

Bus Maintenance Facility Selection Process

Board of Directors Presentation
July 1, 2008



Agenda

- Background
- Discussion of Platte Facility
- Site Selection Process
- Recommendations

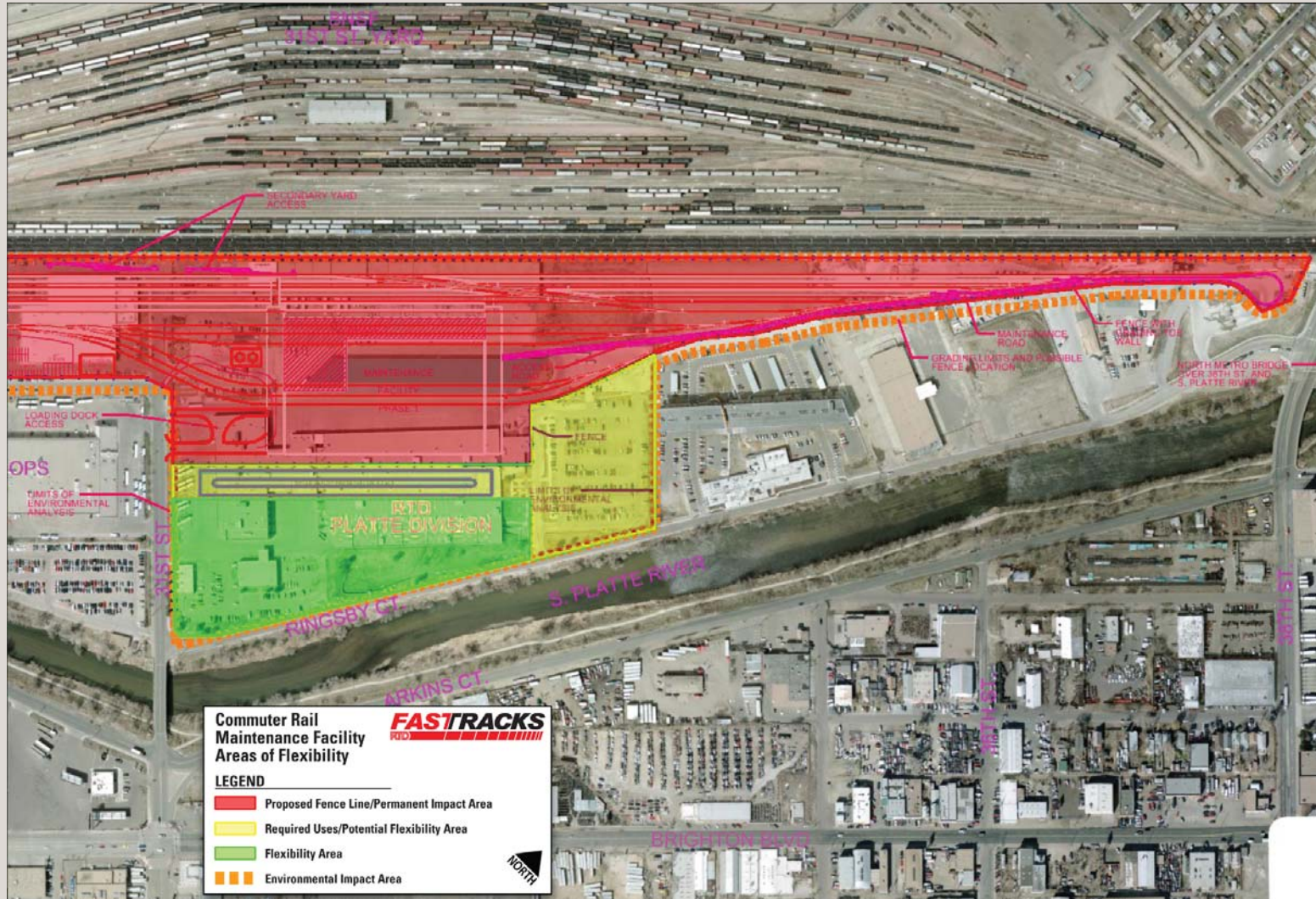
Background

- Commuter Rail Maintenance Facility (CRMF) planned to be constructed at Platte Division
- Platte Division currently houses 289 buses
- Approximately 150 additional buses needed by 2030 requiring one new facility regardless of Platte outcome
- RTD facility sizing maintains legislative cap of 58 percent for privatization of operations

