

Miami 2007

Putting the Station First

T-REX TOD Lessons Learned

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T-REX TOD Lessons Learned

- T-REX Project Background
- Lessons Learned Process
- Issues and Recommendations
 - EIS and Planning
 - Contractor Solicitation and RFP
 - Final Design
 - Construction
- Going Forward

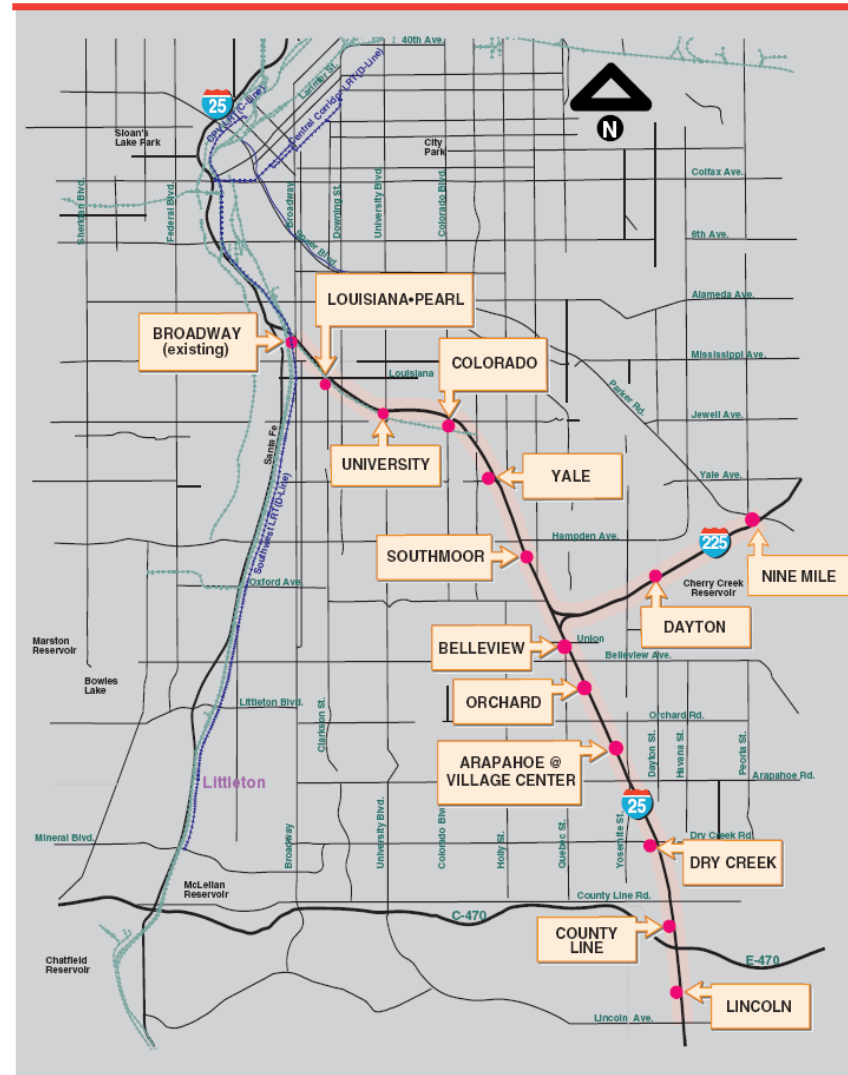


T-REX Background

- Partnership between RTD, CDOT, FTA, FHWA
- \$1.67 billion design/build project
- On time, on budget
- 19 miles of new light rail
- 13 stations
- 17 miles of highway expansion
- Feeder bus system
- 6,000 parking spaces

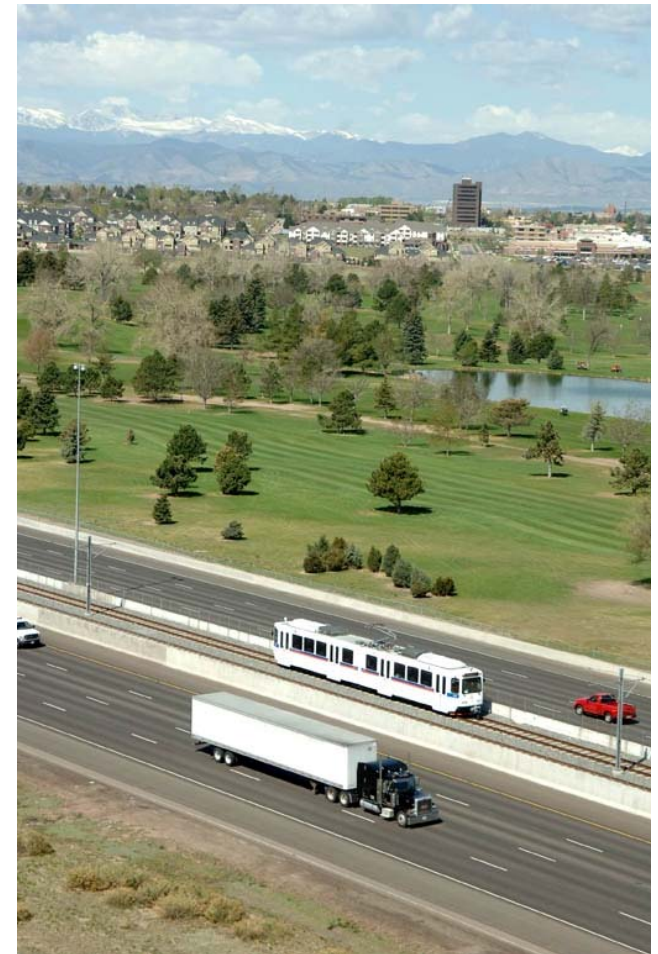
RTD

T-REX (Southeast Corridor)



