August 2001 RTD acquires DUS site in accordance with IGA between RTD, CCD, CDOT and DRCOG

April 2002 Partner Agencies initiated master planning process
3-year public process with 96-member Advisory Committee

September 2004 Vision Plan approved by four Partner Agencies establishing transit and development programs

September 2004 DUS rezoned T-MU 30

Milestones

Nov. 2004 FasTracks approved by voters
FasTracks Program

- Voter approved November 2004
- 119 miles of Rail Rapid Transit (LRT/CRT)
- 18 miles of Bus Rapid Transit (BRT)
- 31 new park-n-Rides with over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)

Multi-Modal Vision for the Metropolitan Area
Major Transit Elements

• 8 track CRT (plus expansion)
  – East (DIA)
  – North Metro (I-25 North)
  – Northwest (Boulder)
  – Gold (Arvada/Golden)
  – Amtrak

• 3 track LRT
  – Existing Southwest & Southeast
  – West (Lakewood/Golden)

• 22 bay regional bus facility
  – 16 regional
  – 4 Downtown Circulator
  – 2 commercial bus

• 16th Street Mall expansion
• Downtown Circulator
### DUS Transit District – Daily Trips:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter and Regional Passenger Rail</td>
<td>62,600</td>
<td>30%</td>
</tr>
<tr>
<td>Mall Shuttle</td>
<td>48,000</td>
<td>23%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>39,400</td>
<td>19%</td>
</tr>
<tr>
<td>Downtown Circulator, Regional + Express Bus</td>
<td>35,900</td>
<td>18%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>19,900</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>205,800</strong></td>
<td></td>
</tr>
</tbody>
</table>

13,660 Peak Hour Transit Trips + Through Trips
August 2001 RTD acquires DUS site in accordance with IGA between RTD, CCD, CDOT and DRCOG

April 2002 Partner Agencies initiated master planning process
3-year public process with 96-member Advisory Committee
September 2004 Vision Plan approved by four Partner Agencies establishing transit and development programs
September 2004 DUS rezoned T-MU 30

18 month process of national significance
Developer RFQ June 2005
11 teams submit
RFP Part 1, February 2006
5 teams submit
RFP Part 2, July 2006
Developer Interviews, August 2006
Public Presentations, September 2006

USNC led design refinement - team studied alternative configurations
At-Grade Solution developed and costed; 15% Conceptual Plans prepared
Master Plan amended to reflect new solution
EIS advances

Design Team prepared 30% Preliminary Engineering
EIS completed
ROD issued October 2008
DUSPA created
DDA created, TIF district established
DUS Met Districts created

Milestones

Nov. 2004 FasTracks approved by voters
Nov. 2006 USNC Selected as Master Developer, team included SOM, AECOM, and Kiewit
Nov. 2007 Revised solution & target budget established
Dec. 2008 PE complete Start D/B Negotiations
Public Finance Summary | DDA & DUS Met District Boundaries

- **DDA Boundary**
- **DUS Met Districts**
- **DUS Site**
- **Market St. Station**
A Public-Private Partnership

**PUBLIC**

- **FEDERAL & STATE**
  - DRCOG: Denver Regional Council of Governments
  - CDOT: Colorado Department of Transportation

- **RTD**
  - Regional Transportation District

- **CCD**
  - City & County of Denver

- **DDA**
  - Downtown Development Authority

- **DUS METRO DISTRICT**

**PRIVATE**

- **CONTINUUM PARTNERS**

- **EAST WEST PARTNERS**

**DUSPA**

- **Denver Union Station Project Authority**
  - Owner’s Representative: Trammell Crow Company

- **DESIGN-BUILD CONTRACT**
  - Kiewit Western Company
    - Transportation/Public Infrastructure Contractor
  - AECOM
    - Transportation Infrastructure Engineer
  - SOM
    - Skidmore, Owings, and Merrill, LLP
      - Master Plan & Transit Architect
  - Hargreaves & Associates
    - Landscape Architect

**USNC**

- **Union Station Neighborhood Company**
  - Master Developer
  - Private land and vertical developer of DUS sites
  - Participate in management of transit and public infrastructure project

- **DESIGN-BUILD CONTRACT**
  - Design, Construction, and Operation of Private Buildings developed on DUS site
<table>
<thead>
<tr>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DUSPA MOVES AHEAD</strong></td>
<td><strong>CONSTRUCTION START</strong></td>
<td><strong>PHASE 1 OPENS</strong></td>
<td><strong>PROJECT COMPLETION</strong></td>
</tr>
<tr>
<td>Design-Build contract executed</td>
<td>Final design continues</td>
<td>Amtrak relocated to temporary station</td>
<td>Wynkoop Plaza construction begins</td>
</tr>
<tr>
<td>Early Action work</td>
<td>Construction starts at risk</td>
<td>USNC closes on Triangle development parcel</td>
<td>North Wing and South Wing construction begin</td>
</tr>
<tr>
<td>Final Design / Permits</td>
<td>DUSPA closes loans with USDOT</td>
<td>Light Rail Station opens</td>
<td>North Wing and South Wing scheduled openings</td>
</tr>
<tr>
<td>Continued Public Outreach through USAC</td>
<td>USNC closes on North and South Wing development parcels</td>
<td>Phase 2 construction begins</td>
<td>Remaining development parcels scheduled to close</td>
</tr>
<tr>
<td>DUS Design Standards &amp; Guidelines Approval</td>
<td></td>
<td></td>
<td>CRT and Regional Bus scheduled to open</td>
</tr>
<tr>
<td>DUS General Development Plan Approval</td>
<td></td>
<td></td>
<td>Q4 2013 – Q1 2014</td>
</tr>
<tr>
<td>DUS obtains investment grade rating</td>
<td></td>
<td></td>
<td>Public project completion</td>
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</tbody>
</table>

