



**We make lives better
through connections.**

Denver City Council Transportation and Infrastructure Committee

October 15, 2025





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Finishing FasTracks Report

Denver City Council

Transportation and Infrastructure Committee

Outline



Background



**Updated Corridor
Costs**



Fiscal Capacity



Key Takeaways



Next Steps



Background

Background – FasTracks

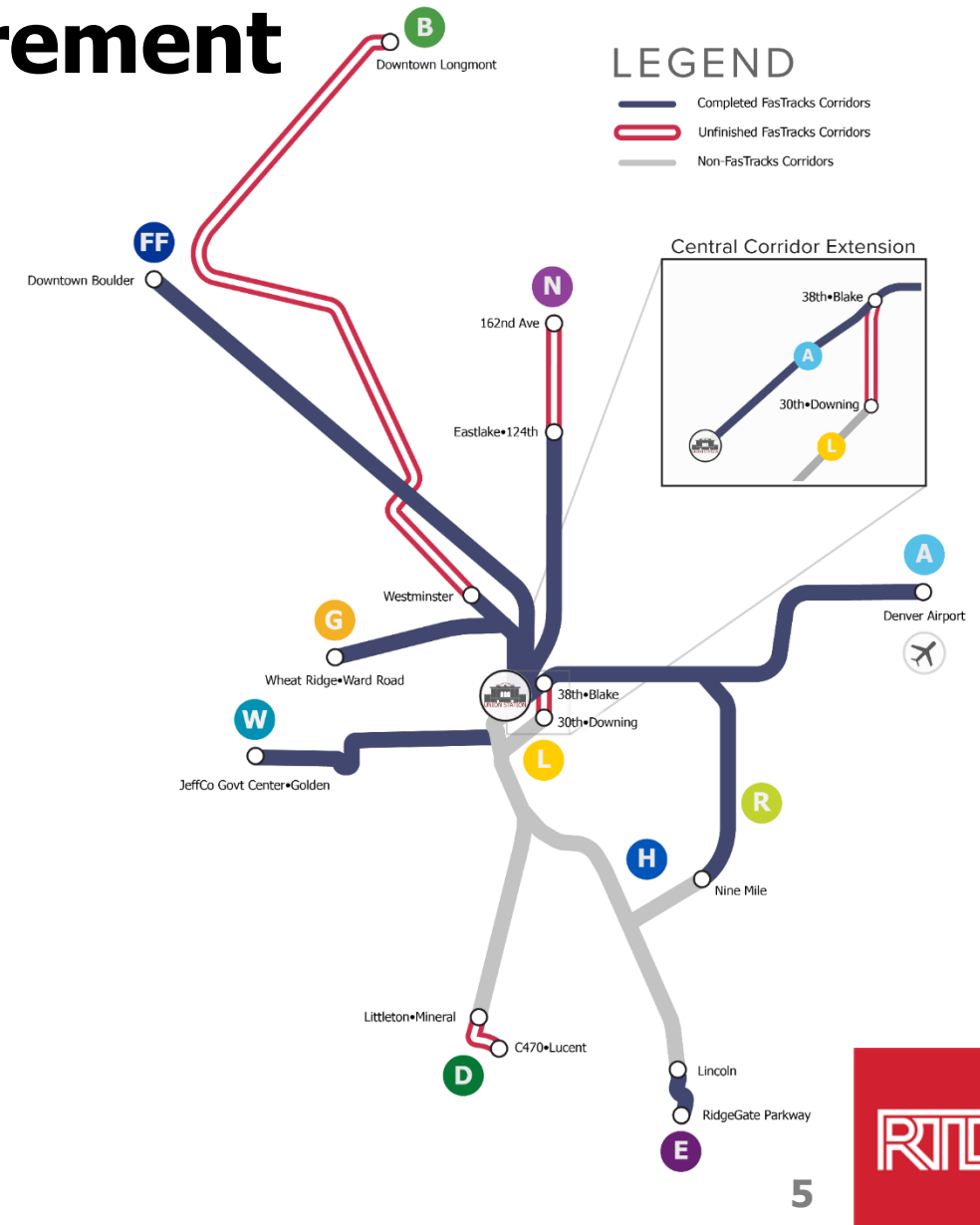
- FasTracks ballot initiative voter approved in 2004
- Since 2004, RTD has achieved 75% program completion
- Four rail corridors remain:
 - Northwest Rail Peak Service
 - North Metro completion
 - Southwest Extension
 - Central Extension

