Ten Reasons to Oppose FasTracks

1. It won't relieve traffic congestion: DRCOG says traffic will grow 63 percent by 2025, but FasTracks will take less than one-half a percent of all cars off the road.
   
   DRCOG, Review of the RTD FasTracks Plan, 2004, p. 23 says FasTracks would reduce weekday vehicle-miles traveled by 0.496 percent. Transit’s share of total travel would increase from 2.27 percent without FasTracks to 2.85 percent with it.

2. It won’t relieve rush-hour congestion: DRCOG says it will take only 1.4 percent of cars off the road during rush hour.
   
   Ibid, p. 24, says FasTracks would increase transit’s share of peak-hour travel from 2.7 percent to 4.1 percent.

3. It’s far too expensive: The proposed 67-percent sales tax increase will cost the average resident more than $2,000 through 2025 and the total cost of FasTracks will be nearly $3,000 per resident. Getting one person out of their car and onto FasTracks for one trip will cost $24 in 2025.
   

4. It isn’t fast: RTD says light-rail trains will average 24 mph and commuter rail trains only 41 mph. By comparison, bus-rapid transit will average 51 mph and, despite operating far more frequently than any of the rail lines, will cost less to operate per rider.
   
   RTD, FasTracks Plan, p. 2-6.

5. It won’t relieve air pollution—and will make ozone worse: DRCOG says it will lead to negligible reductions in carbon monoxide and other emissions and will actually increase nitrogen oxide, an ozone precursor. Denver complies with every federal air standard except ozone.
   

6. Most people will rarely or never use it: DRCOG says FasTracks will increase RTD’s daily ridership by 72,000 trips in 2025. This means FasTracks will provide the average metro-area resident just six more transit rides each year.
   

7. We can relieve congestion without a tax increase: HOT lanes and bus-rapid transit will do far more to relieve congestion and will mostly pay for themselves through tolls and fares.
   

8. We can have far better transit service without a tax increase: Bus-rapid transit using HOT lanes will move people as far as faster than rail transit. RTD says bus-rapid transit costs less to start and less to operate per rider than any of the proposed FasTracks rail lines.
   
   RTD, FasTracks Plan, appendix E.

9. FasTracks forecloses options: RTD wants to spend $932 million in federal funds and $95 million in local funds on rail construction. Devoting the federal funds to HOT lanes and bus-rapid transit would do far more to reduce congestion and leave the local funds for schools and other needs.
   

10. Congestion will get far worse if it is built: Unless something else is done—such as HOT lanes and bus-rapid transit—DRCOG says the time Denver-area drivers waste sitting in traffic will increase more than 150 percent whether or not rail transit is built.
    

The above information was provided by the Independence Institute. For more information, see taxpayersagainstcongestion.org.