



Southeast Rail Extension

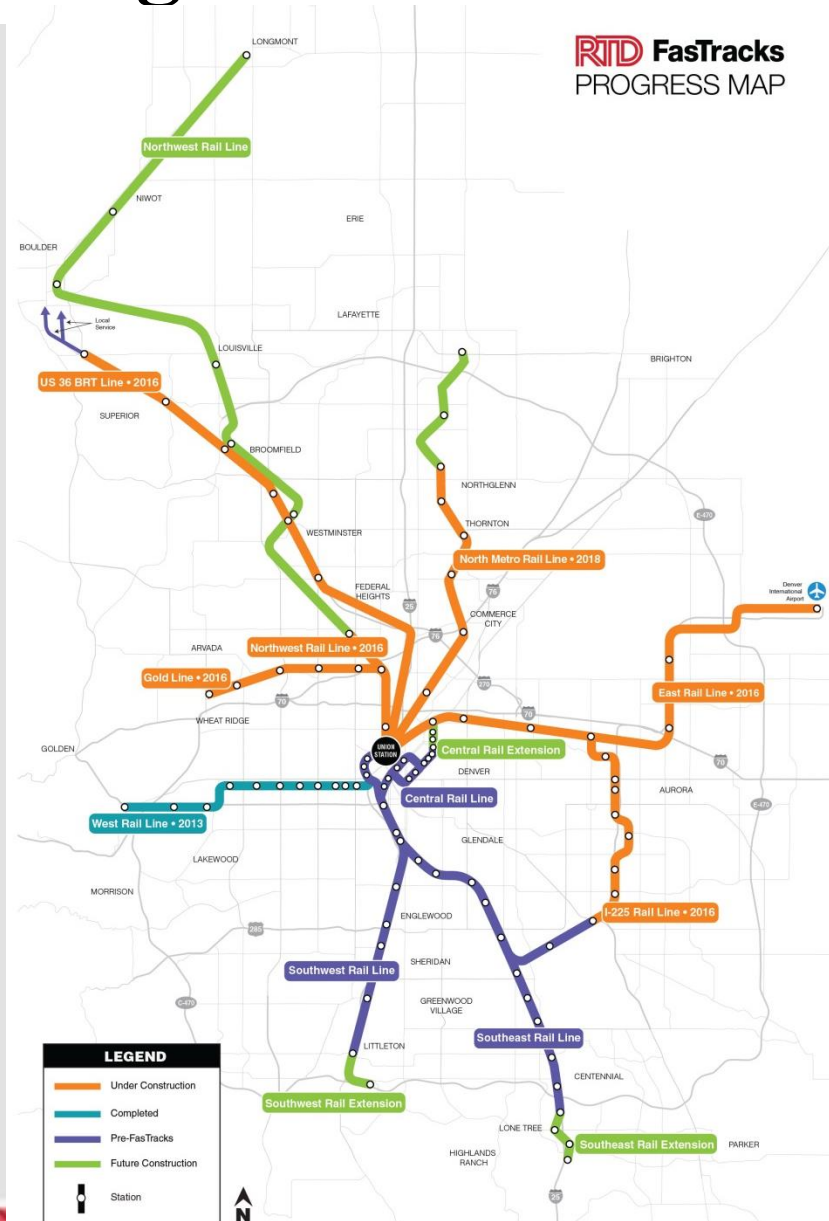
Fastracks Monitoring Committee

July 14, 2015

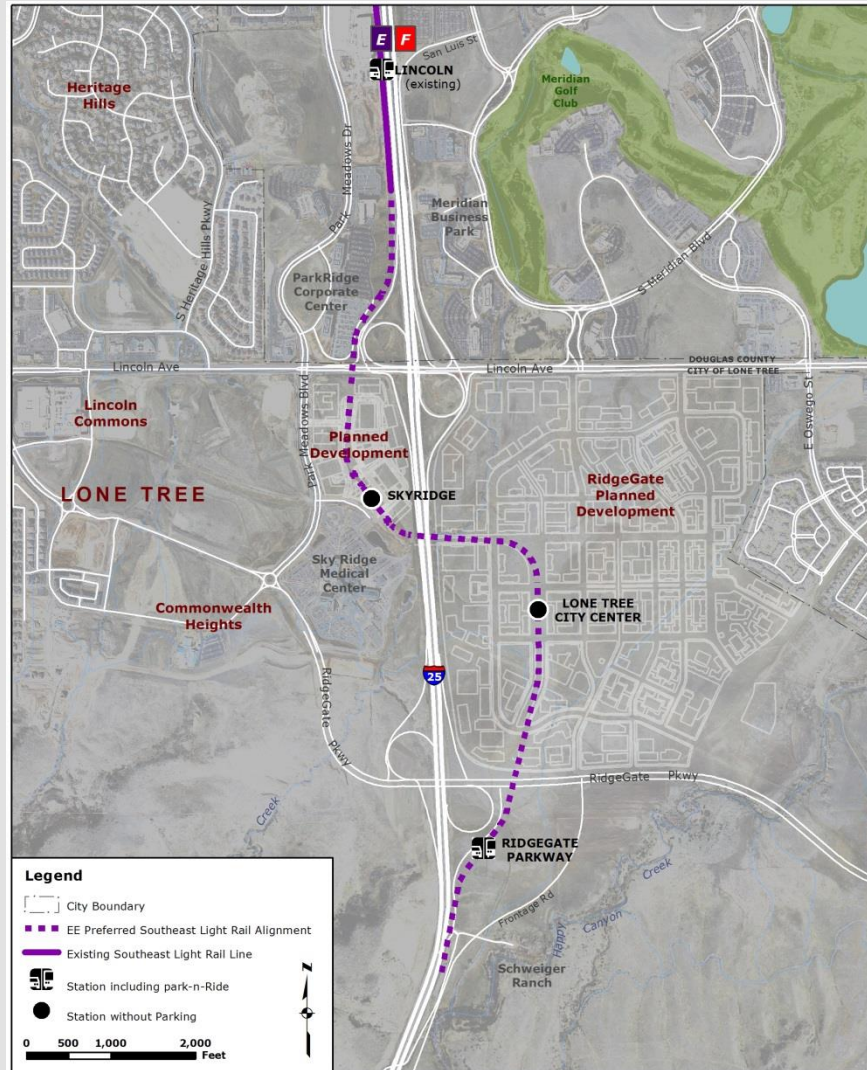
Items for Discussion

- Southeast Rail Extension Update
- Southeast Rail Extension Design Build Contract
- FFGA Process
- Southeast Rail Extension IGA & Contract Authority
- Next Steps