T-REX Background

- 1997 – MIS
- November 1999 – Voter Approval
- December 1999 – Final EIS
- 2000 – ROD and FFGA
- 1999 to 2001 – RFP and Selection
- 2001 to 2003 – Final Design
- 2001 to 2006 – Construction of T-REX
- September 2006 – Highway Complete
- November 2006 – Light Rail Opens



TOD Lessons Learned Process

- Sponsored by RTD, Kiewit, Denver
- Identified Participants
- Developed Survey
- E-mailed Survey
- Summarized Responses
- Held Participant Workshop
- Drafted Recommendations



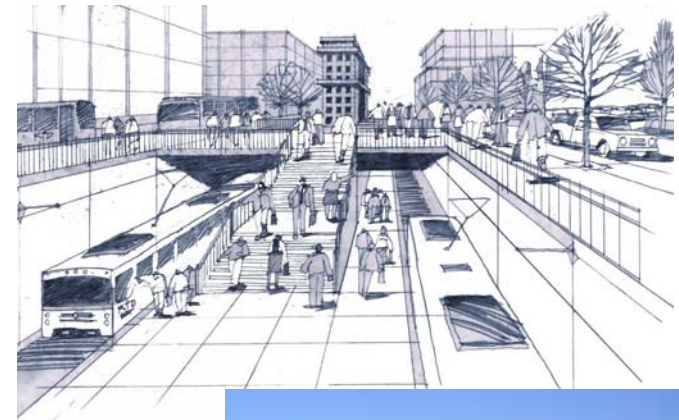
TOD Lessons Learned Influencing Factors

- Local Government Priorities
- Developer and Property Owner Uncertainty
- Commercial Market
- T-REX Fiscally Constrained
- Design-Build Process
- Lack of TOD Understanding



EIS and Planning

- Issues
 - Outreach to stakeholders
 - Lack of adopted land use plans
 - Level of local station planning
 - Level of station design
 - Lack of TOD emphasis
 - Lack of TOD expertise
- Recommendations
 - Maximize environmental clearance
 - EIS decision-making criteria on land use, development and connectivity
 - Early outreach and communication with all stakeholders
 - Plan, adopt and rezone
 - Identify priority stations

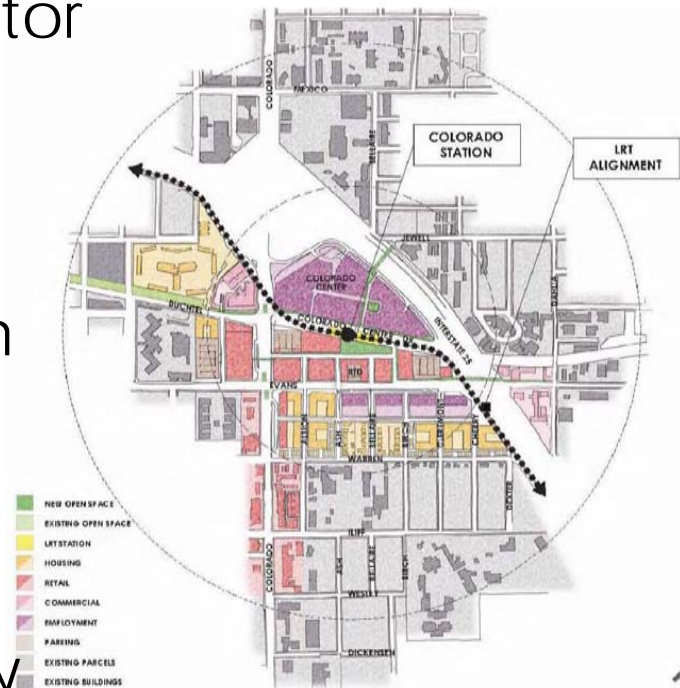


Colorado Station

RFP and Contractor Solicitation

- Issues
 - Lack of TOD evaluation
 - Lack of RTD TOD staff
 - Limited TOD expertise regionally and on contractor team

- Recommendations
 - Establish Process for TOD in RFP
 - Create expectations for process
 - Pull out strategic stations with significant opportunity



Final Design

- Issues
 - \$7M relocated station in Greenwood Village
 - Decision-making unclear
 - No TOD expertise
- Recommendations
 - Present design at this stage to stakeholders
 - Phase stations last
 - Communicate clear decision-making process



Construction

- Issues
 - Aggressive schedule
 - Costly change order process
 - City land use review not clear
- Recommendations
 - Clear change order process
 - Develop checklists for developers



Louisiana-Pearl Station

Key Recommendations

- Early action on TOD during the EIS
- Establish expectations about the TOD process early, with all stakeholders
- Promote flexibility by maximum environmental clearance and delaying station design
- Clear, close coordination among stakeholders



Going Forward

- City of Denver
 - TOD Strategic Plan
 - Developed “Typology” of Stations
 - Ambitious Station Plan Program
 - Community engagement and education on TOD
 - Very engaged in EIS processes
- RTD
 - Hired TOD staff
 - Corridor-wide workshops
 - Establishing expectations early with stakeholders
- Developer
 - Heightened Awareness about TOD opportunities
 - ULI TOD Best Practice Series
 - Current land speculation



Going Forward with FasTracks

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

