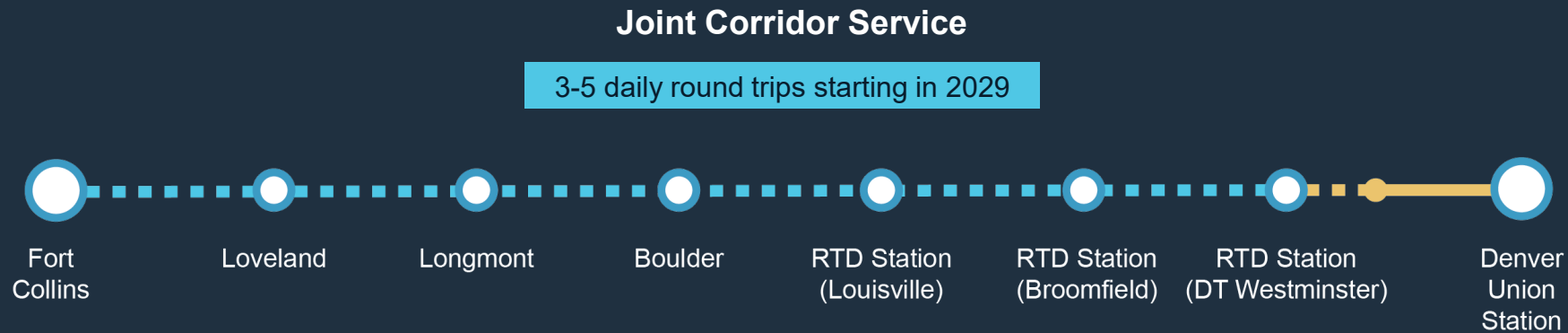


# Lowest Cost Option for Joint Service Starter Service (2/28/2025)



*This information is preliminary and subject to change with additional host railroad coordination.*

# Starter Joint Service Base Investment Assumptions

Reductions maintain the following service characteristics:

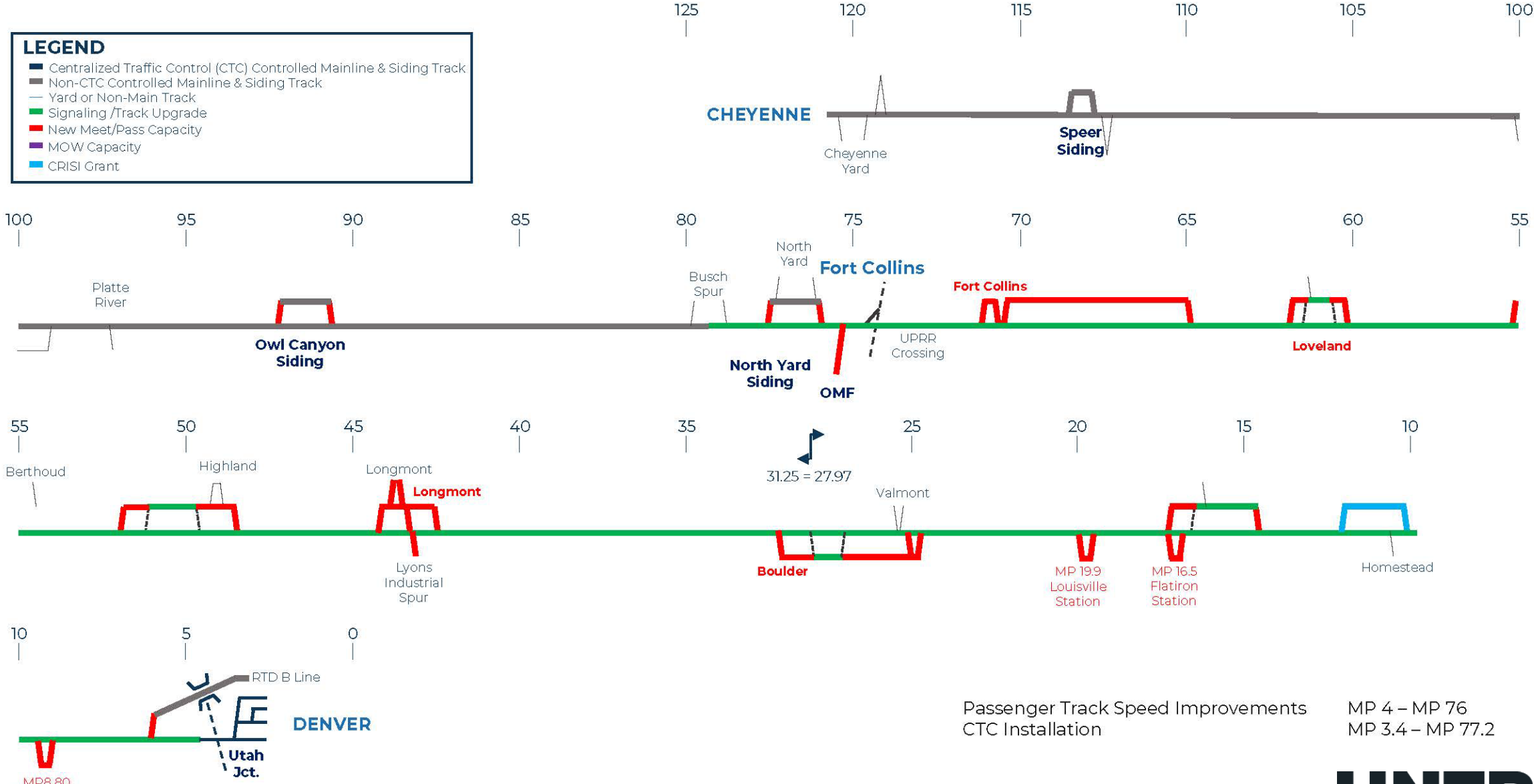
- 8 stations identified in Joint Service Plan
- Proposed infrastructure has the goal of holding BNSF freight railroad operations harmless from proposed passenger operations and protects passenger operations On-time Performance (OTP) and will require additional coordination
- Implements FRA-required Positive Track Control (PTC) signaling system
- Proposed 3 Round Trip (RT) revenue operating capacity  
(5-car train consist = 1 locomotive, 3 coach cars, 1 non-powered controlling unit (NPCU))
  - *Per Train Consist = 200 seats*
  - *Daily (3RT) = 1,200 seats*
  - *Yearly (7 days per week) = 445,000 seats*

