Partnerships in Transit Workshop

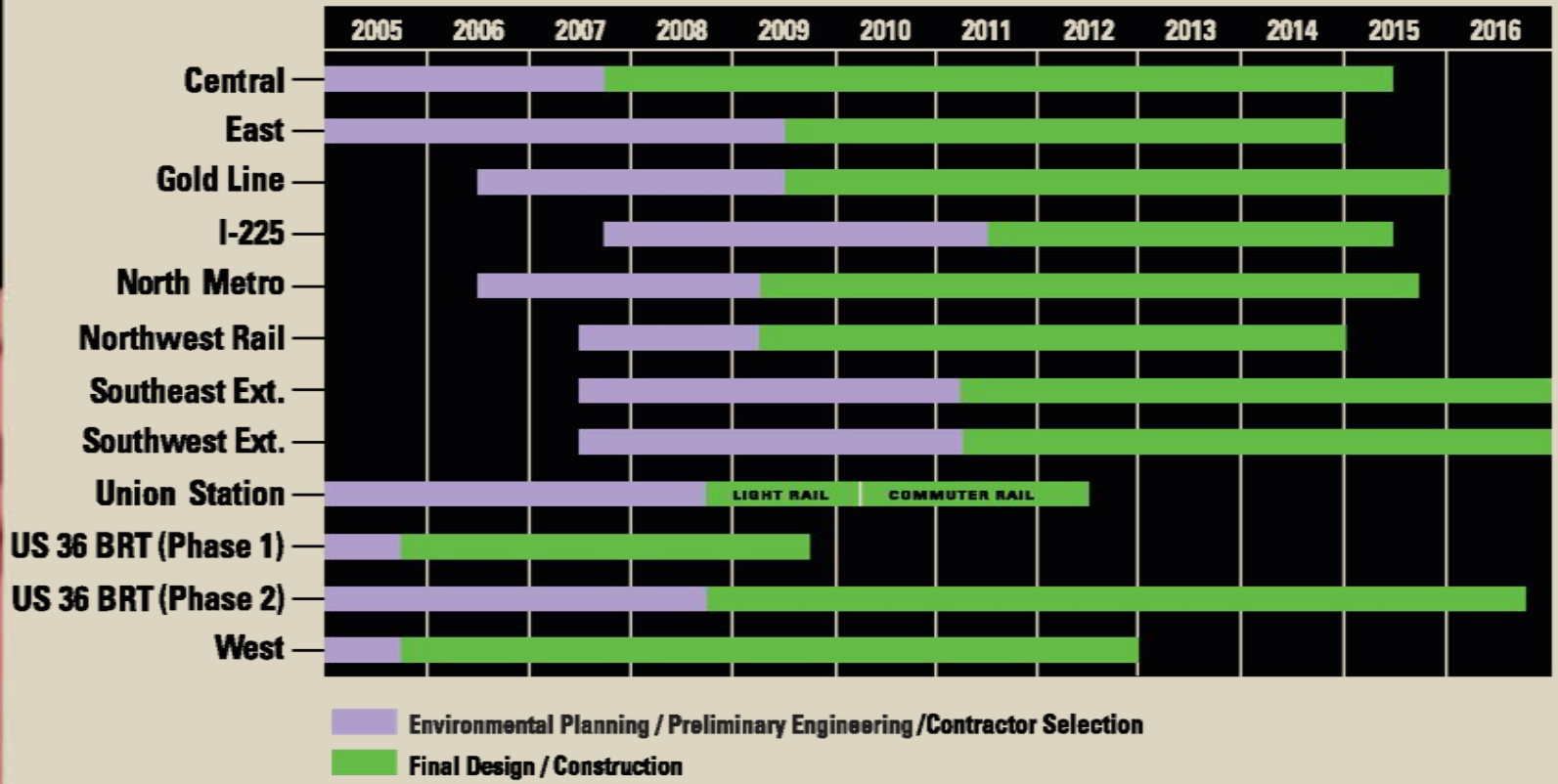
PPPs, TODs and RTD

June 12, 2008

The RTD FasTracks Plan

- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT)
- 31 new park-n-Rides with over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station

