

RTD-FasTracks  
Commuter Rail/Bus Maintenance Facility  
Update

February 3, 2009



## CRMF Recap

- FasTracks Peer review panel suggested value engineering (VE) to save costs (Fall 2008)
- Potential for smaller CRMF footprint through VE process opened door to other site options
- NWR/Gold Line East Direct alignment selected as preferred alternative (Fall 2008)
- RTD performed due diligence evaluating other options (December 2008)
- Two options identified and presented at Public Workshop on January 22, 2009

## CRMF Options

### Option A

- Advance Platte as preferred site
- Relocate Platte BMF to one of three potential sites (Fox South, Fox North, or 51<sup>st</sup> East)
- Finalize EA on Platte site

### Option B

- Advance Fox North as preferred site
- Platte BMF to remain in existing location
- Evaluate and document environmental impacts of Fox North in revised EA

# Options A & B



## 1/22/09 Public Workshop Results

- Approximately 60 people attended workshop
- Attendees responded favorably to reconsideration of alternatives
- Public comments received overwhelmingly favored Option B
- Public's reasons for supporting Option B:
  - Significant cost savings
  - Minimizes land use and aesthetic impacts
  - Do not have to relocate Platte BMF

# Staff Recommendation

## Fox North Site

- Cost savings to FasTracks (approx. \$100M)
- Compatible surrounding land use
- Public support
- Platte BMF will remain at current location
- Relocation of Platte BMF no longer on critical path

## Schedule/Next Steps

- EA Public Release (March '09)
- EA Public Hearing (April '09)
- Decision Document from FTA (May '09)
- P3 Concessionaire Contract Development (April '09)