

EAGLE P3 A GLANCE

- The East Corridor, Gold Line, Commuter Rail Maintenance Facility and an initial segment of the Northwest Rail Corridor are all included in the Eagle P3 project.
- The project is a public-private partnership (P3), which is an innovative approach to efficient project delivery. A Design-Build-Finance-Operate-Maintain (DBFOM) contract is being pursued for the Eagle P3 Project.
- A P3 transfers certain construction and operational risks to the private sector.
- P3s allow RTD to spread out large upfront costs and preserve cash in early years; this is similar to the concept of 30-year versus a 15-year mortgage.
- RTD will own all assets and make payments to the private partner for a 46-year period.

PROJECT OVERVIEW

- The East Corridor is a 22.8-mile electric commuter rail corridor that runs from Denver Union Station to Denver International Airport. Five intermediate stations are included: 38th/ Blake, Colorado, Central Park Blvd., Peoria/Smith Rd. and Airport Blvd/40th Ave.
- The Gold Line is an 11.2-mile electric commuter rail transit corridor that connects Denver Union Station to Ward Road in Wheat Ridge. It passes through northwest Denver, Adams County and Arvada. There are six intermediate stations, including 41st Avenue, Pecos, Federal, Sheridan, Olde Town Arvada and Arvada Ridge.
- The Commuter Rail Maintenance Facility will be the site to repair, clean, fuel and store the vehicles that will serve the four FasTracks commuter rail corridors: East, Gold Line, Northwest Rail and North Metro.
- The portion of Northwest Rail included in the Eagle P3 includes shared tracks with Gold Line from Denver Union Station to Pecos Street, plus an additional two miles north, to the South Westminster Station, at 71st Avenue and Lowell Boulevard in Westminster.

PROJECT SCHEDULE

- The entire Eagle P3 project is scheduled for completion in 2016.
- Phase I of the project includes property acquisition, construction of the East Corridor, construction of the Maintenance Facility and control center, the purchase of Electric Multiple Unit (EMU) rail vehicles and the electrical systems at Denver Union Station. Phase I is scheduled to begin in August 2010.
- Phase II of the project includes the Gold Line and the short segment of Northwest Rail. Phase II is scheduled to begin following the award of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration in 2011.

SELECTION PROCESS

- RTD selected the concessionaire determined to offer the best value for the design, construction, financing, operation and maintenance for the project.
- Financial scoring was weighted 60 percent; the technical proposal was weighted 40 percent.
- A very thorough evaluation took place over the last two months. More than 120 people were involved in various elements of the process, with half the evaluators from external community organizations.