Implementation Schedule



Public-Private Partnerships at RTD

PPPs as a project delivery method

- Design-Build (T-REX, Other FasTracks Corridors)
- DBFOM (East, Goldline Corridors)

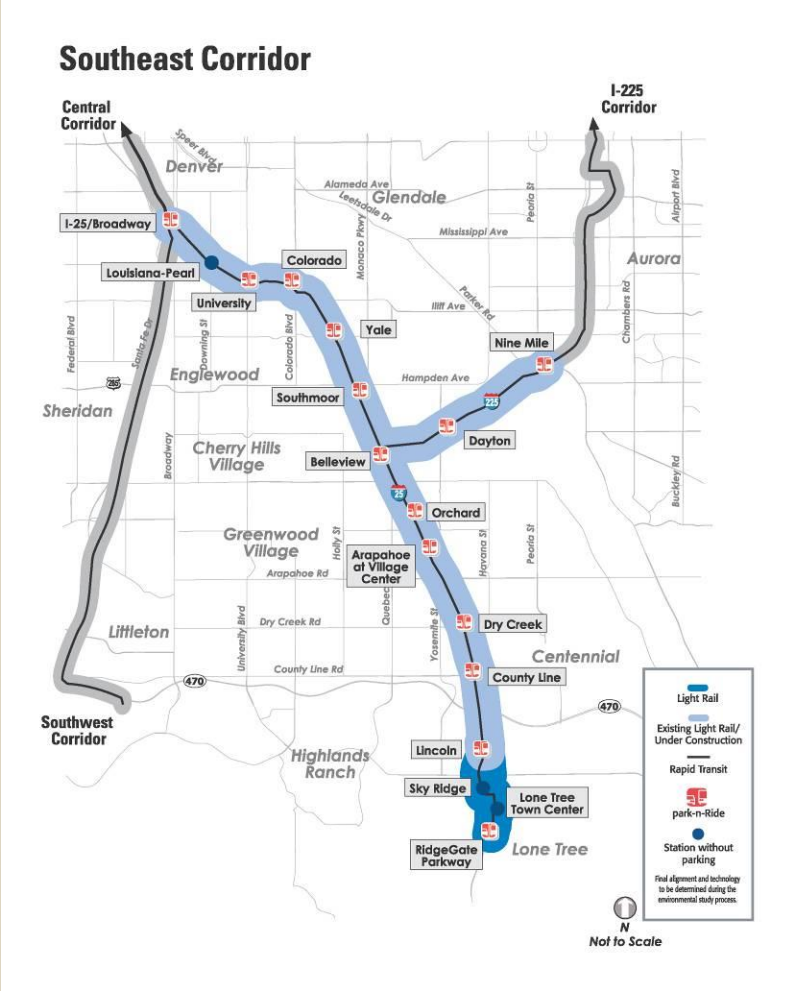
Joint Development

- Englewood City Center
- Denver Union Station
- Federal Center Station

Partnerships w/ Developers

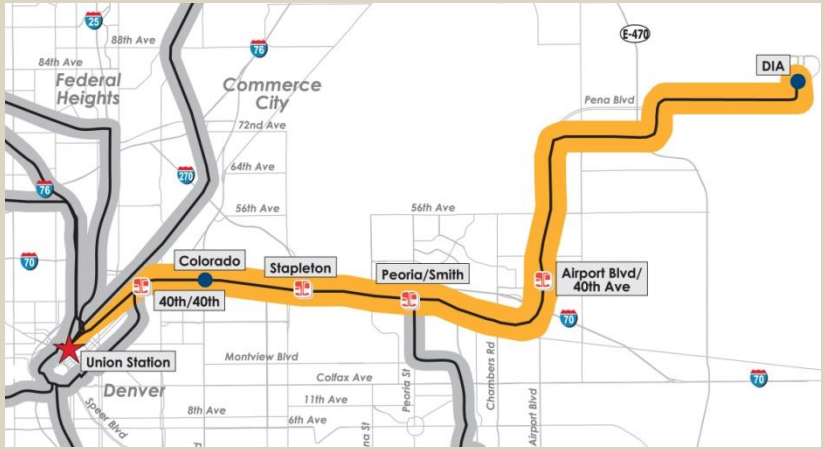
- Lincoln Station

Project Delivery PPPs



Southeast Corridor/T-REX

East Corridor



Gold Line

Project Delivery PPPs and TOD

Challenges w/ PPP Project Delivery

- Little incentive for contractor to be flexible (change order process)
- Schedule conflicts between developer and project contractor
- Operational impacts at station post construction