**Timeline:**
- 2009: DUSPA Moves Ahead
- 2010: Construction Start
- 2011: Phase 1 Opens
- 2012-13: Project Completion

**Key Events:**
- Amtrak relocated to temporary station
- USNC closes on Triangle development parcel
- Light Rail Station opens
- Phase 2 construction begins
- Wynkoop Plaza construction begins
- North Wing and South Wing construction begin
- Remaining development parcels scheduled to close
- CRT and Regional Bus scheduled to open
- Q4 2013 – Q1 2014 Public project completion
Aerial View
South Wing Building
CRT Train Hall
CRT Train Hall
Wewatta Plaza
View from 17th and Wewatta Streets
DUS Light Rail Station and Plaza
View toward CML from 17th Street and Chestnut Place
### Project Cost Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Light Rail</td>
<td>$56.9 M</td>
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<tr>
<td>Passenger Rail</td>
<td>$145.2 M</td>
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<tr>
<td>Regional Bus</td>
<td>$219.0 M</td>
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<tr>
<td>Streets &amp; Public Spaces</td>
<td>$40.0 M</td>
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<tr>
<td>DUS Renovation</td>
<td>$17.0 M</td>
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<tr>
<td>Miscellaneous</td>
<td>$9.9 M</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$488.0 M</strong></td>
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</table>
### Project Finance Summary

<table>
<thead>
<tr>
<th>Cash Sources</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA</td>
<td>PNRS</td>
<td>$ 45.3 M</td>
</tr>
<tr>
<td>FTA</td>
<td>5309</td>
<td>$ 9.5 M</td>
</tr>
<tr>
<td>CDOT</td>
<td>SB-1</td>
<td>$ 17.4 M</td>
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<td></td>
<td>FASTER Grant</td>
<td>$ 4.0 M</td>
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<tr>
<td>DRCOG</td>
<td>TIP Funds</td>
<td>$ 2.5 M</td>
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<tr>
<td></td>
<td>ARRA (stimulus) Grant</td>
<td>$ 18.6 M</td>
</tr>
<tr>
<td>RTD</td>
<td>ARRA (stimulus) Grant</td>
<td>$ 9.8 M</td>
</tr>
<tr>
<td></td>
<td>Property Sales Proceeds</td>
<td>$ 38.4 M</td>
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<tr>
<td></td>
<td>RTD FasTracks Contribution</td>
<td>$ 40.8 M</td>
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<tr>
<td>CPV District</td>
<td>Bond Funds</td>
<td>$ 1.0 M</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td>$187.3 M</td>
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<tr>
<td>Required Financing</td>
<td></td>
<td>($300.6 M)</td>
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</tbody>
</table>
# Project Finance Summary

## Loan Sources

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Proceeds</td>
<td>$145.6 M</td>
</tr>
<tr>
<td>Railroad Rehabilitation &amp; Improvement Financing (RRIF) Loan Proceeds</td>
<td>$155.0 M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$300.6 M</strong></td>
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</tbody>
</table>

## Repayment Sources

<table>
<thead>
<tr>
<th>Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTD FasTracks Sales Tax Proceeds</td>
<td>Voter Authorized DUS Allocation</td>
</tr>
<tr>
<td>City Tax Increment Proceeds</td>
<td>Property &amp; sales tax increment from DDA boundary</td>
</tr>
<tr>
<td>Metro District Mil Levy</td>
<td>Additional property mil levy captured as increment from DUS property (capital and maintenance)</td>
</tr>
</tbody>
</table>
Project Benefits Summary

Economic benefits – transit project and the adjacent private development

- Job Creation (direct, indirect & induced)
  - One-time construction Jobs – 31,272
  - Ongoing employment – 18,512 (annually after stabilization)
- Economic Benefit
  - One-time construction – $3.8 Billion
  - Ongoing – $2.9 Billion annually

Enhanced livability

- Reduced traffic congestion in and around Downtown
- Serves as the hub for an extended transportation
- Provides access to housing, education, employment and retail uses
- Ability for site to accommodate future transit such as inter-city rail

Public/private partnership

- Public transit facility that will greatly leverage surrounding private development
- A true model of transit-oriented development
THANK YOU

Union Station Neighborhood Co.

www.unionstationdenver.com

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