



Burnham Yard SB 267 Update



About Burnham Yard



About Burnham Yard

Interstate 25 (I-25) through central Denver **is the busiest and most congested highway in the State of Colorado**, serving over a quarter million vehicles per day moving north-south along the Front Range through the heart of the Denver Metropolitan area. Successive studies have favored improvements between Alameda Avenue and US-6 that **require relocation of the Consolidated Main Line (CML), owned by the BNSF Railway in this area**. Shifting the CML to the Union Pacific Railroad (UPRR) track alignment and through Burnham Yard will benefit I-25 directly and enable many additional regionally transformative improvements.

The benefits of this property purchase enable significant investments and capital improvement construction projects, the work needed to build long-term economic prosperity in the Denver area with \$400+ million in investment possible, creating jobs in structural and track construction, grading, and associated skilled trades to build mainline rail and interstate infrastructure.

Through anticipated partnerships with Denver, RTD, and possibly developer interests, a vision to improve transportation for highway, rail, transit, and all other modes of travel would be realized.

Property Benefits

ROADWAY TRANSPORTATION AND SAFETY

- I-25 can become more efficient and safe with the potential addition of auxiliary lanes and braided ramps, eliminating congestion and crashes.
- Significant hazards to vehicle and pedestrians can be eliminated by removing the two most heavily traveled at-grade crossings in Colorado at Kalamath Street and Santa Fe Drive, which have caused 38 crashes, including two deaths.
- Local street network connections can be improved through consolidation of rail track crossings (RTD and heavy) at Alameda, 13th and others. East/West movement enhanced.
- RTD can add light rail system capacity through Burnham Yard, which is currently a system bottleneck, by adding two additional light rail tracks.
- Mode-shift opportunities for travelers will be possible at a Burnham Yard mobility hub, between RTD, BUSTANG, potential Front Range Rail, bicycle and other micro-mobility, and bus service into the Capitol and Civic Center areas.
- Pedestrian/bicycle connections through the Burnham Yard will reconnect neighborhoods to one another and to the South Platte River (and associated trails).
- Moving I-25 away from the S. Platte River will allow space for improvements to the South Platte River environment.
- Front Range Passenger Rail is feasible only if it serves the core of Denver, which can only be accomplished via Burnham Yard. Serving Denver's downtown generates the maximum potential ridership and vehicles removed from I-25.

Current Property Acquisition Plan



HPTE Pays UP \$50 million for the property

\$7.5 million from SB 267 transit /
\$7.5 million from OEDIT

HPTE and CDOT retain roughly 15
acres for future mobility use

\$40 million from HPTE financing -
Working with other state agencies
to mitigate CDOT's loan risk

