

# **Eagle Commuter Rail**

## **Denver, Colorado**

(December 2017)

The Denver Regional Transportation District (RTD) is constructing a 13-station, 30.2-mile, Commuter Rail project that consists of two lines: the East Corridor from Denver International Airport (DIA) to Downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations will be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles.

East Corridor service will operate every 15 minutes between 6:00 am and 8:00 pm and every 30 minutes at all other times on weekdays. Gold Line service will operate every 15 minutes between 6:00 am and 6:30 pm, and every 30 minutes at all other times on weekdays. The project is expected to serve 57,500 average weekday trips in 2030.

Conditions in the East Corridor include a limited number of transportation thoroughfares in the east-west direction, with Interstate 70 being the primary thoroughfare. Existing arterial streets traveling through the corridor are not continuous, making local bus service connecting all consecutive neighborhoods infeasible. Conditions in the Gold Line Corridor also include a lack of continuous street connections to Downtown Denver, resulting in traffic using congested north-south arterials and Interstates 70 and 25 to access downtown. When completed, the Eagle Commuter Rail project will connect Downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and DIA to the east.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,043.14 million. The Section 5309 New Starts funding share is \$1,030.45 million.

### **Status**

The East Corridor and Gold Line were approved into preliminary engineering in April 2009 as separate projects. Both projects received Records of Decision in November 2009 and approval to enter final design in April 2010. Because RTD will be managing the East Corridor and Gold Line as a single project, FTA agreed to consider them for a single Full Funding Grant Agreement (FFGA) as the Eagle Commuter Rail project. RTD is utilizing a design-build-finance-operate-maintain project delivery method for the project. A Concessionaire Team composed of engineering, construction, construction management, financial advisors and vehicle firms are designing and constructing the project, helping to finance the project, and providing an equity stake.

RTD and FTA entered into an FFGA in August 2011, with revenue operations scheduled for December 2016. The East Corridor Line opened for revenue service in April 2016. However, the Positive Train Control (PTC) and gate crossing mechanisms have not yet been fully completed and some temporary measures have been implemented to address any gaps in the interim. All major construction activities have been completed for the Gold Line and testing for revenue service is currently underway. The baseline revenue service date was December 2016, so the project is currently behind schedule.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the Denver Eagle Commuter Rail project. Through FY 2017, Congress has appropriated a total of \$967.19 million for the project.

## Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment:	\$1,030.45	\$967.19 million in total appropriations through FY 2017.
Section 5307 CMAQ:	\$62.10	
<b>Local:</b>		
Bond Proceeds:	\$48.24	
Sales & Use Tax:	\$374.25	
Concessionaire Financing-Private Equity and Debt:	\$487.81	
Contributions from the City of Aurora, City & County of Denver, Adams County, Jefferson County, City of Arvada, City of Wheat Ridge:	\$40.30	
<b>Total:</b>	<b>\$2,043.14</b>	

**NOTES:** The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

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