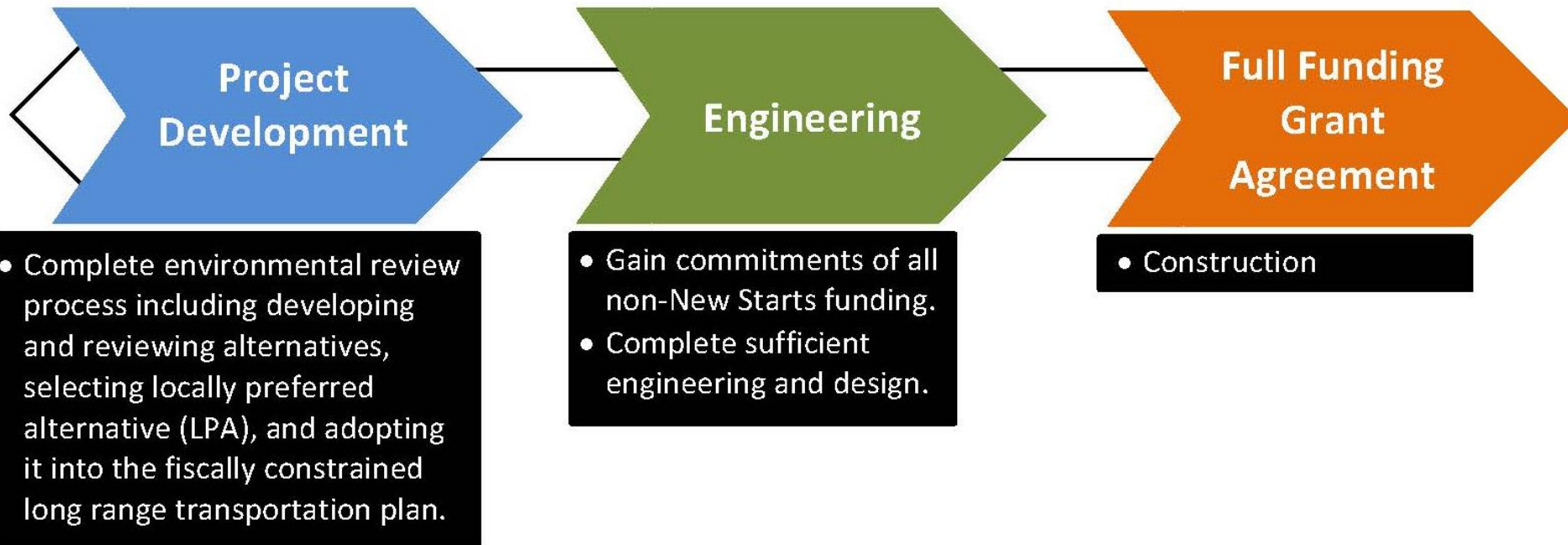
FasTracks Progress



Southeast Rail Extension Project



Current FTA New Starts Process



Southeast Rail Extension Timeline To Date

- **February 2010:** RTD Board approved Environmental Evaluation & Base Engineering establishing project scope and alignment.
- **February 2012:** Board approved a locally preferred alternative selected through the NEPA process to insure the project's eligibility for federal funding.
- **August 2012:** RTD Board of Directors approval submission of an application to the FTA to enter into the federal New Starts process with goal of receiving a FFGA.
- **September 2012:** Request Entry into Preliminary Engineering/Project Development (Requesting \$92 Million).
- **April 2013:** Received approval to enter Project Development (2-years to complete this step).

Southeast Rail Extension Timeline To Date

(continued)

- **July 2014:** Board authorized submission of the SERE to the Denver Regional Council of Governments for inclusion in the Regional Transportation Plan (RTP) to ensure the project's continued eligibility for federal funding.
- **September 2014:** Request to enter Engineering (final step) was made in September 2014.
 - To meet 2-year window to complete Project Development.
 - Per FTA, to be eligible for President's budget in 2015 .
 - Meeting FTA time frame for Federal funding provides opportunity to leverage a sizeable commitment of private and local government dollars in cash and right-of-way.

Southeast Rail Extension Timeline To Date

(continued)

- **November 2014:** Begin 2 step Design Build procurement process through solicitation of qualifiers from contracting community.
- **April 2015:** FTA accepts the Southeast Extension into the New Starts Entry into Engineering Phase and the Southeast Extension is included in President's Budget for \$92 Million.
- **Spring 2016:** Anticipate receipt of Full Funding Grant Agreement (FFGA) and project groundbreaking.

Southeast Rail Extension Facts

- **Meets New Starts Criteria**

- The Southeast Rail Extension project has been accepted into the Entry into Engineering, the final step in the New Starts funding process.
- Keeping the Southeast Rail Extension in the New Starts pipeline could result in a \$92 million FFGA.
- The Southeast Rail Extension project was the only New Starts project nationwide accepted into MAP-21 Project Development in 2013 .

- **Public-Private Financial Commitment**

- Provides the opportunity to leverage a sizeable commitment of private and local government dollars in cash and right-of-way.

