



**We Make Lives Better
Through Connections.**

June 24, 2025

Back to Basics

DOWNTOWN RAIL RECONSTRUCTION PROJECT

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Outline



Back to Basics



**Proactive
Strategies**



**Downtown Rail
Reconstruction**



Next Steps



Back to Basics

State of Good Repair

- Ensuring assets are in a **state of good repair** is one of the agency's highest priorities
 - Guarantees previous investments in the system remain intact
 - Supports operationally safe, accessible, and dependable services
 - Preserves investment in a reliable transit infrastructure
- Required by regulatory oversight entities
- **All transit agencies should undertake projects to maintain assets**

Agency's Fixed Assets

- **RTD has more than \$9 billion in fixed assets**
 - Guided by the FTA-mandated Transit Asset Management (TAM) Plan
 - Assets are at varying ages and useful life
 - Regularly monitored and inspected
 - Includes facilities, vehicles, rail track, signals, bridges, stations, etc.

Aging Assets

RTD's enhanced focus on key asset renewals

1. Identify equipment and infrastructure at end of useful life
2. Minimize risk and maximizes safety
3. Prevent unplanned service disruptions

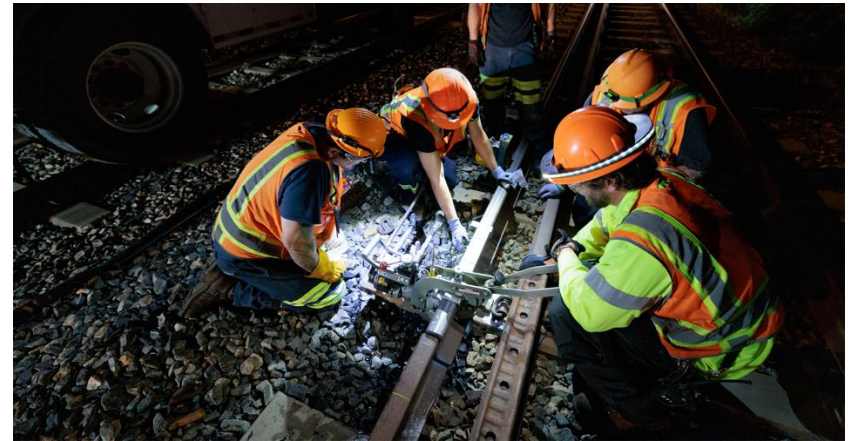
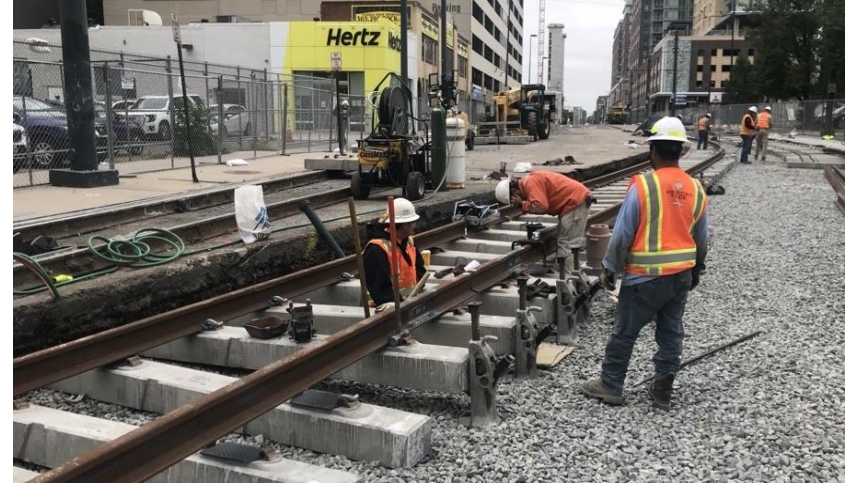


Infrastructure

- Full-depth rail reconstruction
- Overhead wire replacement
- Railhead grinding and track maintenance
- Station concrete repairs and replacement