Opportunities w/ PPP Project Delivery

- Enhanced transit infrastructure
- Ongoing revenue stream
- Increased ridership

Joint Development PPPs

Englewood City Center

Denver Union Station

Joint Development PPPs

Federal Center Station

Joint Development PPPs

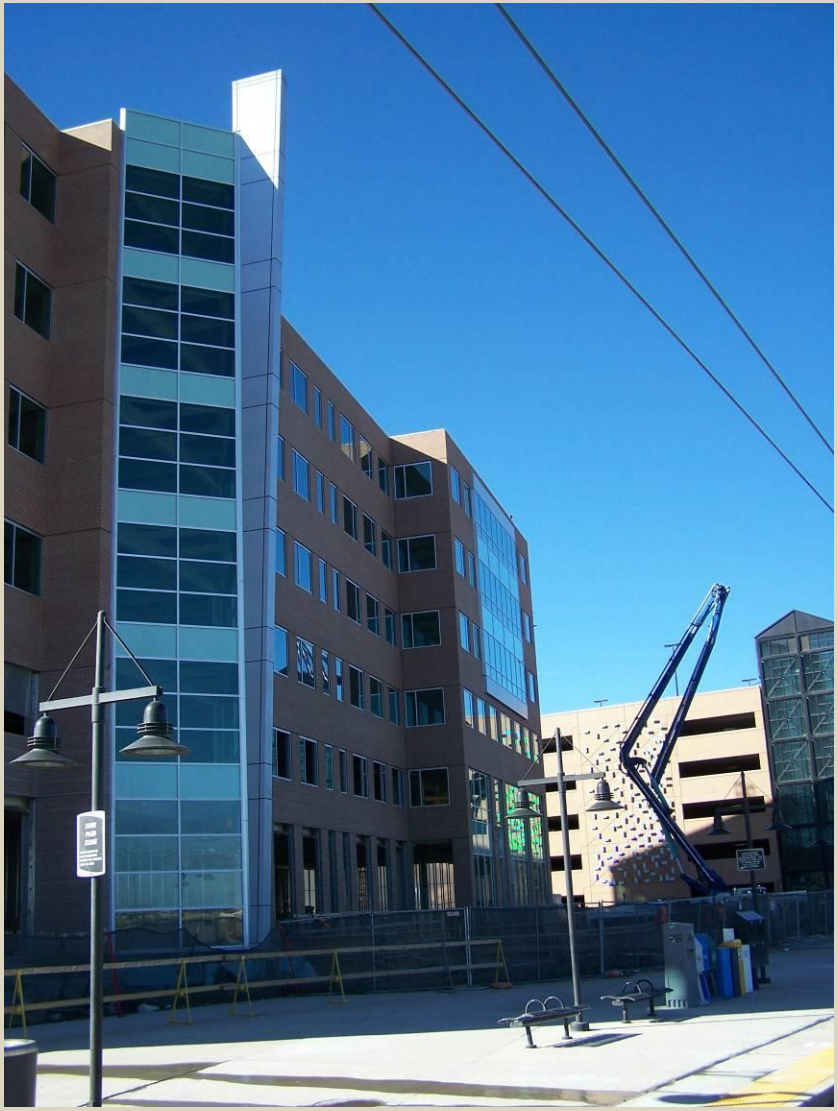
Challenges w/ Joint Development

- Transit operation priorities versus development priorities
- Schedule conflicts

Opportunities w/ Joint Development

- Can be done independently
- Enhanced infrastructure
- Ongoing Revenue stream
- Increased ridership

Partnerships w/ Developers



Lincoln Station

Conclusions about PPPs and TOD

Project delivery PPPs are challenging for TOD

- Need to clearly establish expectations with contractor/concessionaire
- Need to encourage partnerships between developers and contractor/concessionaire

Pursuing independent joint developments is more advantageous for TOD

- Can focus on single station
- More likely to be lead by developer than contractor/concessionaire

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