# North End: 3 RT - Preliminary

BNSF Front Range Subdivision

**LEGEND**

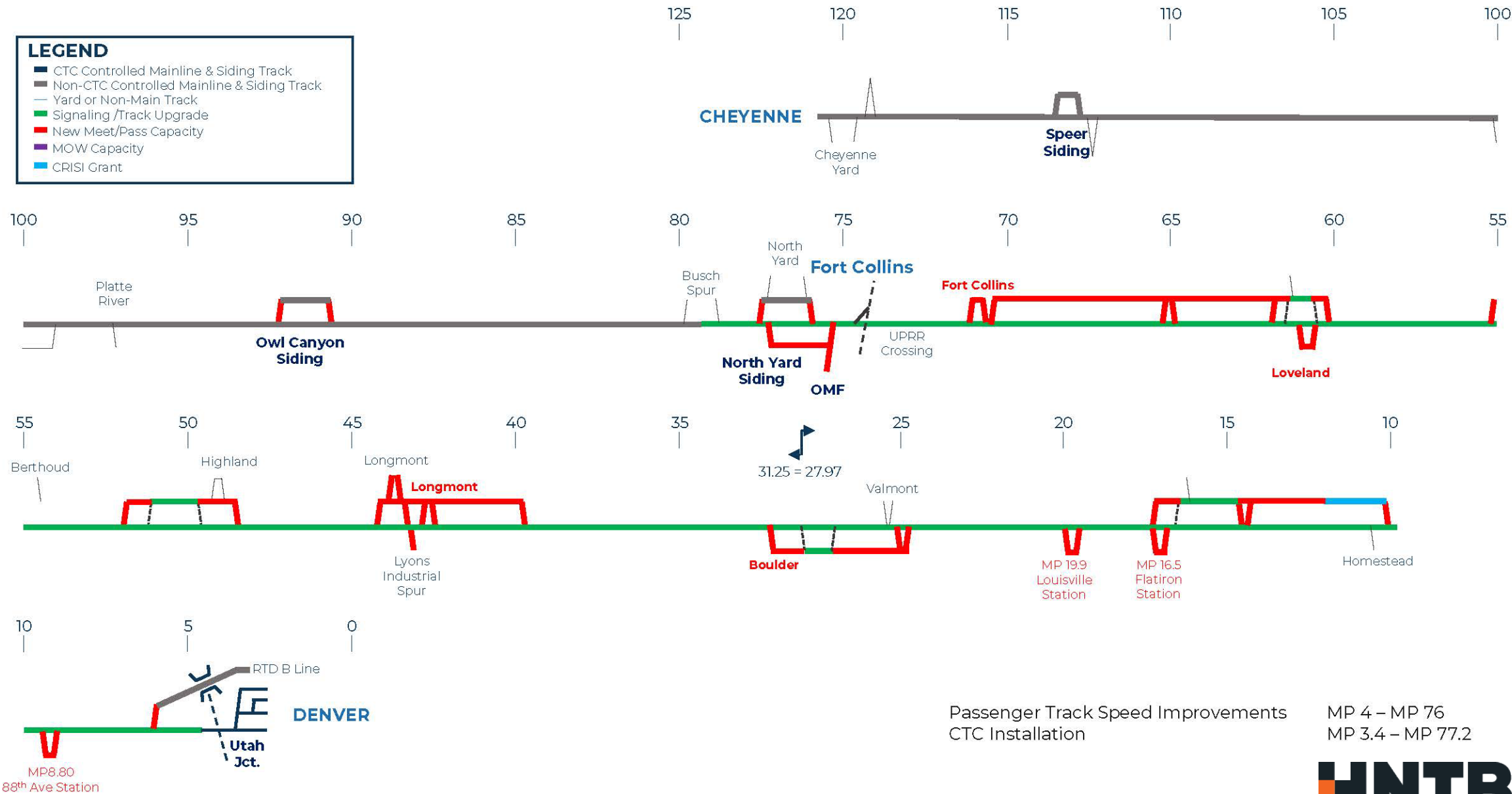
- Centralized Traffic Control (CTC) Controlled Mainline & Siding Track
- Non-CTC Controlled Mainline & Siding Track
- Yard or Non-Main Track
- Signaling /Track Upgrade
- New Meet/Pass Capacity
- MOW Capacity
- CRISI Grant



