

## GOLD LINE AT A GLANCE

- The Gold Line is a proposed 11.2-mile commuter rail transit line that runs from Denver Union Station to Wheat Ridge, passing through northwest Denver, Adams County and Arvada.
- In July 2007, the RTD Board selected electric commuter rail along the BNSF/Union Pacific Railroad route as the preferred alternative for the Gold Line.
- The Gold Line and Northwest Rail (the Fastracks line serving Boulder, Longmont and other suburbs) will share their alignments between Denver Union Station and Pecos.
- Seven stations are proposed for the Gold Line, including 41st Avenue, Pecos, Federal, Sheridan, Olde Town, Arvada Ridge and Ward.
- The Gold Line includes a Commuter Rail Maintenance Facility, located at 48th Avenue and Fox Street.
- The Gold Line is part of Fastracks, RTD’s voter-approved, 12-year program to expand rail and bus service across the greater Denver metro area.



## GOLD LINE ENVIRONMENTAL IMPACT STATEMENT (EIS)

In July 2006, RTD began a comprehensive study of transit alternatives for the Gold Line. The finished product of this study will be an Environmental Impact Statement (EIS), which is scheduled for completion in 2009. Using technical analysis and public input, the purpose of the Gold Line EIS is to:



- Select one Preferred Alternative for the corridor;
- Identify the impacts that may be caused by its implementation; and
- Whenever possible, recommend ways to avoid or reduce significant impacts.

Since the beginning the study, the project team has evaluated more than 20 possible alternatives. During four increasingly detailed levels of screening, alternatives were evaluated for impacts, technical feasibility, cost and community support. Unfeasible alternatives were removed from further evaluation, while remaining alternatives were refined until the preferred alternative was selected in July 2007.

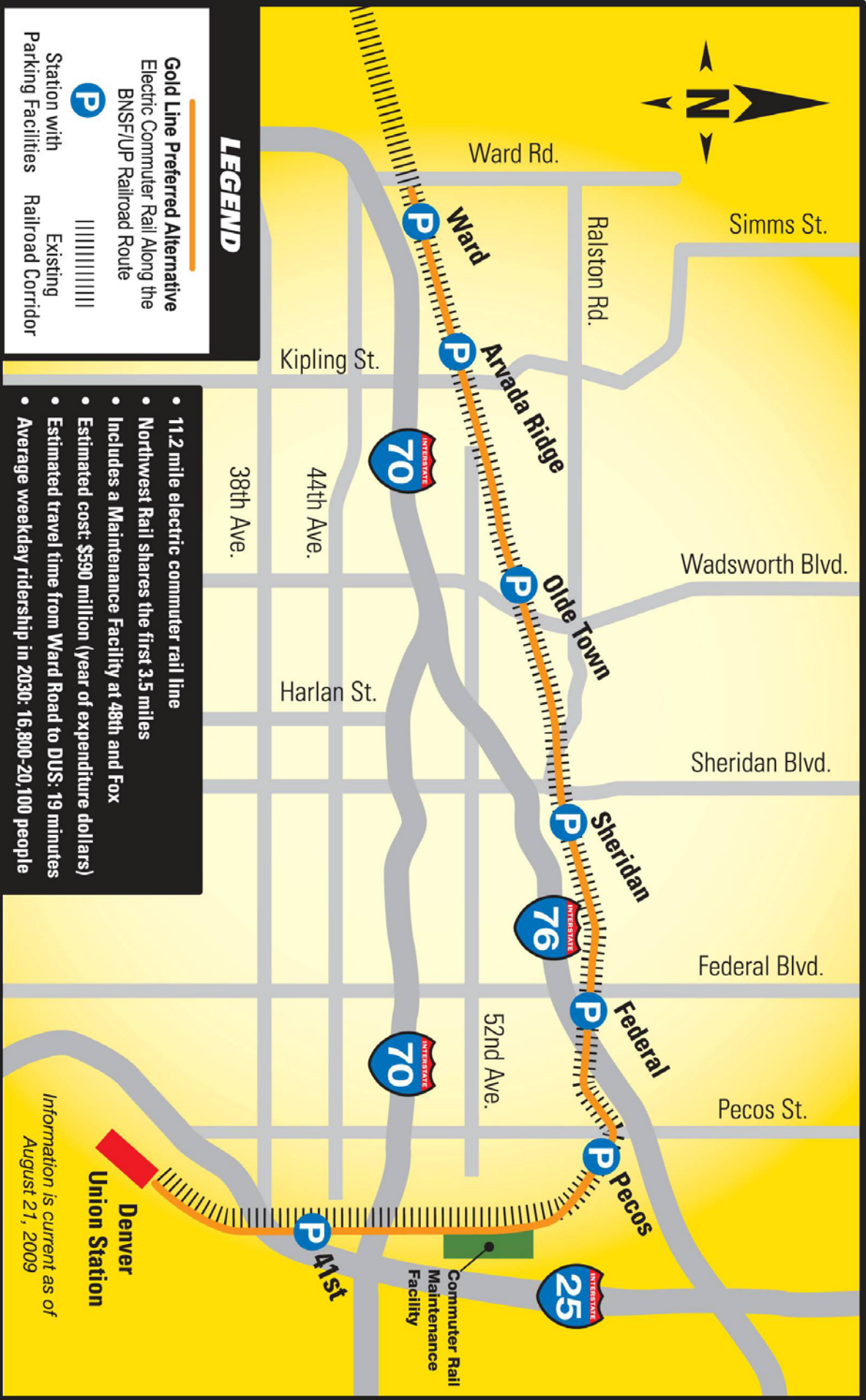
## GOLD LINE SCHEDULE

TIMING	PHASE	DESCRIPTION
JUL '06 – JUL '07	Evaluation of Alternatives	Analyzes potential alternatives and removes flawed alternatives from consideration. Culminates with the selection of the Preferred Alternative.
AUG '07 – SPRING '08	Further Analysis and Basic Engineering	The Preferred Alternative is engineered, and nearly 20 categories of potential impacts are evaluated. Where impacts are found to exceed allowable limits, mitigation measures are identified.
JUL '08	Draft Environmental Impact Statement	Draft report of EIS findings and recommendations is published. Public comment on the Draft EIS is accepted for 45 days.
AUG/SEPT '09	Final Environmental Impact Statement	Final report summarizes the recommendations for the Gold Line and responds to all public comments. Report is submitted to Federal Transit Administration (FTA) for approval to begin final design and construction.
2009 – 2016	Final Design/ Construction	After the FTA approves the project, the final engineering and design are completed, followed by construction. The Gold Line opens to the public in 2015/2016.

### GET INVOLVED IN THE GOLD LINE

*For information on public involvement opportunities, or to submit a comment on the Gold Line, please contact us:*

**Online:** [www.rtdgoldline.com](http://www.rtdgoldline.com)    **Email:** [comments@rtdgoldline.com](mailto:comments@rtdgoldline.com)    **Phone:** (303) 299-2000



**LEGEND**

- Gold Line Preferred Alternative
- Electric Commuter Rail Along the BNSF/UP Railroad Route
- Station with Parking Facilities
- Existing Railroad Corridor

- 11.2 mile electric commuter rail line
- Northwest Rail shares the first 3.5 miles
- Includes a Maintenance Facility at 48th and Fox
- Estimated cost: \$590 million (year of expenditure dollars)
- Estimated travel time from Ward Road to DUS: 19 minutes
- Average weekday ridership in 2030: 16,800-20,100 people

**Denver**  
**Union Station**  
 Information is current as of  
 August 21, 2009