

RTD, Regional Rail Partners sign contract to design, build first phase of new North Metro Rail Line

Groundbreaking on electrified commuter rail project set for early spring

DENVER, Dec. 16, 2013—The Regional Transportation District (RTD) and Regional Rail Partners (RRP) signed a contract to initiate the first phase of construction on the North Metro Rail Line, one of four electrified commuter rail lines RTD is building across the region as part of its ambitious FasTracks transit expansion program.

RRP, formerly Graham, Balfour Beatty and Hamon Contractors (GBBH), is the prime contractor tasked with designing and building the new rail line, which will serve Denver, Commerce City, Thornton, Northglenn and Adams County. On Friday, Dec. 13, RTD and RRP signed the contract to formalize their partnership and RTD issued a Notice to Proceed.

On Nov. 26, the RTD Board of Directors gave final approval to RRP's \$343 million proposal to design and build the 13-mile first phase of North Metro Rail to 124th Avenue with the option of extending the line farther north as funds become available.

The first phase of North Metro Rail will open in 2018. When the entire line is completed it will span 18.5 miles between Union Station and 162nd Avenue/Colorado Highway 7.

"This contract demonstrates RTD's commitment to making investments in Denver's northern communities as we keep FasTracks moving forward," said RTD General Manager and CEO Phil Washington, one of the contract's signatories.

"Building North Metro to 124th Avenue as a first phase makes it affordable for RTD to fund the project. When additional funds become available—and we are confident that will happen—we will be able to complete this important corridor," Washington said.

Also at the signing ceremony were RTD Board Chair Lorraine Anderson and other RTD board members; corridor stakeholders; and RRP representatives Balfour Beatty Rail Inc. Vice



President and Transit Division Manager Joe Reed, Graham Contracting Ltd. District Manager Greg Ritke and RRP Project Director Ravi Swamy.

“A year ago we wouldn’t have thought this day would be possible, but through perseverance, creativity and regional partnerships, we are celebrating this exciting next step toward completing the FasTracks program,” Anderson said.

Washington said it was unprecedented for a large transit agency to initiate, negotiate and finalize the competitive bidding process for infrastructure projects the size of North Metro in such a timely manner, and welcomed RRP to the fold of contractors working to complete FasTracks projects.

“What you are joining is a fraternity that gets projects done on time and on budget. That’s how we do things and I know that’s how you do things,” he said.

For his part, Reed said his team was “honored to be working with RTD to complete this next leg of FasTracks.”

In contrast to light rail lines, commuter rail lines rely on larger, heavier railcars that provide faster service with fewer stops and higher speeds.

Other FasTracks commuter rail lines under construction across the Denver metro region are the Gold Line to Wheat Ridge and Arvada; the East Rail Line to Denver International Airport; and the first segment of the Northwest Rail Line to Westminster.

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FasTracks is RTD’s voter-approved transit expansion program to build 122 miles of commuter rail and light rail, 18 miles of bus rapid transit service, add 21,000 new parking spaces, redevelop Denver Union Station and redirect bus service to connect the eight-county district better. For more information, visit www.rtd-denver.com.

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