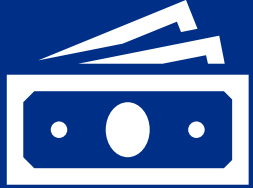


Background – Legislative Requirement

Senate Bill (SB)24-230 and SB25-161 direct RTD to:

- Prioritize Northwest Rail and North Metro completion
- Develop Report to show how FasTracks can be completed by 2034 with submittal by December 1, 2025

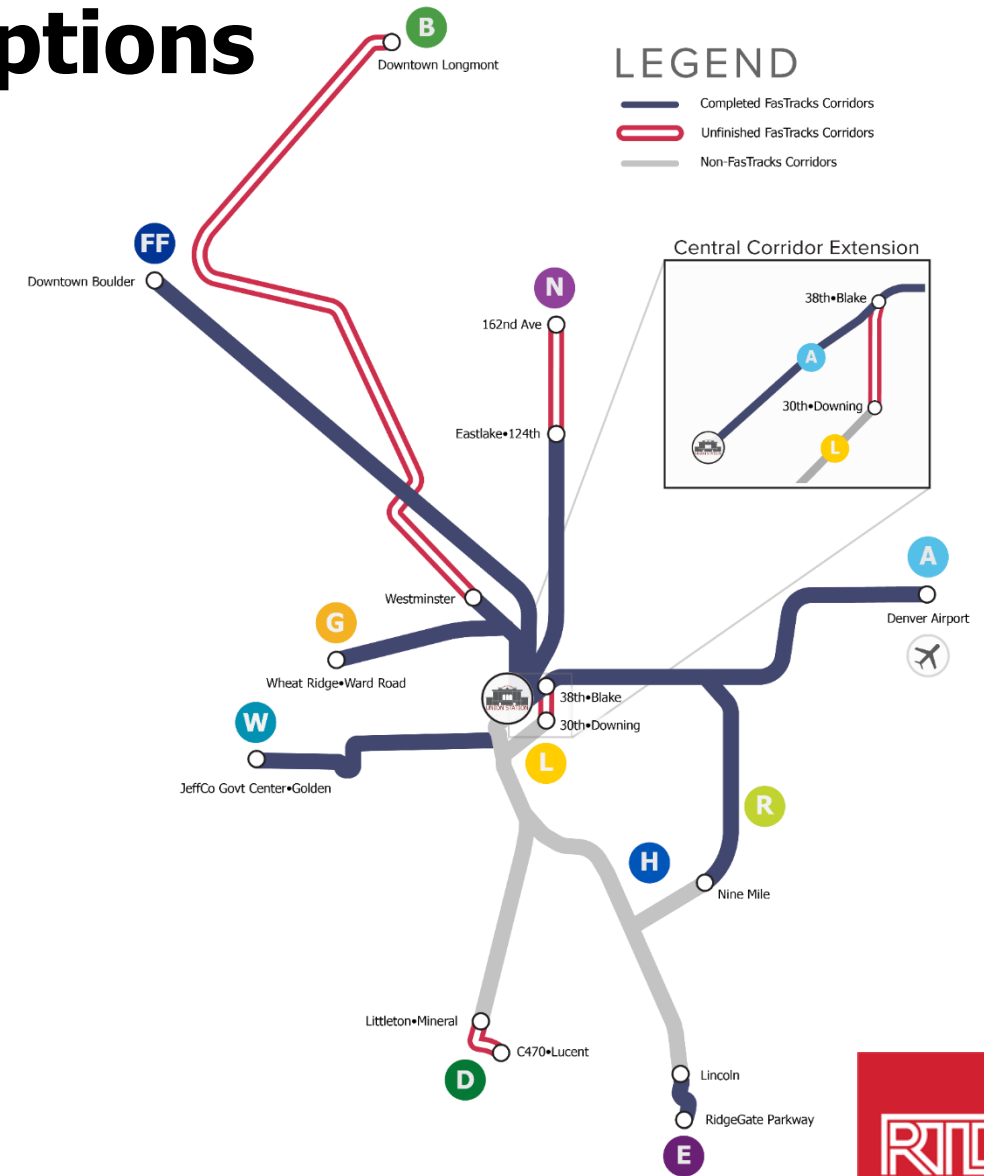




Updated Corridor Costs

Updated Corridor Costs - Assumptions

- Updated most recent set of costs (2015) for remaining corridors
- NW Rail Peak Service costs were updated from 2024 NW Peak Service Study



Updated Corridor Costs

In \$ millions and in 2024 dollars

Corridor	Capital Cost	Annual Operating Cost	Daily Boardings* in Horizon Year (2045)
Northwest Rail Peak Service	\$650	\$14.0	1,100
North Metro	\$396	\$5.4	1,500
Southwest Extension	\$344	\$2.5	700
Central Extension	\$211	\$0.7	300
Total	\$1,599	\$22.6	3,600**

**2024 average daily boardings systemwide: ~178,000*
***Equivalent to ~2% of 2024 daily boardings systemwide*





Fiscal Capacity

Fiscal Capacity - Constraints

- Limited RTD reserve funds
- TABOR debt capacity limitations
 - Approximately \$2.7 million remaining bond capacity
- Limited opportunity to issue Certificates of Participation (COPs)
- Asset renewal needs



Fiscal Capacity – Additional Revenue Sources

- FasTracks Internal Savings Account (FISA)
- SB21-260: Multimodal Transportation Mitigation Options Fund (MMOF)
- SB24-230: Oil and Gas Production Fees
- SB24-184: Congestion Impact Fee on Vehicle Rentals