Platte Bus Division Site



CRMF Site Plan



Evaluating Platte

- Criteria:
 - Available right-of-way (ROW) to house 300 buses in one or two facilities
 - Total costs not to exceed \$74.9 million budget
 - Total renovation costs/useful life
 - Maintenance of operations during reconstruction / renovation
 - Impact to adjacent property owners
- Outcome
 - Deliver the most cost-effective solution

Results of Evaluation

- Options for accommodating bus maintenance functions at Platte?
 - New Construction
 - Not feasible due to size of CRMF
 - Renovation of Existing Facilities
 - Not feasible due to size of CRMF
 - Relocation Off-site
 - Allows for most aggressive CRMF construction schedule – open 2nd Quarter 2013
 - Recommended option

Site Selection Process

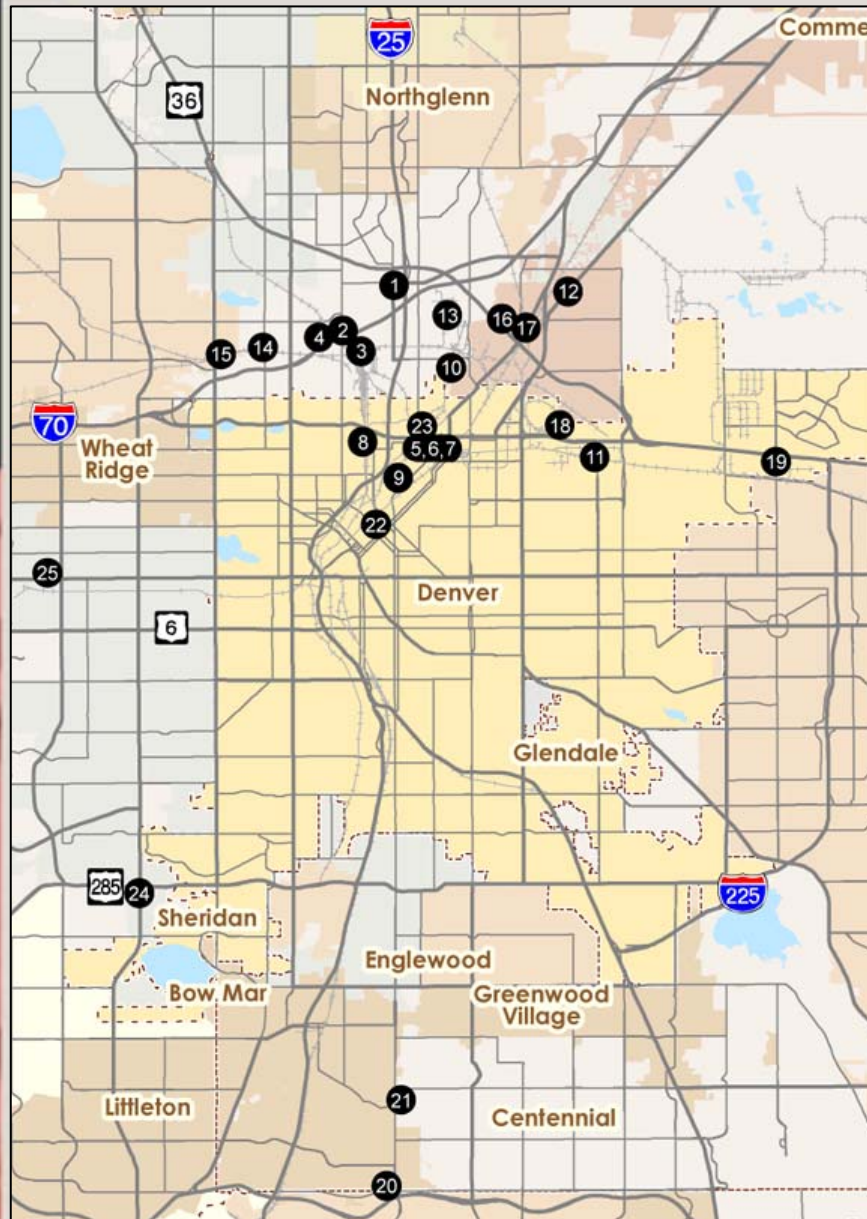
Site Selection Process

- Developed evaluation criteria
- Identified potential bus maintenance facility sites throughout the District
- Eliminated sites based upon criteria
- Recommending site(s) to RTD Board

