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
DUS Role in FasTracks
Public-Private Partnerships at RTD

PPPs as a project delivery method
  – DBFOM (East, Goldline Corridors)

Joint Development
  – Denver Union Station
  – Federal Center Station
PPPs as Project Delivery Method

- RTD pursuing a PPP as an innovative approach to efficient project delivery
  - Design-Build-Finance-Operate-Maintain (DBFOM)
  - Private equity involved

- Focus is on Gold Line, East Corridor, and commuter rail maintenance facility

- Also PPP opportunities for other corridors
Project Delivery PPP Basics

RTD retains ownership of all assets

RTD sets all operating requirements including:
- Fares
- On-time performance
- Schedule
- Cleanliness
- Maintenance
- Others

RTD has experience in PPPs
- T-REX Project with CDOT
- RTD contracted bus service

Allows RTD to spread out large upfront costs and preserve cash in early years

RTD will make lease payments to the private partner
Benefits of Project Delivery PPPs

- **Design/Build** – 10-25% savings
- **Operate-Maintain** – 10-30% savings
- **Finance** – Private sector equity investment allows RTD more debt capacity
- **FTA Penta P** – Offers RTD an expedited federal New Starts review process and grant process
- **Depreciation** – Allows private entity to depreciate the asset during concession agreement while District receives added cost benefit
Joint Development PPWs

Federal Center Station

Denver Union Station
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