Planned Service Disruptions





Proactive Strategies

Elati Light Rail Operating Facility

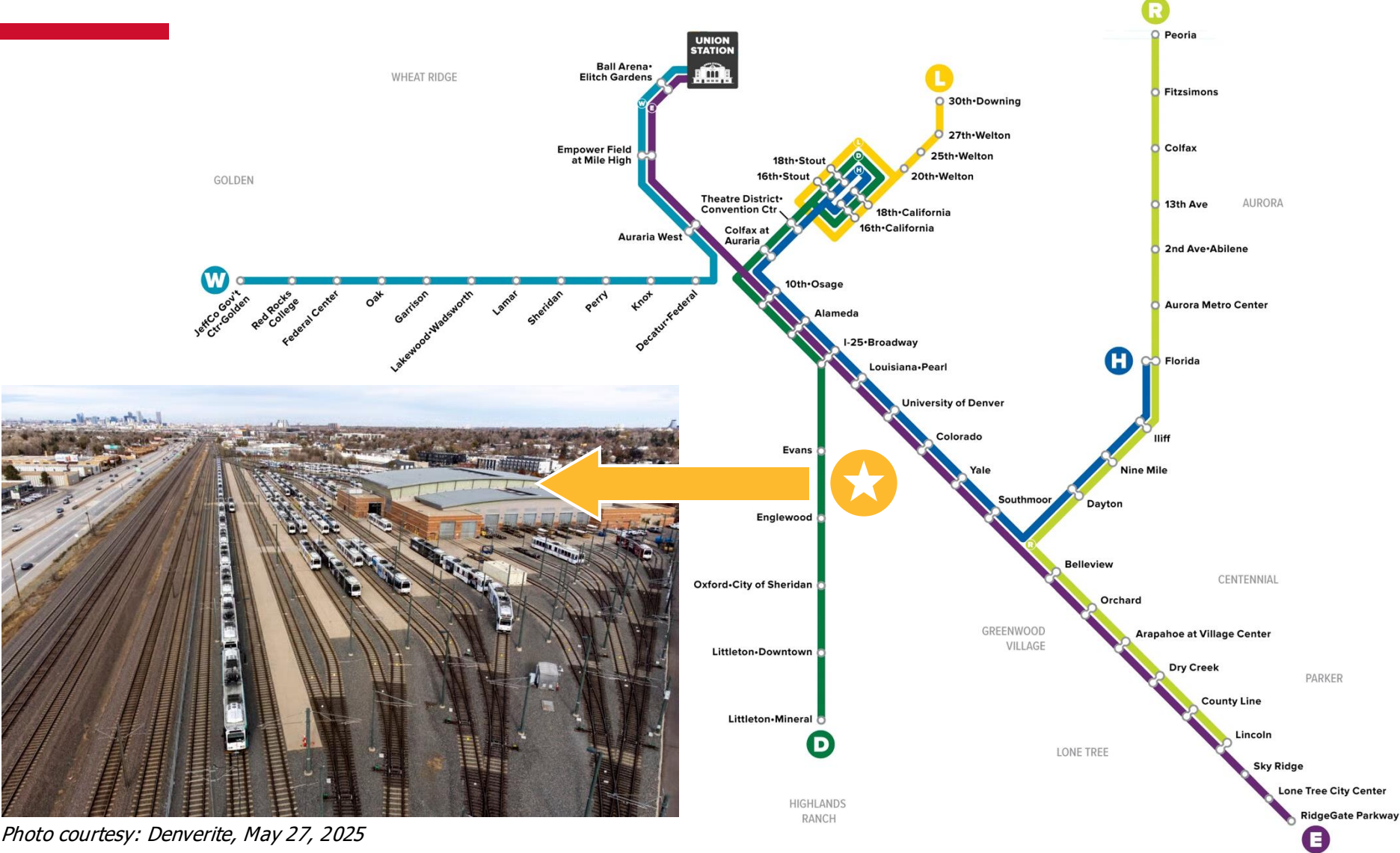
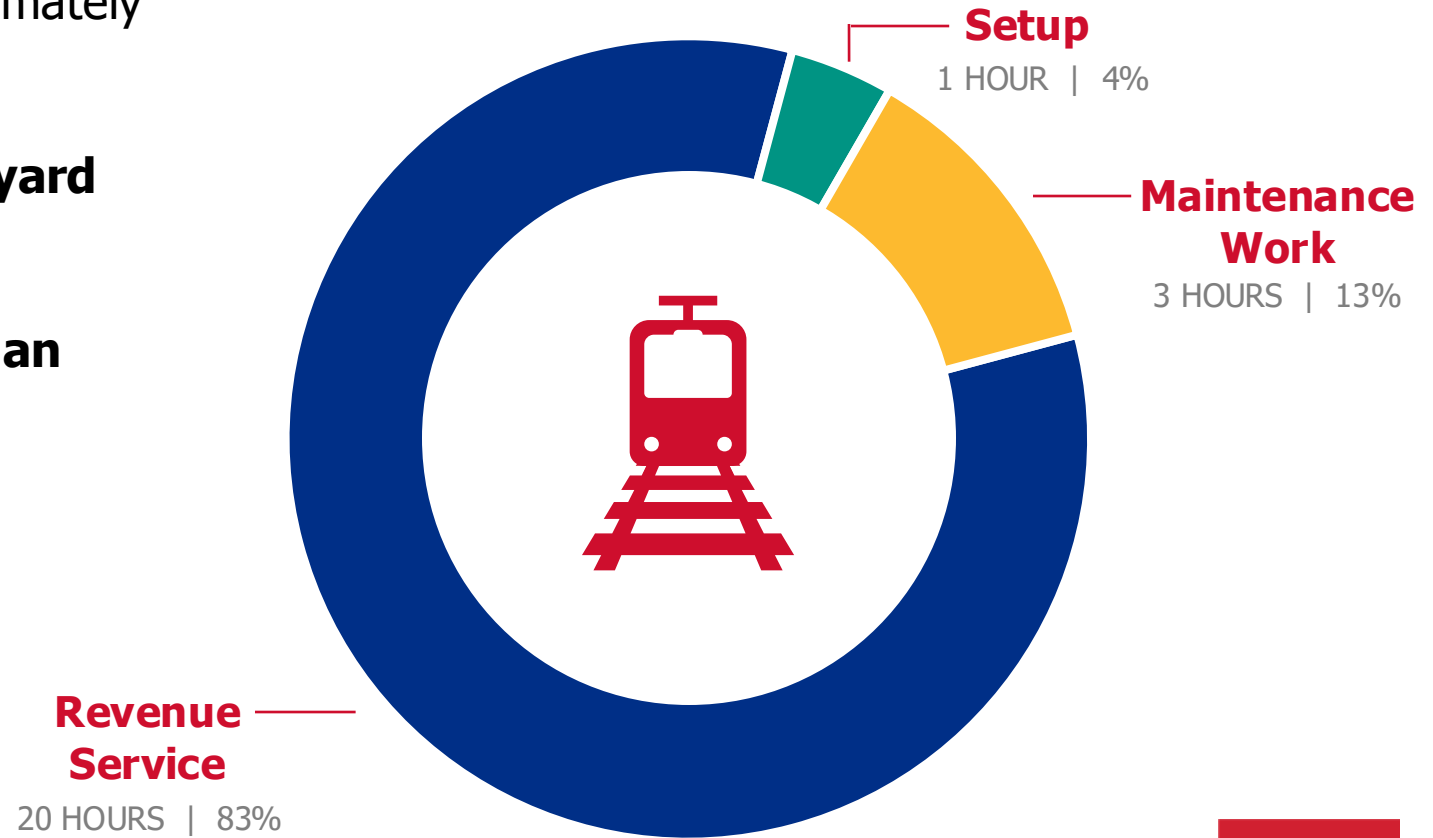