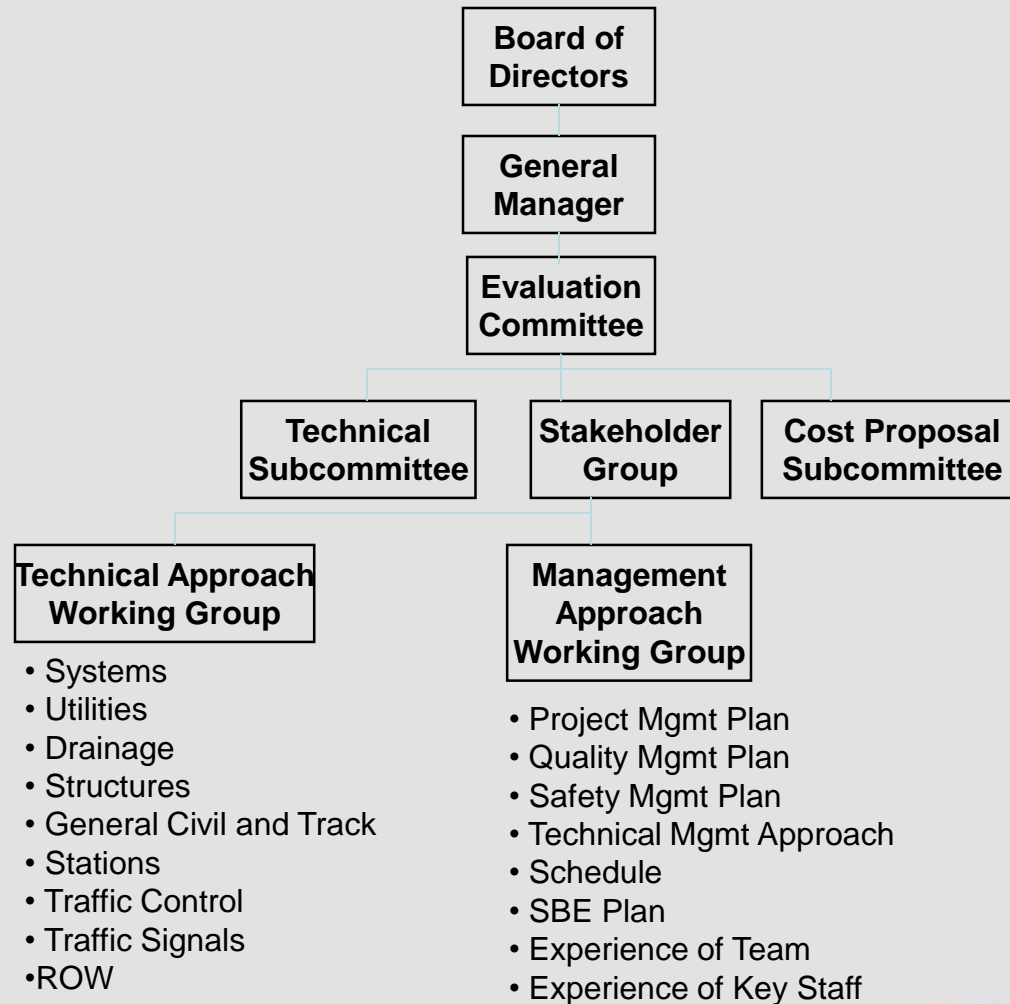
Southeast Rail Financing

Funding Source	Million YOES	Percent
Total SERE Project Cost	\$233.1	
RTD Incurred to Date (12/31/14)	\$34.4	
Project Cost to Complete	\$198.7	
Remaining Project Financing:		
Federal Contribution (FFGA)	\$92.0	46.3%
DRCOG 1st Commitment (CMAQ)	\$7.5	3.8%
Local Stakeholder Cash Commitment	\$25.0	12.6%
Local Stakeholder ROW	\$3.0	1.5%
Subtotal Non-RTD contributions	\$127.5	64.2%
RTD Required Additional Match	\$71.2	35.8%
Project Cost to Complete	\$198.7	100%