- Federal Funding Opportunities

Fiscal Capacity – Remaining Funding Gap

- **Approximately \$1.2 billion shortfall, not inclusive of additional costs**
 - Unfinished corridors cost is approximately \$1.6 billion*
 - Five-year financial forecast 2030 FISA balance: \$145 million*
 - Possible RTD allocation assumptions from SB21-260, SB24-230 and SB24-184 funding (2026-34): approximately \$296 million
- To complete the corridors by 2034, revenue sources beyond those currently identified would be needed
- Additional funding source(s) needed for operating and maintenance costs and asset renewals

* *Per proposed 2026-2030 Five-year Financial Forecast*





Key Takeaways

Key Takeaways

- ~75% FasTracks program complete
- Insufficient funds to complete program
- Additional funding (beyond SB21-260, SB24-230 and SB24-184 funding) needed for construction as well as operations, maintenance, and asset renewals
- Additional design for all projects will be required
- Cost estimates provided in report are a snapshot of current costs and will change with design levels





Next Steps

Next Steps

- **Tuesday, Oct. 21:** Transportation Legislative Review Committee (TLRC) presentation
- **Tuesday, Oct. 28:** Public Comment Open forum during Board meeting
- **Friday, Nov. 14:** Comment period closes
- **Tuesday, Nov. 25:** Submission of Final Report to the Legislature

Report, appendices and comment form can be found at: <https://www.rtd-denver.com/fastracks>