Photo courtesy: Denverite, May 27, 2025

Right-of-Way Access

- Light rail revenue service is provided approximately **20 out of 24 hours** every day
- All light rail trains **must return to the rail yard** prior to work commencing
- Overnight maintenance windows are **less than four hours**
- Adding days raises costs and increases risks



Strategies and Tactics



When possible, complete work during off-peak hours or overnight windows



Consolidate work



Communicate in advance and provide regular updates



Provide bus shuttles for short-term, full closures and communicate alternate services

Communication Tactics

Customers	Stakeholders	Board of Directors	Public
<ul style="list-style-type: none">▪ Service Alerts▪ Social media▪ Web and mobile application notices▪ On-vehicle and facility signage▪ Impact Team▪ Digital signs▪ Customer Care scripts	<ul style="list-style-type: none">▪ Project toolkits, FAQs, community meetings, and outreach events▪ Transit Management Associations/Organizations▪ Subregional Service Councils and local municipalities▪ Non-profit and neighborhood-based organizations	<ul style="list-style-type: none">▪ Project toolkits and presentation materials▪ Regular cadence of status updates▪ Director-specific updates and outreach meetings based on project's location	<ul style="list-style-type: none">▪ News releases, media advisories, and reporter interviews▪ Project website▪ Paid media campaign▪ Community outreach and engagement events



