Partnerships in Transit Workshop
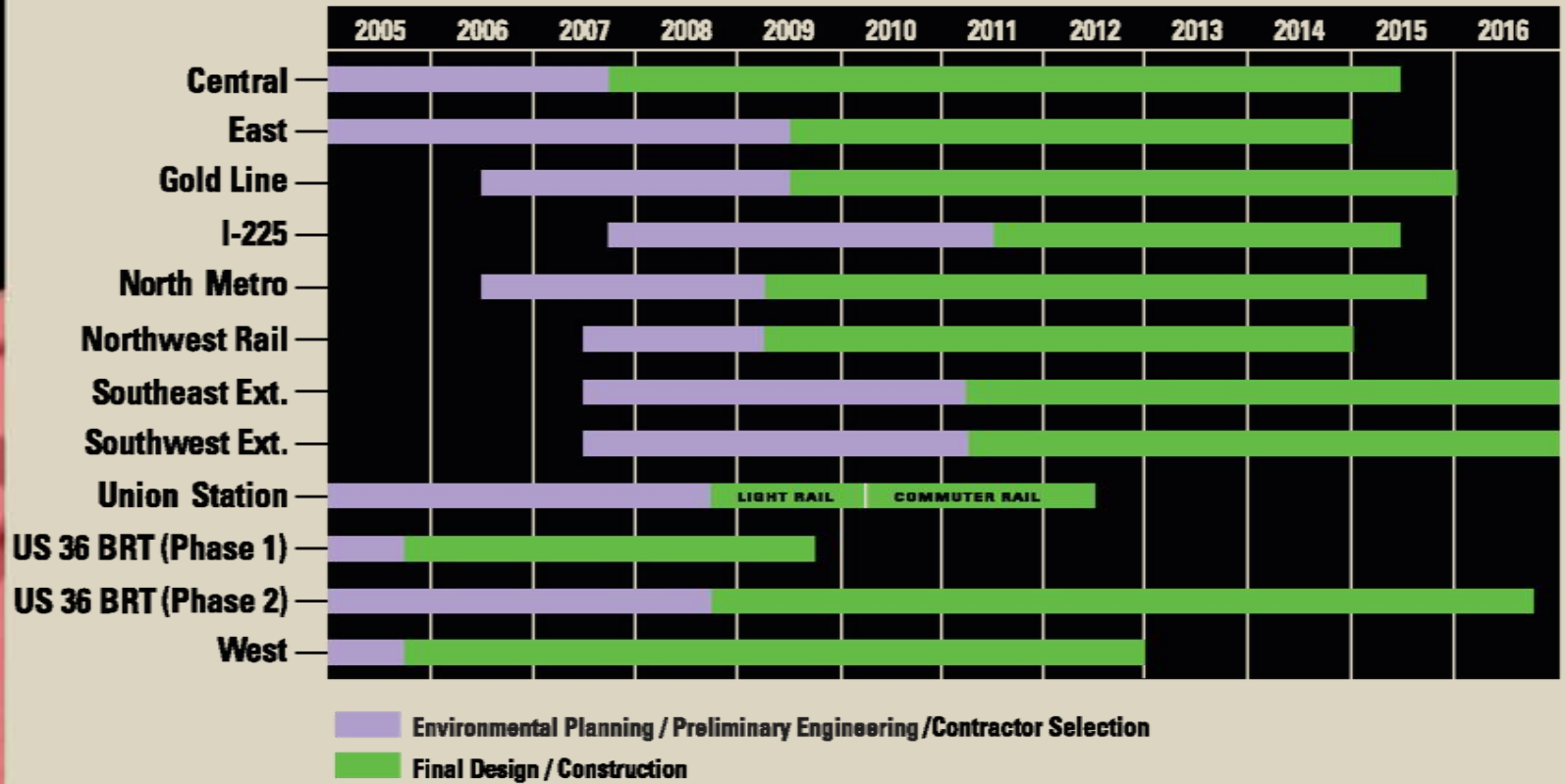
PPPs, TODs and RTD

