

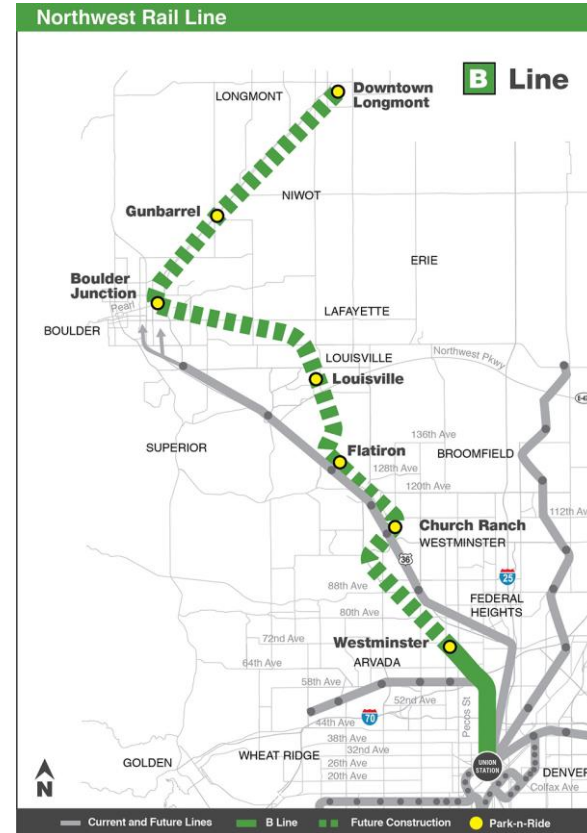
RTD Northwest Rail Status *Southwest Chief & Front Range Passenger Rail Commission*

May 10, 2019



Background

- Northwest Rail is component of 2004 voter-approved FasTracks plan
- Cost to complete corridor estimated to be: \$1.1 to \$1.5 billion (2013\$)
- 55 Trains per Day
- 30-minute peak/1-hour off-peak
- Stations:
 - Downtown Longmont
 - Gunbarrel (Boulder)
 - Boulder Junction
 - Downtown Louisville
 - Flatiron (Broomfield)
 - Church Ranch (Westminster)
- B-Line from DUS to Westminster opened as part of RTD Eagle P3 Project in 2016



Background

- Northwest Rail Corridor is only rail corridor where RTD has been unable to fully obtain the right-of-way
- Right-of-way owned by BNSF Railway Company
- Any passenger rail service must accommodate BNSF's freight operations

Background

- Recognizing RTD's inability to secure full funding for Northwest Rail Corridor as envisioned in FasTracks Plan
- RTD has evaluated constructing corridor in segments; however, this option has numerous challenges
- Longmont City Council and US 36 MCC requested RTD to evaluate initiating a rush-hour only starter service
- RTD has been working with local governments to study this proposal

Intent of Starter Service Proposal

- Extend B-Line Rail Service from Westminster to Longmont
- Limit impact to BNSF freight service
- Limit station and right-of-way costs
- Introduce useful service

Intent of Starter Service Proposal

- Service:
 - Three trains from Longmont to Denver in the a.m.
 - Three trains from Denver to Longmont in the p.m.
- Stations:
 - Downtown Longmont (1st and Main)
 - Boulder Junction
 - Downtown Louisville
 - Flatiron
 - Broomfield (116th Avenue)
 - Westminster (88th Avenue)
 - Westminster (currently in operation)
 - Union Station (currently in operation)

Projections

- Travel Time:
 - Downtown Longmont to Union Station: 66 minutes
- Ridership:
 - 1,400 Average Daily Weekday Ridership

Estimated Costs

- Capital Costs
 - \$117M
 - Does not include cost of BNSF infrastructure upgrades and operating slots, nor does estimate include costs for needed right-of-way.

- Operating Costs
 - \$12 to \$15M annually
 - Does not include potential BNSF O&M fees.

| Capital* | |
|---|----------------------|
| Item | Cost |
| Vehicles | \$48,000,000 |
| Stations | \$34,058,700 |
| Track Infrastructure DUS | \$ 1,202,000 |
| Maintenance Facility | \$33,889,700 |
| Total | \$117,150,400 |
| <i>*Does not include cost of BNSF infrastructure upgrades and operating slots, nor does estimate include costs for needed right-of-way.</i> | |
| O&M | |
| Annual RTD Vehicle Operations & Maintenance* | \$14,000,000 |
| <i>*Does not include potential BNSF O&M fees.</i> | |

Outstanding Questions

- BNSF Costs
 - RTD has requested feedback from BNSF on proposal
 - Currently awaiting response
- Right-of-Way Costs
 - Working with local jurisdictions to work through right-of-way costs

Questions

Bill Van Meter

Assistant General Manager, Planning

Bill.VanMeter@RTD-Denver.com