Passenger Track Speed Improvements  
CTC Installation  
MP 4 – MP 76  
MP 3.4 – MP 77.2

# North End: 5 RT - Preliminary

BNSF Front Range Subdivision



Passenger Track Speed Improvements  
CTC Installation

MP 4 – MP 76  
MP 3.4 – MP 77.2

# Cost Savings Overview & Process

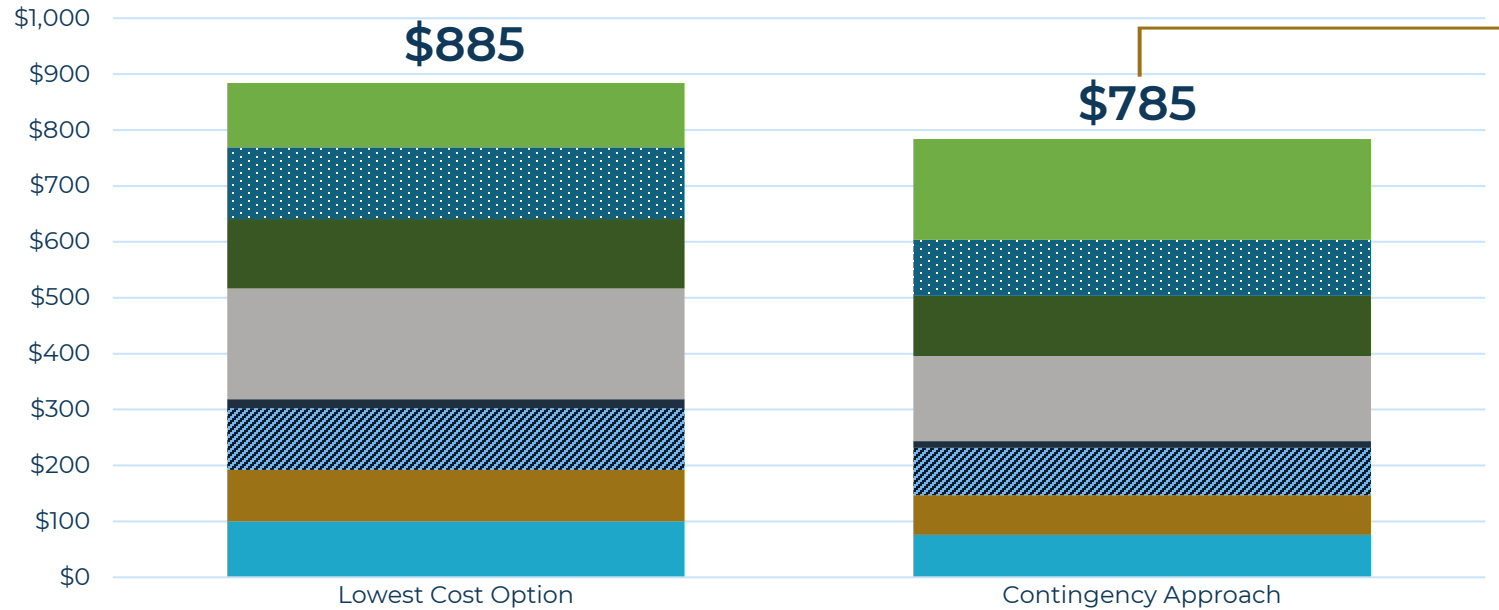