Evaluation Criteria

- Adequate acreage to house facility
- Be less than 3-mile drive from Denver Union Station (to accommodate Mall Shuttles)
- Have Industrial zoning
- Avoid hazardous waste sites
- Match local jurisdiction's land-use plans
- Avoid parkland and residential areas
- Good local access as well as access to major roadways
- Close to major bus routing to minimize diversions and deadhead (operating cost)
- Not be located within 100-year floodplain
- Within budget of \$74.9 million (YOE)

Potential Locations



Site #	Location
1	70 th & Broadway (RTD)
2	1-76 @ Pecos (East)
3	1-76 @ Pecos (West)
4	West 60 th Ave./Federal Blvd.
5	National Western - NE
6	National Western - NW
7	National Western - SE
8	SWC 1-70 @ I-25 (Denver Post)
9	3500 Rockmont Drive
10	5590 High Street
11	4355 Kearney Street
12	6600 Highway 85
13	6464 Downing Street
14	6001 Federal Blvd.
15	1-76 @ Sheridan Blvd.
16	I-270 @ 64 th Avenue
17	3200 E. 64 th Avenue
18	5601 Holly Street
19	Smith Road @ Peoria Street
20	South Park
21	7400 S. Broadway
22	Delgany/Denargo Streets
23	51 st Avenue @ Emerson Street (CCD)
24	Hampden Ave @ Wadsworth Blvd. (RTD)
25	13th Avenue @ Quail Street (RTD)

Reasons for Elimination

Site too small to accommodate facility

- Site 10 – 5590 High St.
- Site 11 – 4355 Kearney St.

Not zoned industrial

- Site 13 – 6464 Downing St. (I-270)
- Site 24 – Hampden Ave. & Wadsworth Blvd. (RTD)
- Site 25 – 13th Ave. & Quail St. (RTD)

Poor local/regional access

- Sites 5, 6, 7 – National Western (Timing)
- Site 9 – 3500 Rockmont Dr. (adjacent to park)
- Site 16 – I-270 @ 64th Ave. (I-270)
- Site 17 – 3200 E. 64th Ave. (I-270)
- Site 18 – 5601 Holly St. (I-270)

Reasons for Elimination

Does not match local land use plans

- Site 4 – West 80th Ave./Federal Blvd. (Adams Co.)
- Site 14 – 6001 Federal Blvd. (Adams Co.)
- Site 22 – Delgany/Denargo St. (Area of Change)

Too far from major bus route density

- Site 12 – 6600 Highway 85
- Site 20 – South Park
- Site 21 – 7400 S. Broadway (CCD)

Possible HazMat Issues; adjacent to park

- Site 23 – 51st Ave. @ Emerson St.

