



# 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:** RTD wants to spend more than half the region's transportation capital funds on transit lines that would take only one-half a percent of cars off the road.

*DRCOG's Metro Vision 2025 plan (2002) calls for spending \$3.5 billion on road improvements (p. 107). By comparison, RTD wants to spend \$4.7 billion on FasTracks.*

**4. It isn't fast:** DRCOG says light-rail trains will average no more than 25 mph and commuter rail trains no more than 40 mph. By comparison, some RTD bus routes average 36 mph and other transit agencies have bus routes that average more than 55 mph.

*Ibid, p. 21; General Accounting Office, Bus Rapid Transit Shows Promise (GAO-01-984, September 2001), pp. 26–27.*

**5. It won't relieve air pollution—and may make ozone worse:** DRCOG says it will lead to negligible reductions in carbon monoxide and other emissions and will actually increase nitrogen oxide emissions (which lead to ozone-smog).

*DRCOG, Review of the RTD FasTracks Plan, 2004, p. 26.*

**6. Most people will rarely or never use it:** DRCOG says FasTracks will increase RTD's daily ridership by 72,000 trips. DRCOG also says Denver metro-area residents will take 13.55 million trips a day in 2025, meaning FasTracks will carry only 0.5 percent of trips.

*DRCOG, Review of the RTD FasTracks Plan, 2004, p. 23.*

**7. We can relieve congestion without a tax increase:** HOT lanes will mostly if not entirely pay for themselves through tolls and will do far more to relieve congestion.

*Robert Poole Jr. & Kenneth Orski, HOT Networks: A Plan for Congestion Relief and Better Transit (Reason Foundation, 2003).*

**8. We can have far better transit service without a tax increase:** Bus-rapid transit using HOT lanes will move people as fast or faster than rail transit. The General Accounting Office says bus-rapid transit costs as little as 2 percent as much as light rail to start and less to operate as well.

*General Accounting Office, Bus Rapid Transit Shows Promise (GAO-01-984, September 2001), p. 17.*

**9. It forecloses options:** RTD wants to spend \$851 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.

*RTD, FasTracks, 2003, table ES-1.*

**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.

*DRCOG, Metro Vision 2025, 2002, p. 97.*