**Lowest Cost  
Option  
\$885M**

Revised estimate  
focused on cost  
reductions

**Contingency  
Approach  
\$785M**

Revised estimate with  
bottom line only  
contingency

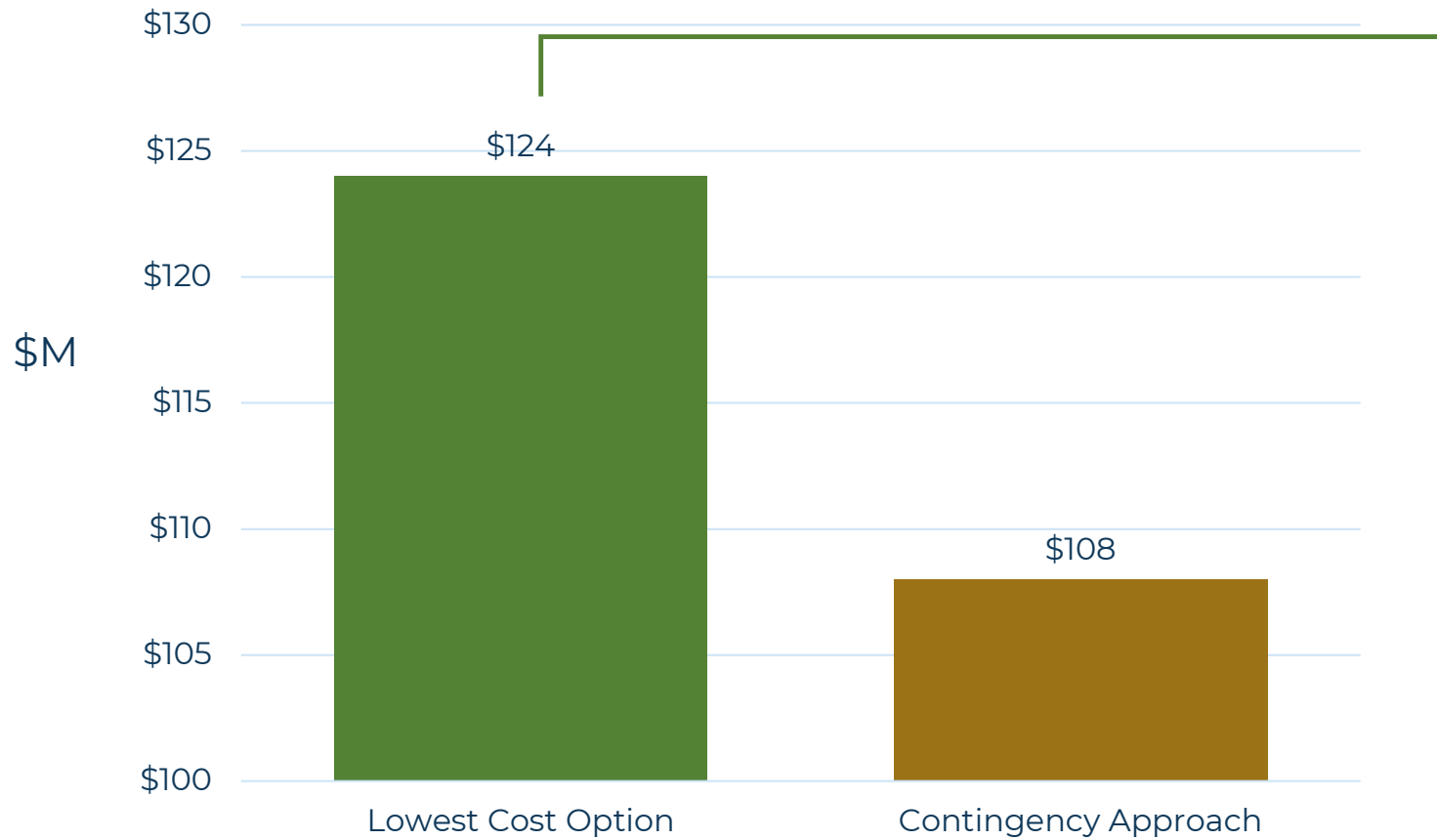
# Totals (in \$M, including contingency allocation)