Reasons for Elimination

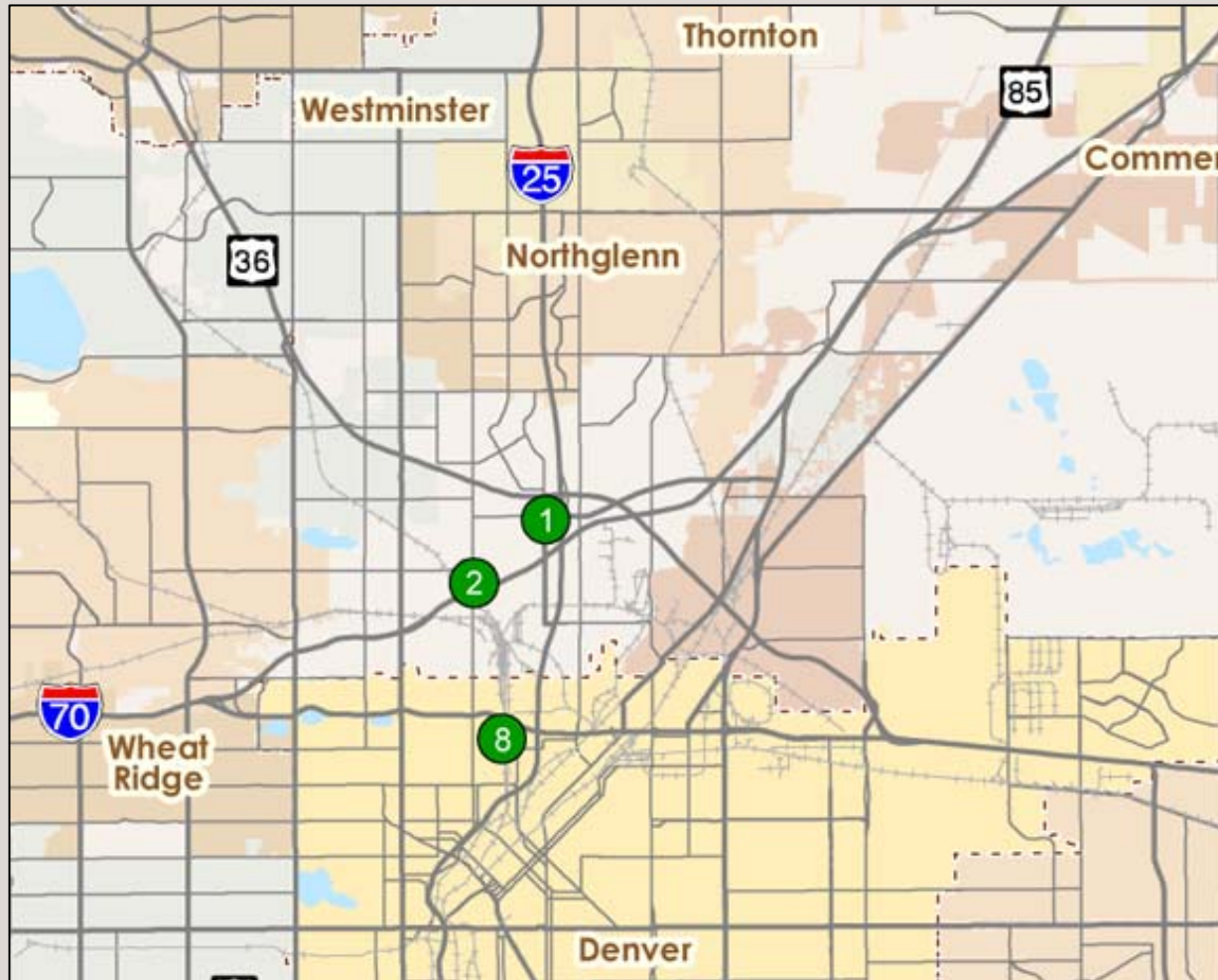
Within 100-year floodplain

- Site 15 – I-76 @ Sheridan Blvd.

Proposed FasTracks Stations

- Site 3 – I-76 @ Pecos (Gold Line)
- Site 19 – Smith Road @ Peoria St. (East/I-225)

Recommended Sites



Site #	Location
1	70 th @ Broadway
2	I-76 @ Pecos (East)
8	SWC I-70 @ I-25 (Denver Post)

Staff Recommendation

- Immediate Need
 - Construct 300-bus maintenance facility including Mall Shuttles
 - Site 8: SWC I-70 and I-25 (Denver Post)
 - Within \$74.9 million budget including ROW

- Future Need
 - Construct 150-bus maintenance facility for 2030 requirements
 - Facility opening post-2020
 - Site 1: 70th Avenue @ Broadway (owned by RTD)
 - OR
 - Site 2: I-76 @ Pecos (advocated by Adams County staff)

Next Steps

- Conceptual layout of facility (Jun '08)
- Construction cost estimate (Jul '08)
- Conduct additional environmental work: traffic, air quality, noise, hazmat (Jul '08)
- Possession of property (Jun '09)
- Obtain City permits (Jul '09)
- Construct facility (Aug '09-Jul '10)
- Relocate Platte functions to new site (Aug '10)
- Demolish Platte Bus Division (Nov '10)
- Construct new CRMF (Nov '10-Jun '13)