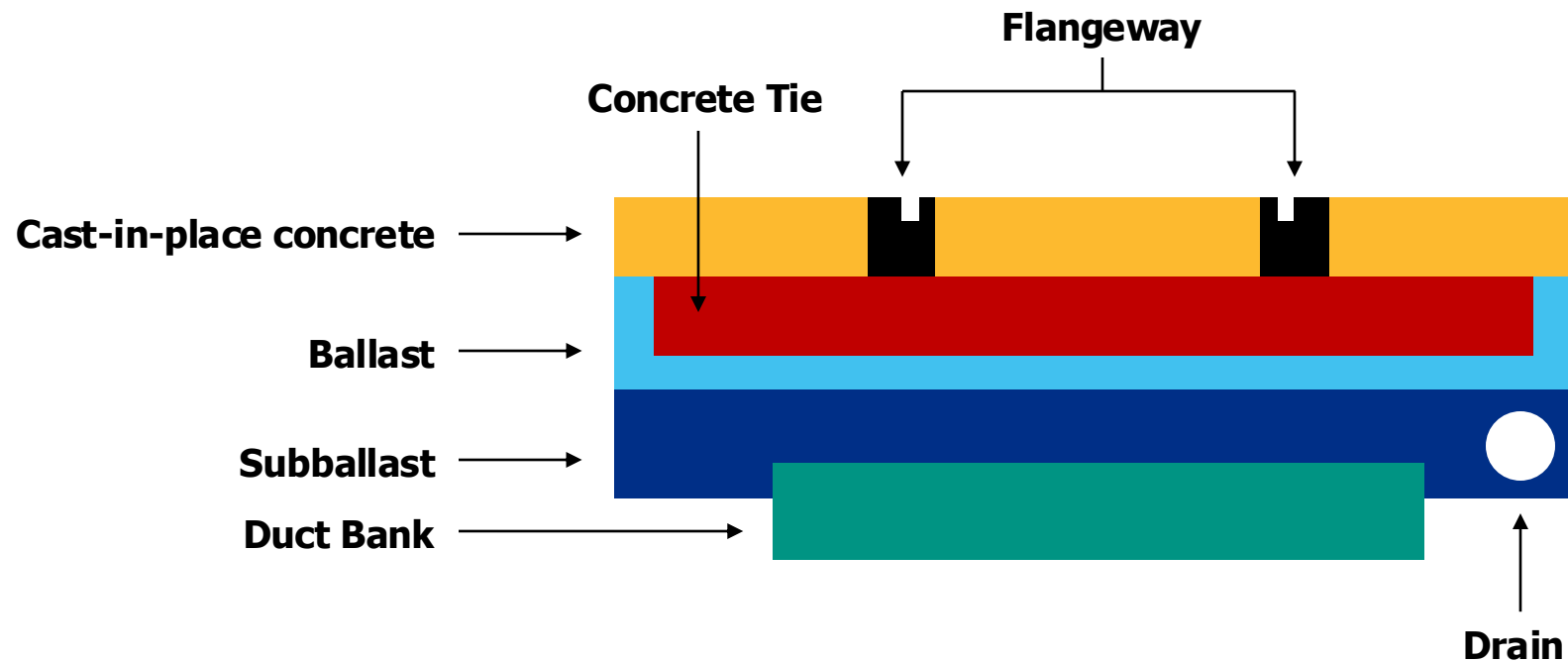
Downtown Rail Reconstruction Project

Reconstruction Project Overview

- Project was prioritized to maintain assets in a state of good repair
 - Work emphasizes planned closures versus unplanned service disruptions
 - Time-specific closures to minimize inconvenience to customers
- Reconstruction will be completed in four phases
 - Phase One was completed in 2024
 - Work will be completed out of the phase's numerical sequence
- RTD is regularly meeting with the City and County of Denver (CCD) to discuss potential street closures and develop traffic detour plans for subsequent phases



Full-Depth Reconstruction



NOT TO SCALE

Paved Track



Phase One



COMPLETED



1
Stout and 15th



2
California and 15th



3
Stout and 17th



4
California and 17th



5
Broadway and Welton

Phase Two



Downtown Loop Midblock

- Full-depth reconstruction of the midblock tangent tracks not previously replaced
- Impact to D, H, and L lines

Phase Three

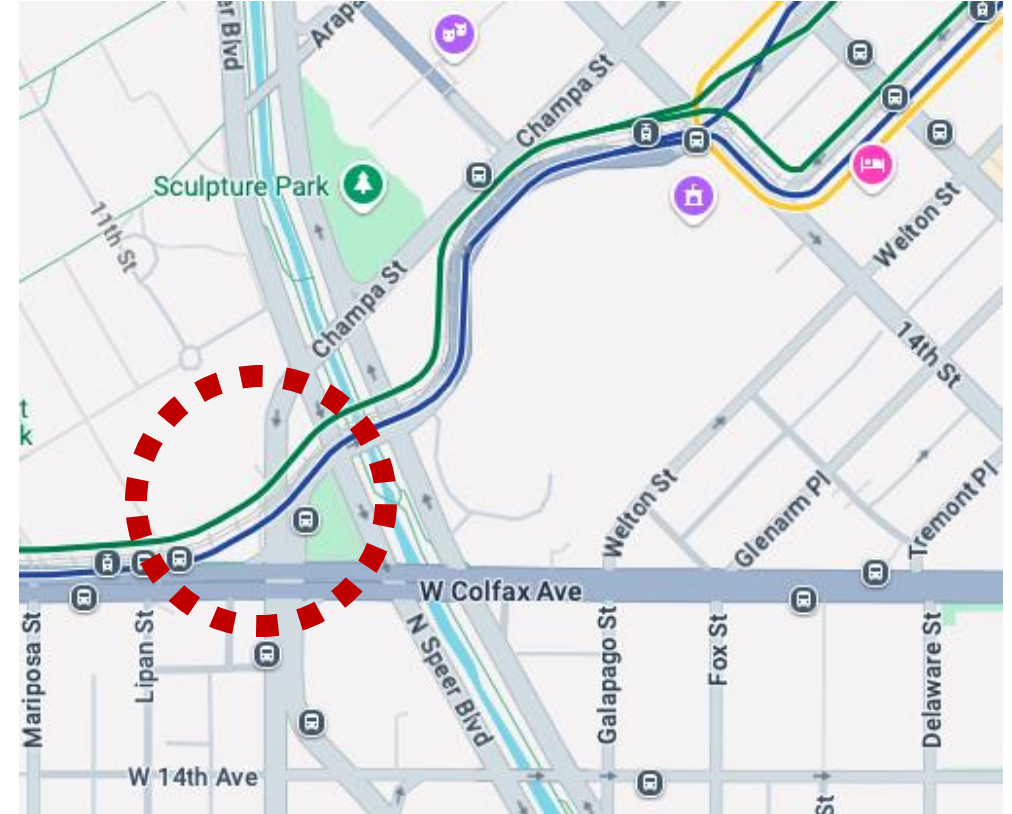


Kalamath Crossing and Colfax Alignment

- Full-depth reconstruction of existing light rail track
- Excludes track near the Colorado Convention Center
- Impact to D and H lines