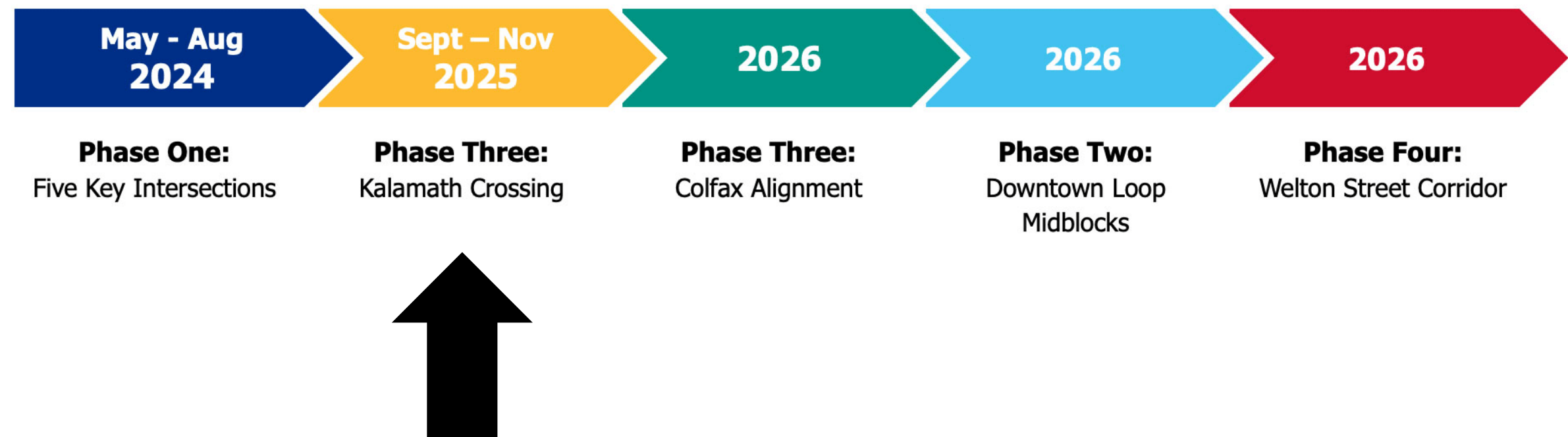
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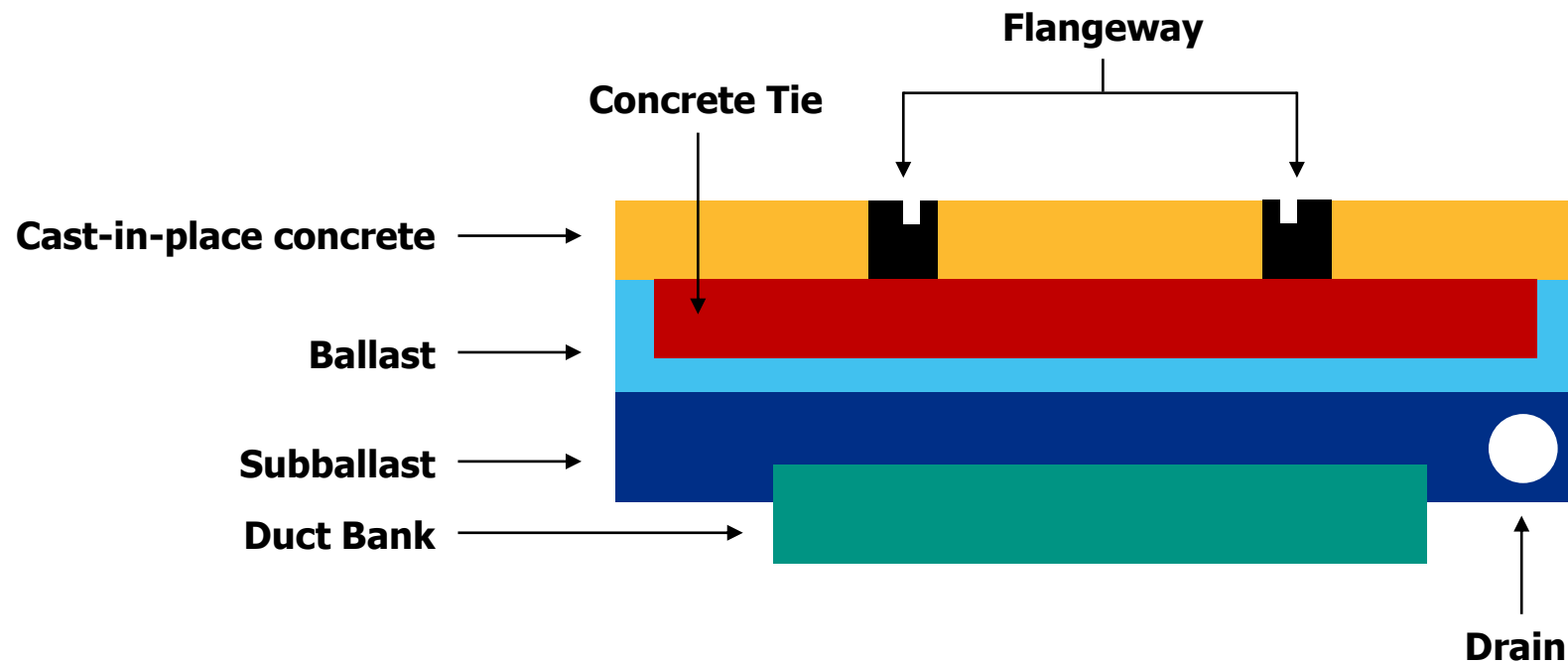
Downtown Rail Reconstruction Project