## Contingency Approach

- Removed line-item contingency
- Added 30% contingency to bottom line (including professional services)

# Vehicles (in \$M)



- Vehicle count and consist reflect service operations
- Applied recent industry spare vehicle practice

# Stations, Terminals, Intermodals (in \$M)



- Assumed essential amenities

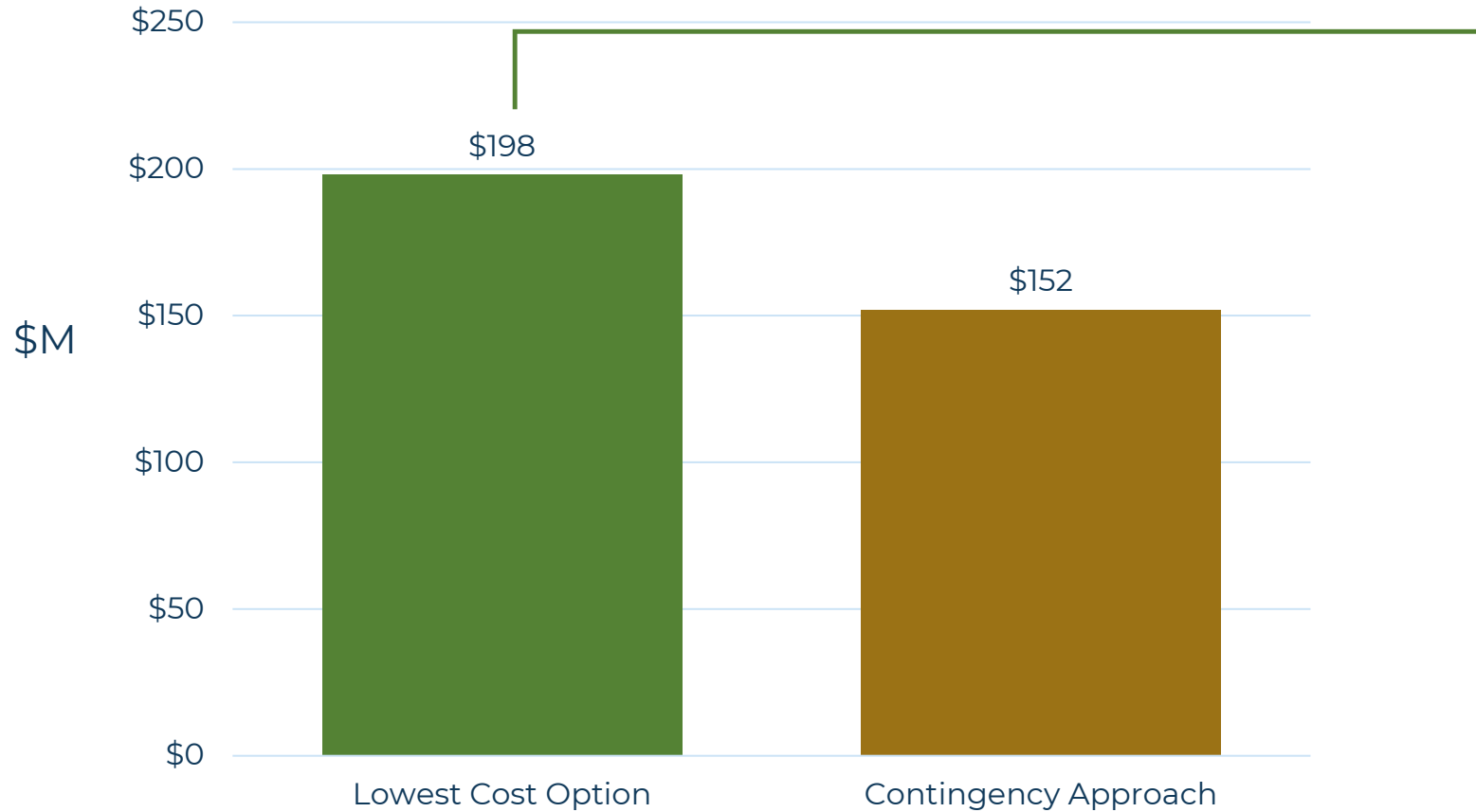
*Note: The state is pursuing additional funding options for station developments*

