

While the overall political environment did not favor a regional tax initiative for transit, many metro opinion leaders believed it was an essential investment and worked hard for its passage. Voters told pollsters for several years that growth was their main concern, and that they believed transit was a more critical priority than additional highways. Also, they were fascinated with light rail. The Guide the Ride (GTR) campaign was well financed with direct mail and television and radio advertisements. It began high in the polls, but sank in the face of generally hostile media coverage and the weaknesses of

- 4 Lost 44 to 56%
- 4 4/10 cent sales tax increase for RTD, decreasing to 2/10 after system built
- 4 Regional network of 100 miles of rapid transit
- 4 Circulator buses, suburban bus service
- 4 \$2.1 Billion capital, \$3.5 Billion total through 2015

The Denver Post

Guide the Ride derailed Metro voters say no to transit proposal

Ricky Young, Denver Post Transportation Writer

Caption: PHOTO: The Denver Post/Kent Minnes Jon Caidan, member of the RTD board of the directors and leader of the campaign in opposition to [Guide the Ride](#), hugs his wife, Mary Kelly, while fellow [Guide the Ride](#) fans watch election results on television Tuesday night at Croc's in Lower Downtown. PHOTO: The Denver Post/John Laybe Patti Hernandez hugs Lauren Mariani, a [Guide the Ride](#) supporter, after learning that the proposal had been voted down. GRAPHIC: The Denver Post [Guide the Ride](#)

voters soundly rejected a sales-tax increase for rail and transit Tuesday, showing that 37 years and a lot more traffic still haven't generated enough support for an idea first rejected by voters in 1960. Referendum 46 was designed to build four rail lines and three lines of yet-to-be-determined transit by increasing the Denver-based Regional Transportation District sales tax from 2.8 percent to 3 percent.

Viewers expressed concerns about the costs and some of the undefined transit projects in the plan, known as **Guido the Ride**.

The tea was defeated in all five suburban counties but had a narrow lead in Denver in unofficial late returns Tuesday night.

Denver is being transformed by FasTracks, 10 years after key vote

[The Revenue Story](#)

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Crews work on the new RTD light-rail bridge that will take train service to Denver International Airport. (RT/Seymour; The Denver Post)

Ten years after work began on the massive [EastLink](#) multi-wide mass transit network, officials insist Denver and its suburbs are being molded into a 21st century model: their homes to jobs and places in between.

But along the way, FisTracks has picked up its share of critics. There has been the \$4.7 billion of debt voters approved for FisTracks in November, numbers that predicted, and the implosion of the planned Northwest Rail detractors.

The northwest line was severed in 2012, at least temporarily, when costs rose. That prompted howls of protest along the U.S. 36 corridor as the rail train was replaced with a bus system.

"Some of the residents up here are still mad about that and will bite your *tit* to them," Boulder Mayor Matt Appelbaum said. "I'm happy to celebrate *FasTracks*. I think it will add enormously to the metro area, but it can't come from our corridor."



FrontLines 2015 Project

- Airport Line:** 6 miles, 6 stations
- Existing FrontRunner:** 48 miles, 7 stations
- Existing University Line:** 3.6 miles, 7 stations
- West Valley Line:** 5.1 miles, 9 stations
- Existing North/South LRT:** 10.8 miles, 18 stations
- FrontRunner South To Provo:** 48 miles, 8 stations
- Mat-Junk:** 10.6 miles, 10 stations

Map labels include: Salt Lake City, West Valley City, South Jordan, Riverton, Bluffdale, Murray, South Salt Lake, American Fork, Pleasant Grove, Lindero, Highland, Springville, and Provo.

Scale: 0 to 4 Miles. North Arrow.



RECOMMENDED HIGH CAPACITY TRANSIT NETWORK

Legend

- Station
- Transfer
- Commuter Rail
- Light Rail
- Heavy Rail
- Proposed Transit/Primary Highway
- Proposed Express 2017
- Proposed Express 2017
- Proposed Express 2017

Scale: 0 1 2 3 4 5 6 7 8 9 10

North Arrow





THE DENVER POST

METRO-AREA COLLABORATION GAINS MOMENTUM

BY SUSAN THORNTON

Other metro-area leaders have also demonstrated willingness to work together for the common good. In the fall election, for example, all thirty-one mayors in the region came together under the umbrella of the Metro Mayors Caucus to support FasTracks, the proposal to build the region's major



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Millennials, housing costs, and shorter commutes are the usual explanations. But a careful new study points to another reason young college grads returned downtown in the 2000s.

ERIC JAFFE | @e_jaffe | Feb 23, 2016 | 79 Comments