Phase Three: Kalamath Street Crossing

- The at-grade crossing is part of RTD's original light rail line
- Serves the D and H lines in and out of the Downtown Loop
 - Approximately 16 trains each hour cross Kalamath Street
- Temporary maintenance work was completed in 2024 to stabilize the rail base




Kalamath Street Crossing




Schedule

86
Days
Sept. 2
to
Nov. 27



Project Type



Track Replacement
Full depth rail reconstruction



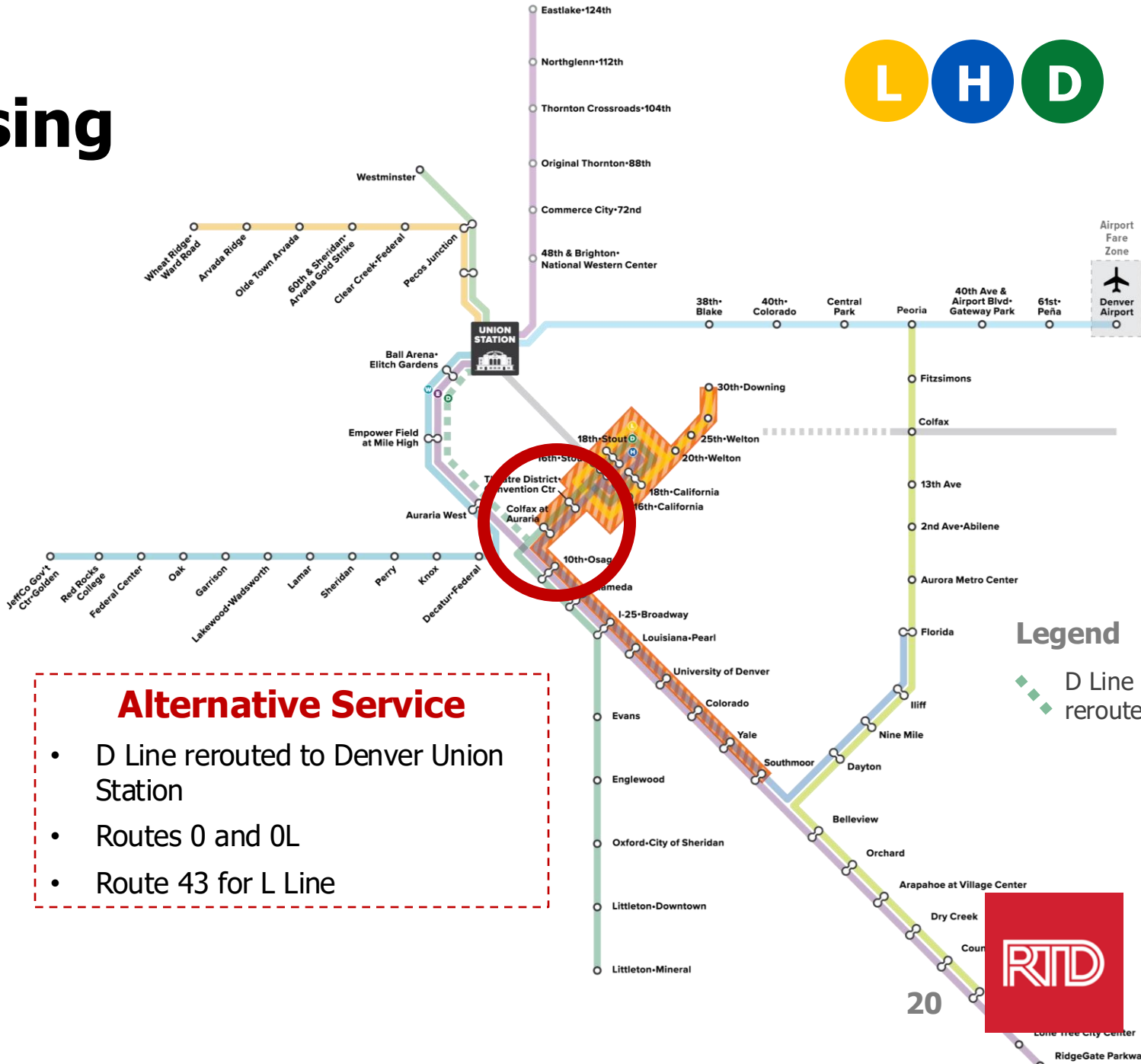
Customer Benefits



Safety



Consistent Service Delivery
Reduce planned and unplanned maintenance



Proposed August Service Changes

■ D Line will be rerouted to Denver Union Station

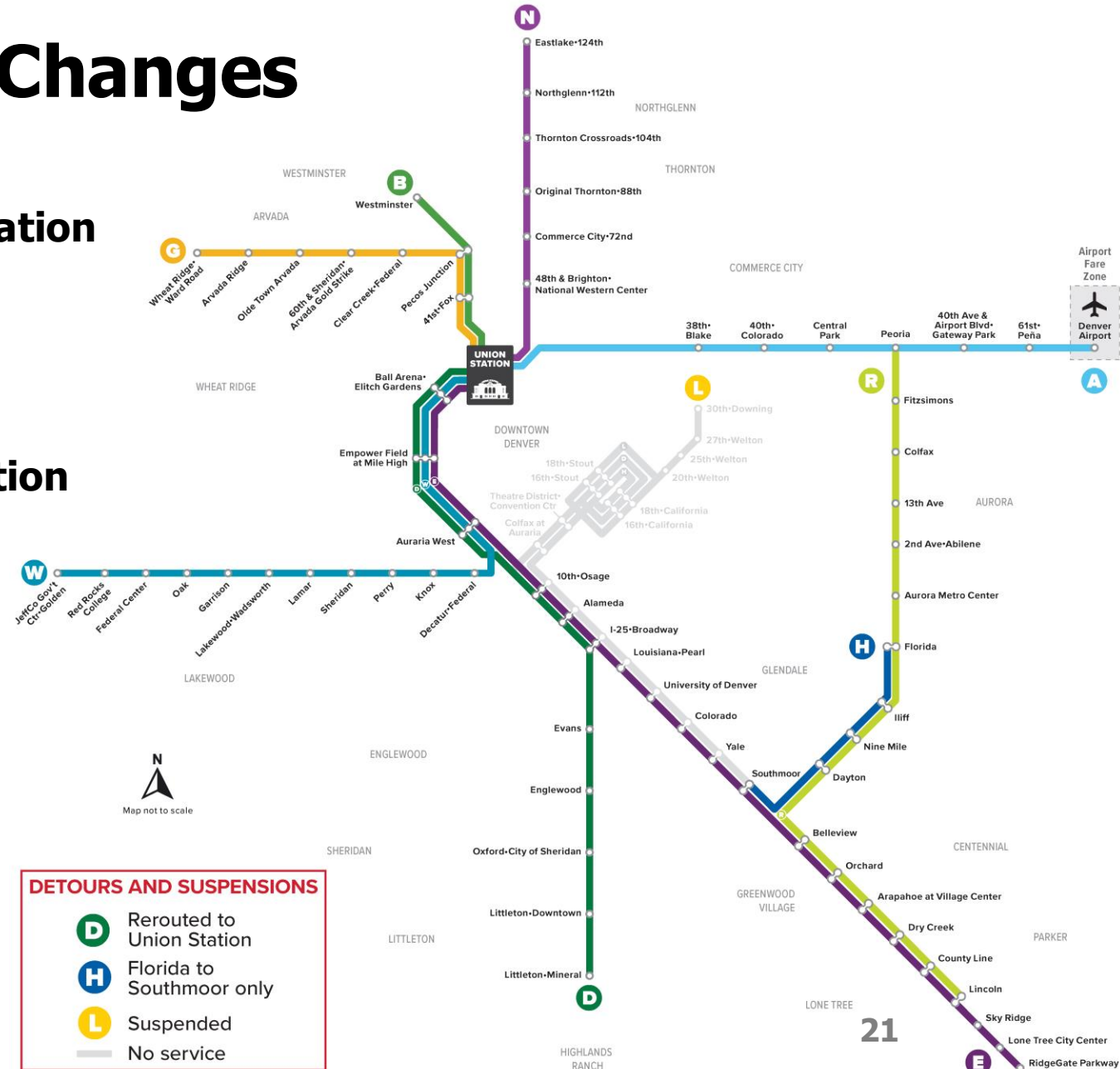
- Littleton-Mineral Station to Union Station
- Maintain 15-minute frequencies