Denver City Council
Transportation and Infrastructure Committee

Project Timeline



Full-Depth Reconstruction



NOT TO SCALE

Paved Track



Kalamath Street Crossing

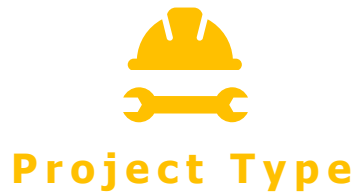


WORK COMPLETED TO 10/13/25



86
Days

Sept. 2
to
Nov. 27



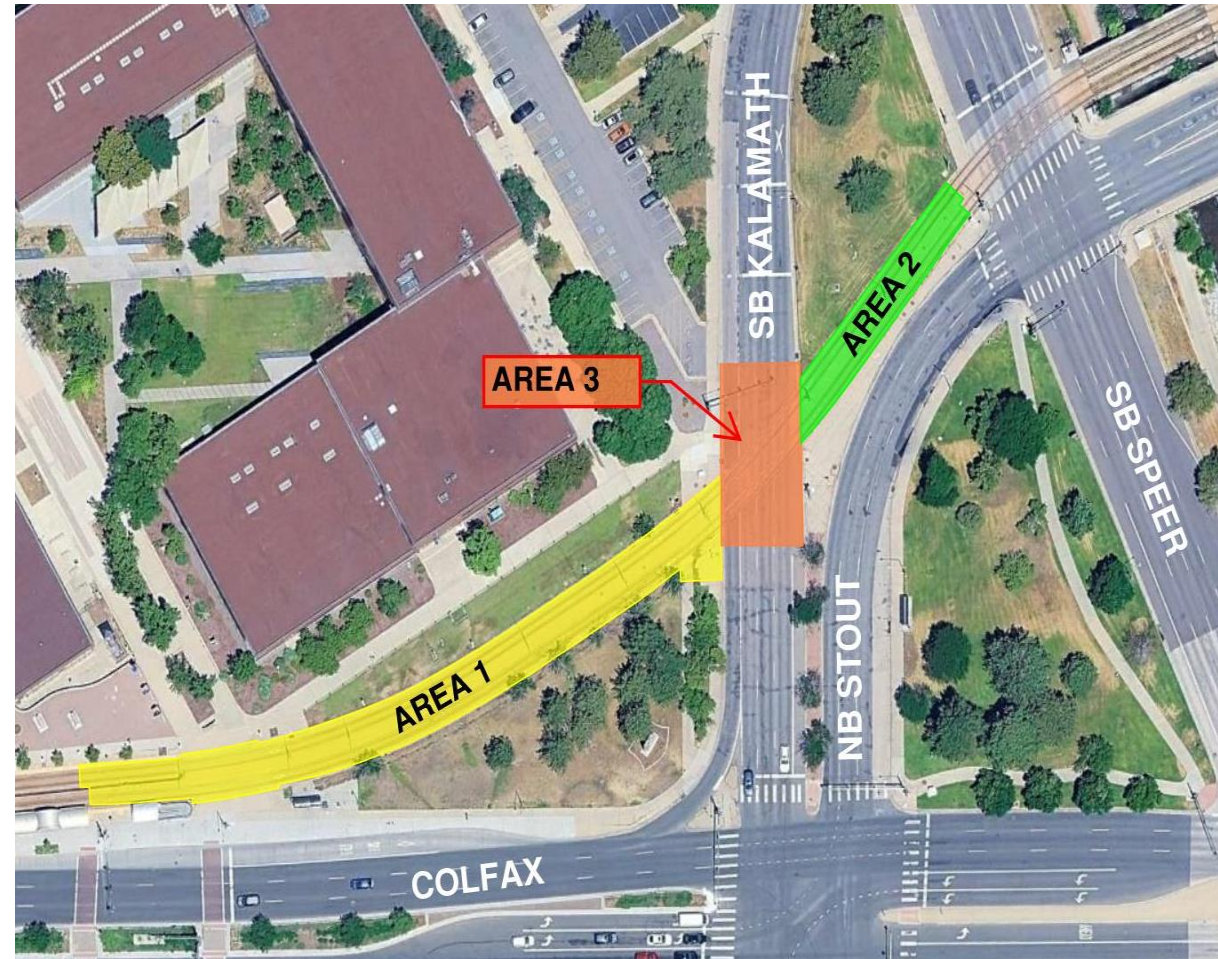
Track Replacement
Full depth rail reconstruction



