TOD is characterized by a pedestrian oriented environment that allows people to live, work, shop and play in a concentration of residential, office and/or retail uses, with integrated and convenient transit service.
- TODs are generally within a ¼ - to ½ mile radius of a transit stop or a 5 10 minute walk.

BENEFITS OF TOD

- Helps reduce sprawl and protects existing stable neighborhoods.
- Reduces commuting times and related costs.
- Improves environmental quality through alternative transportation modes.
- Encourages pedestrian activity therefore, discouraging automobile dependency.



RTD'S TOD GOALS

- Promote multi-sector, cross-jurisdictional partnerships.
- Encourage sustainable development that supports the transit system.
- Ensure a hierarchy of multimodal access.
- Protect and enhance RTD's transit assets.

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