45 acres is sold or leased

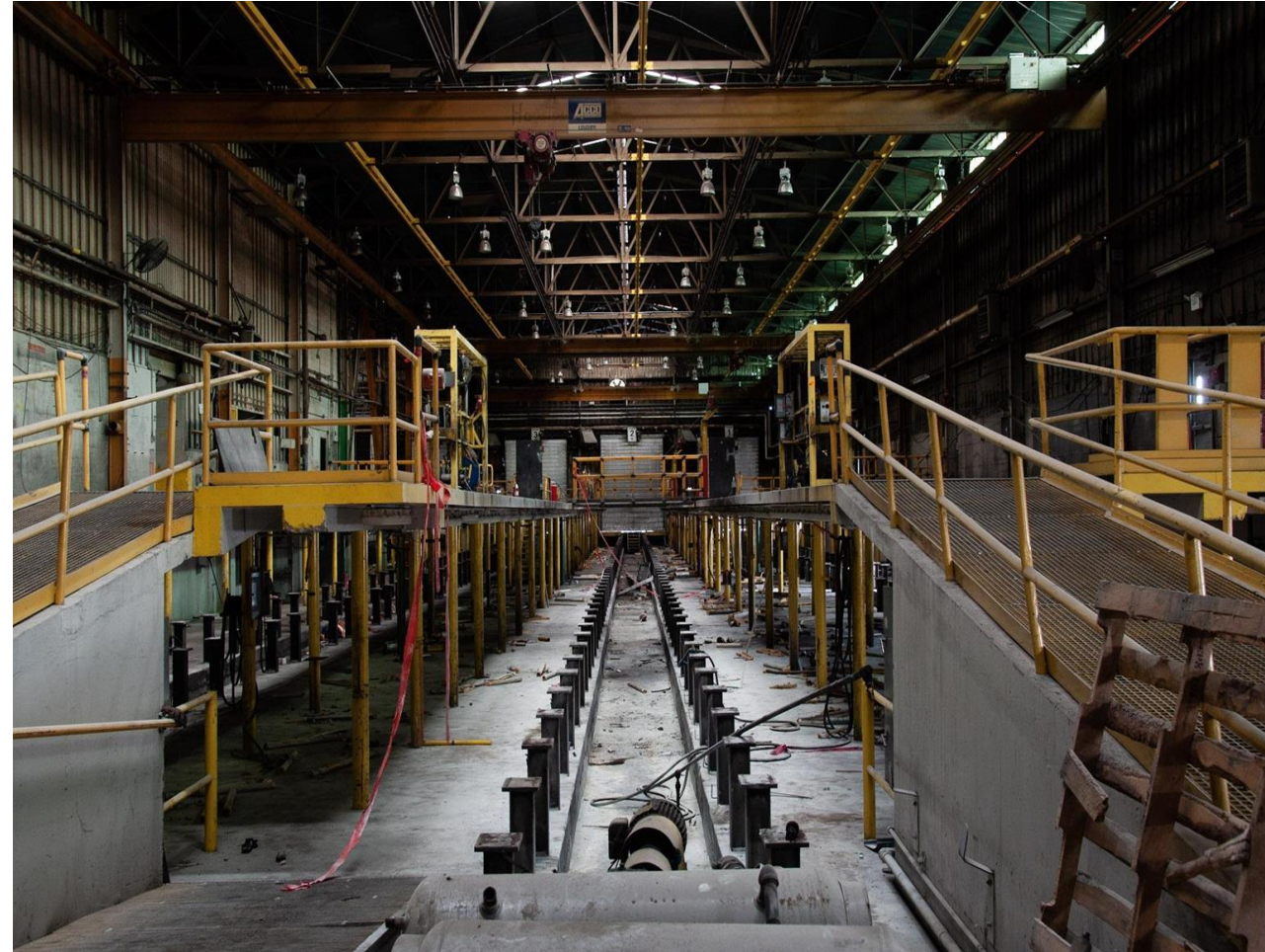
CDOT / HPTE Burnham Yard Intra-Agency Agreement

IAAs document the terms of how CDOT and HPTE work together on shared projects.

Because HPTE has more flexibility to both purchase property and to borrow funds, HPTE can act as a conduit for CDOT.

IAA will outline CDOT's payment structure to HPTE.

If outside financing is needed by HPTE, IAA is usually required by lenders as additional credit guarantee.



Next Steps



May 19-20, 2021:

- HPTE Board Approval of Purchase and Sale Agreement, Loan Financing
- HPTE Board/TC approve HPTE and CDOT IAA for purchase of Burnham Yard
- CDOT/HPTE enters into IGA with a state agency (OEDIT/DOLA/DPA) to mitigate CDOT's risk on the loan regarding non-transportation related parcels

End of May 2021:

- Loan Closes and Property Purchased

Once the Property is Purchased:

- CDOT initiates EIS to identify exact ROW needs for possible I-25 express lane, mobility and transit needs and railroad track relocation. (24-36 months)
- At same time, City of Denver launches a Small Area Plan (18-24 months). CDOT/HPTE will be highly involved in City of Denver process.
- Near end of both studies, begin process to procure master developer or sell unneeded property. Expect ~45 acres to be sold or leased.



Questions?