Safety



Consistent Service Delivery
Reduce planned and unplanned maintenance



Kalamath Street Crossing

AREA 1 PHOTOS

Work Completed As Of Friday, October 10, 2025

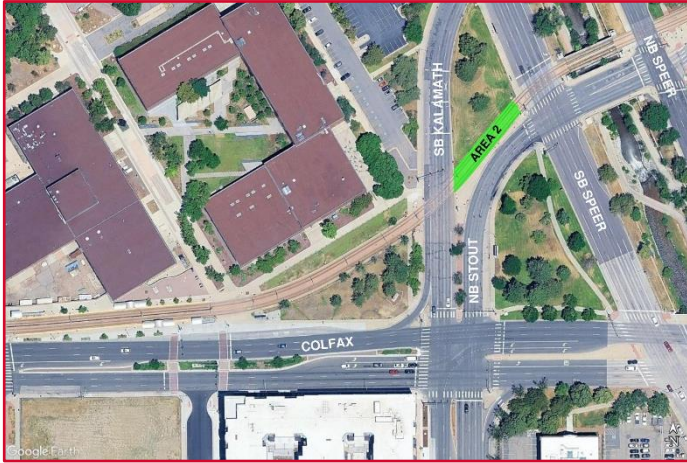


AREA 1 Progress (Friday, October 10, 2025)

- Concrete Paving, Rail, Ties and Ballast Removals Complete
- Subgrade Compacted, Tested and Accepted
- Initial Ballast Layer Complete, New Ties and Rail Set
- Rail Welding Started

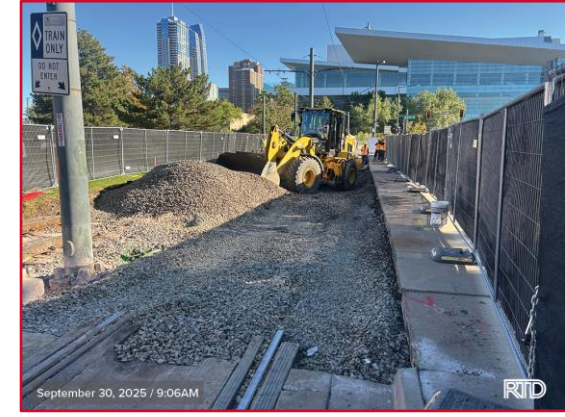
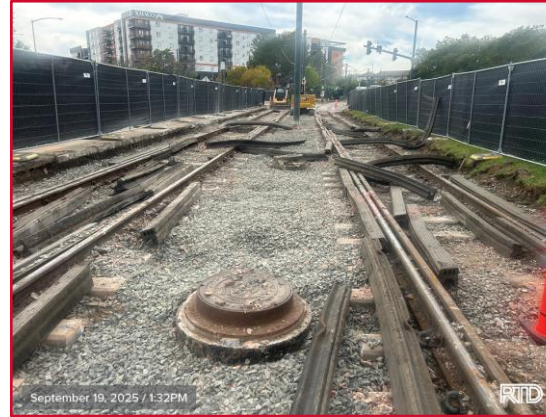