Design Build Procurement Schedule

- **November 2014** RTD issued a Request for Qualification (RFQ) to the contracting community
- **January 2015** RTD received (7) Statement of Qualifications (SOQs) from the contracting community
- **January 2015** RTD shortlisted (4) teams
- **February 2015** RTD issued Request for Proposal (RFP) to the shortlisted teams
- **February – April 2015:** Industry Review & Alternative Technical Concept (ATC) with the proposing teams
- **May 15, 2015:** RTD received (4) design build proposals
- **May 15 – June 11:** Proposal Review * Recommendation to GM

RTD Evaluation Process



Evaluation Criteria and Weighting

- **Design/Build Cost Proposal (45 Points Total)**
- **Technical Proposal Criteria (35 Points Total)**
 - **Management Approval & Organization (10 Points)**
 - **SBE/WIN Approach (10 Points)**
 - **Stakeholder: Provided feedback in the form of Pros & Cons**

NOTE: These criteria were included in the Instructions to Proposers document, as part of the Request for Proposals.

Overall Evaluation

	Points Possible	BBRI	Graham	Kiewit	SWH
Cost of Proposal	45	45	33.47	31.45	35.54
Technical Approach	35	23.1	22.3	19.9	16.0
Management Approval & Organization	10	7.65	7.50	8.23	7.06
DBE/SBE/WIN	10	7.56	7.25	7.43	7.39
TOTAL SCORE	100	83.31	70.52	67.01	65.99

SouthEast Rail Extension Agreements

IGA with City of Lone Tree

- Covers cash contribution from all stakeholders
- Covers staff time & permit fees
- Donated ROW & Easements

PSA with RidgeGate Investments

- Covers donated ROW

IGA with CDOT

- Covers project scope & methods of management
- Covers use of ROW through common use Agreement

IGA with Rampart Range Metro District

- Covers donated ROW

IGA with Douglas County

- Covers donated easements

Next Steps

- July 2015:** FasTracks Monitoring Committee discussion
- July 2015:** FasTracks Board Action
- August 2015:** RTD submits request for Full Funding Grant Agreement to the FTA
- September 2015:** Issue NTP 1 for Design / estimated cost \$24.4 Million
- Fall 2015:** Request Board Approval to begin purchase of private ROW Parcels.
- Spring 2016:** Anticipated Receipt of FFGA
- Spring 2016:** Issue NTP 2 for Construction

Recommended Action

It is recommended by FasTracks Monitoring Committee that the Board of Directors pass the attached resolution authorizing the Chair of the RTD Board of Directors and the General Manager, whether interim or permanent, or his delegates to execute grant agreements, a two phase design-build contract, intergovernmental agreements (IGAs), purchase and sale contracts, documents evidencing property interest, and such other agreements as are necessary or appropriate for the construction of the Southeast Rail Extension (SERE) and to accept third party contributions and increase the project budget by such third party contribution amounts to implement third party requested betterments, all according to the terms set forth in the Resolution.

Why the Southeast Rail Extension

- Consistent with Board direction, particularly July 2014 approval to include in the DRCOG Regional Transportation Plan.
- Opportunity to leverage non-RTD dollars (\$28 m), FFGA grant (\$92 m), and CMAQ grant (\$7.5 m) so that only \$71 m RTD dollars are needed to complete the Southeast Rail Extension Project and advance the FasTracks Program promised to the voters in 2004.
- Important to maintain relationship with FTA and build on our history of success in receiving Federal funds.

Why the Southeast Rail Extension (continued)

- Percentage of Third Party funding is significantly higher than any other Fastracks corridor.
- A committed construction bid that is within budget.
- Widespread Regional Support – City of Lone Tree, Douglas County, The Metro Mayors Caucus, the City and County of Denver, The City of Aurora, the Town of Parker, Several businesses and business groups.
- A good business decision for RTD in enabling a remaining project cost of \$198.7 m to be built with only a 35.8% financial commitment from RTD.

Questions?