■ H Line will be truncated at Southmoor Station

- Florida Station to Southmoor Station
- Maintain 15-minute frequencies

■ L Line service will be suspended

- Bus Route 43 is an alternative



Phase Four



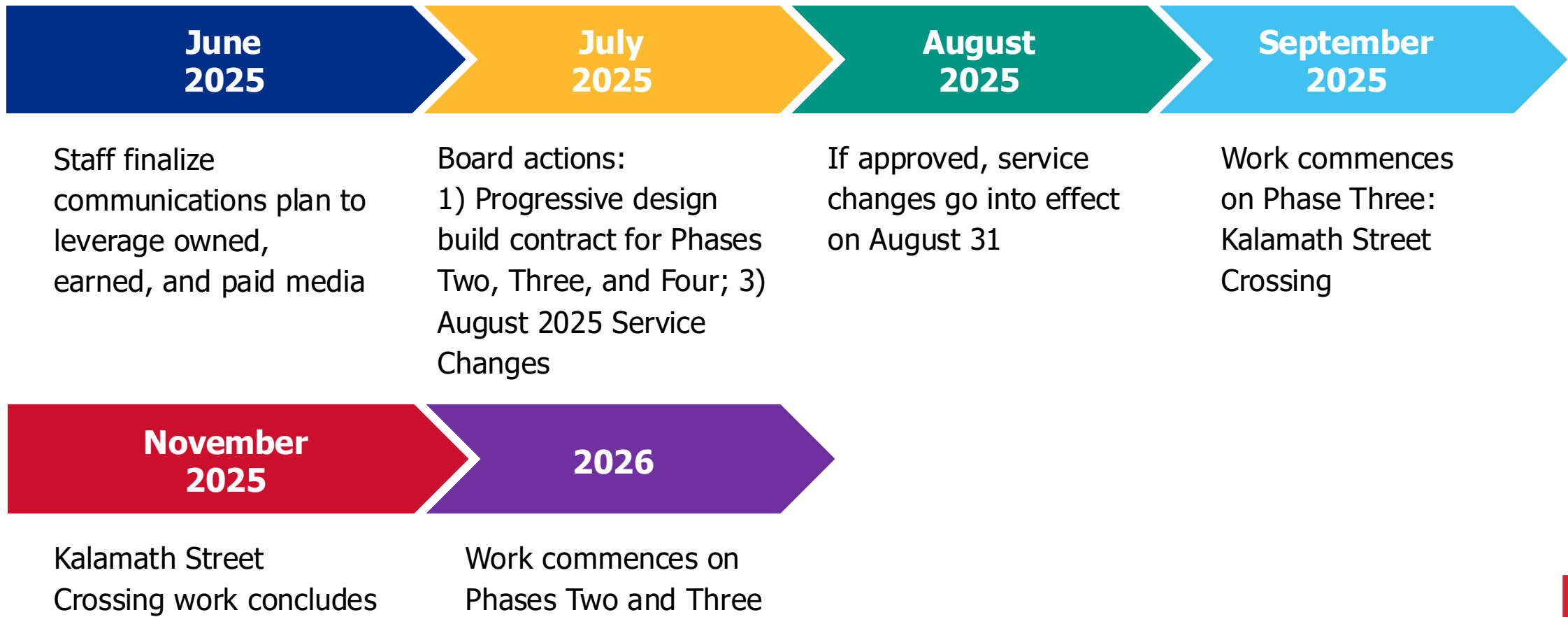
Welton Street Corridor

- Full-depth reconstruction of existing light rail track
- Evaluate station accessibility
- Replace high blocks at platforms
- Impact to L Line



Next Steps

Near-Term Timeline



Thank you.

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