Kalamath Street Crossing



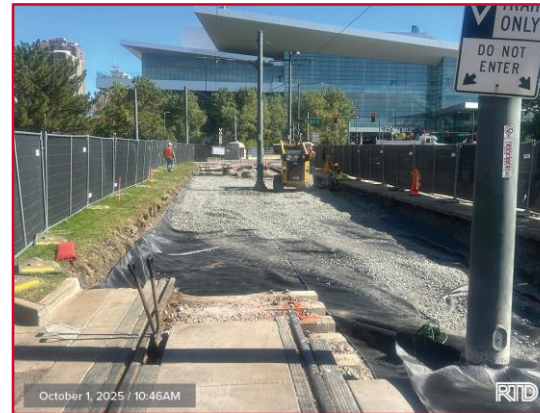
AREA 2 PHOTOS

Work Completed As Of Friday, October 10, 2025

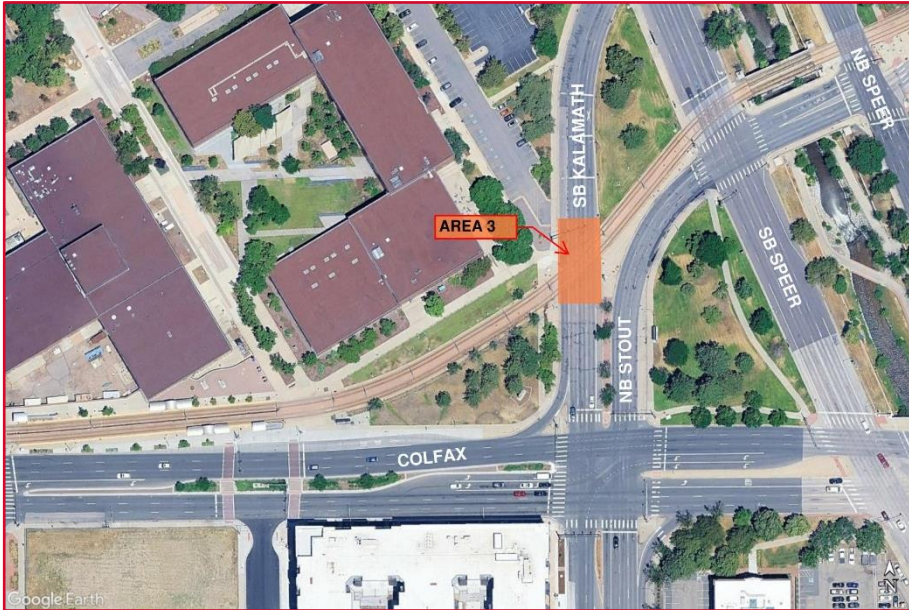


AREA 2 Progress (Friday, October 10, 2025)

- Concrete Paving, Rail, Ties and Ballast Removals Complete
- Subgrade Compacted, Tested and Accepted
- Initial Ballast Layer Complete, New Ties and Rail Set



Kalamath Street Crossing



AREA 3 PHOTOS

Work Completed As Of Friday, October 10, 2025



AREA 3 Progress (Friday, October 10, 2025)

- Work to start 10/19/25
- Currently Receiving Concrete Panels to be Used in the Construction of the Crossing