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
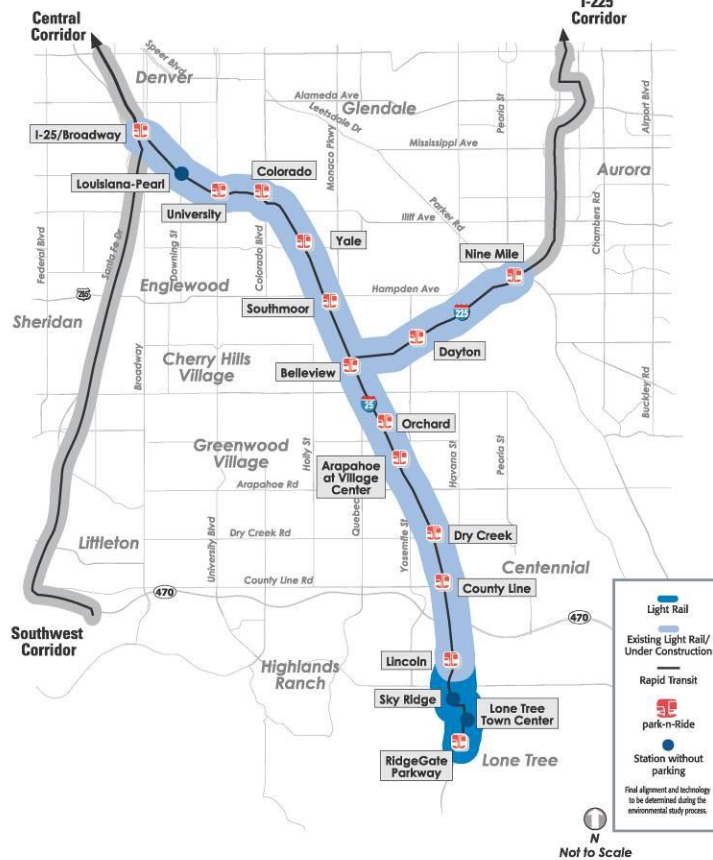
– Denver Union Station

– Federal Center Station

Partnerships w/ Developers

– Lincoln Station
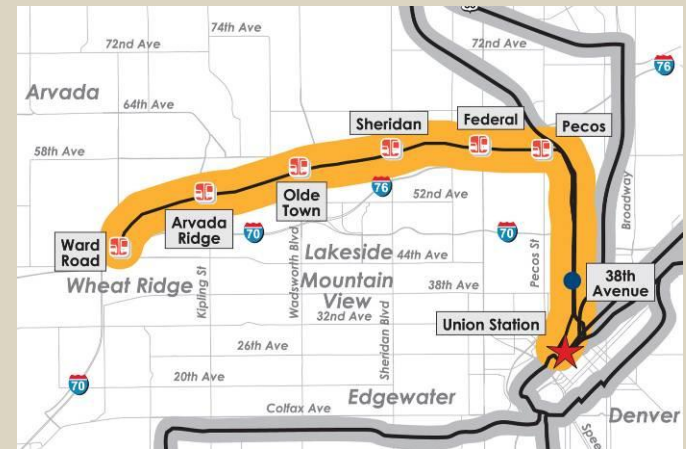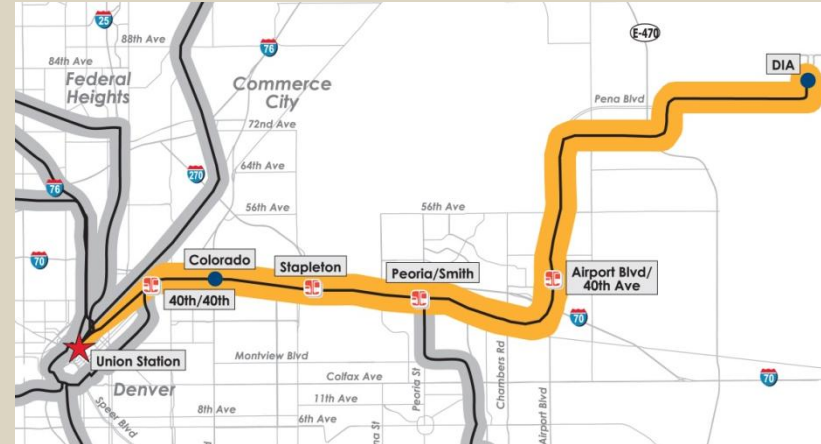
Project Delivery PPPs

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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