Project Webpage

- Weekly status updates and activity reports
- Detour maps and service impacts
- Photos, videos, and illustrations
- FAQs and communication toolkits
- Sign up to receive Rail Project Update



rtd-denver.com/railproject

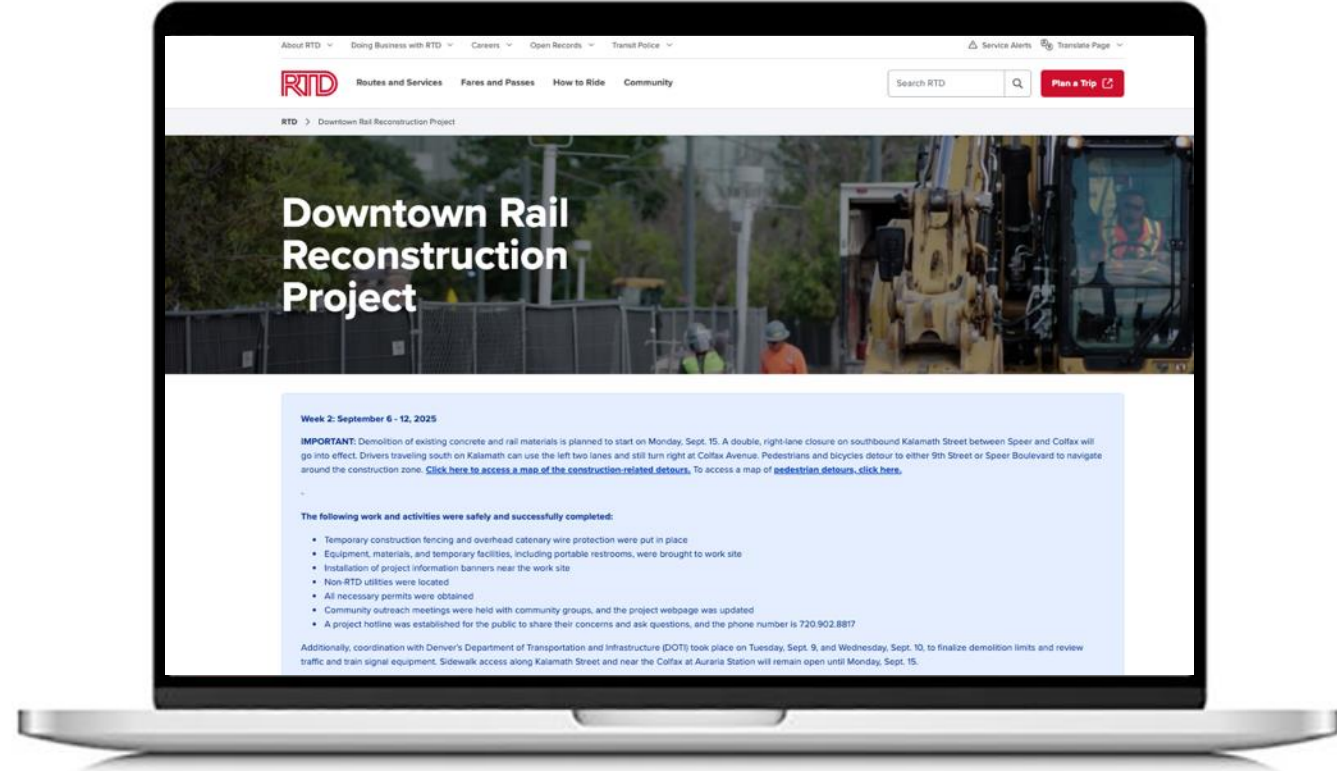
Sign up for rail project updates

Get news from Regional Transportation District regarding the Downtown Rail Reconstruction Project.

* Email

By submitting this form, you are consenting to receive marketing emails from: Regional Transportation District, 1660 Blake Street, Denver, CO, 80202, US, <https://www.rtd-denver.com>. You can revoke your consent to receive emails at any time by using the SafeUnsubscribe® link, found at the bottom of every email. [Emails are serviced by Constant Contact.](#)

Sign up!



October 10, 2025

Thank you.