# Support Facilities: Yards, Shops, Admin Buildings (in \$M)



- Identified efficiencies based on industry cost, per SME
- Additional cost savings opportunity: Maintenance facility provided by operator

# Communications and Signaling (in \$M)



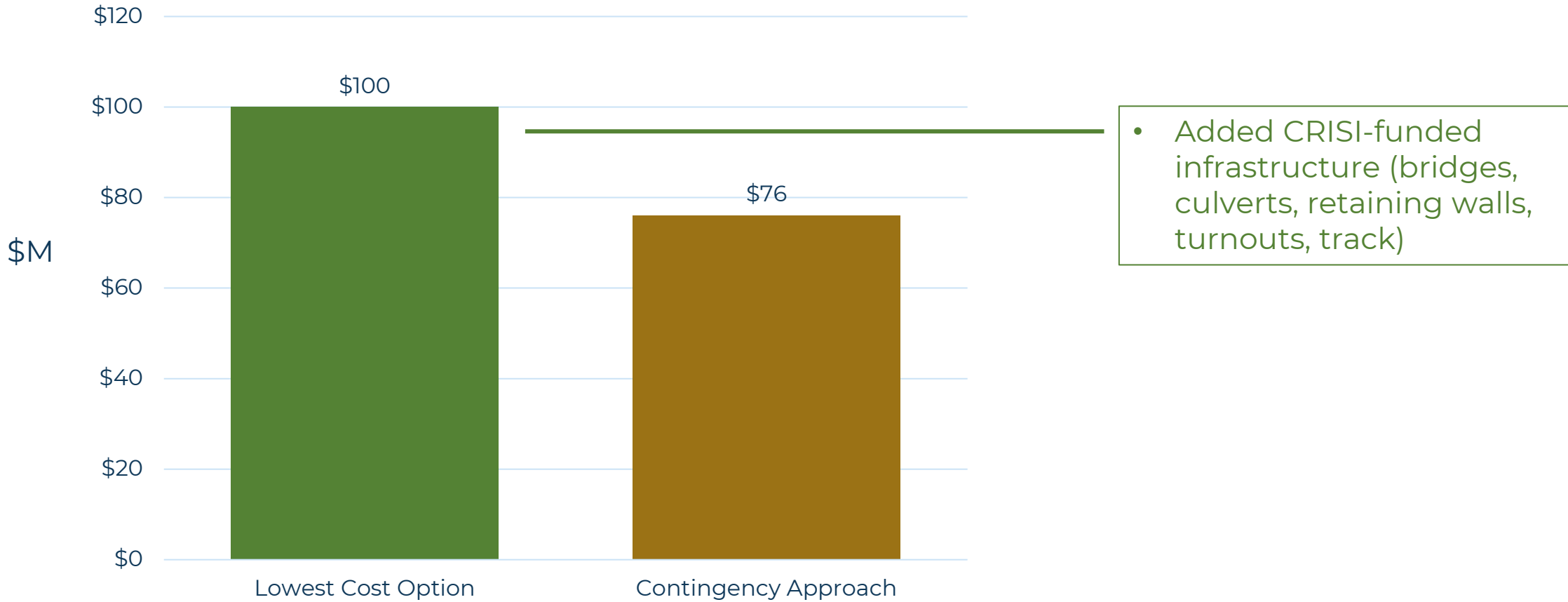
- Rebalanced signal cost and communications (reduced fiber) for a net savings

# Site Work, ROW, Land, Existing Improvements (in \$M)

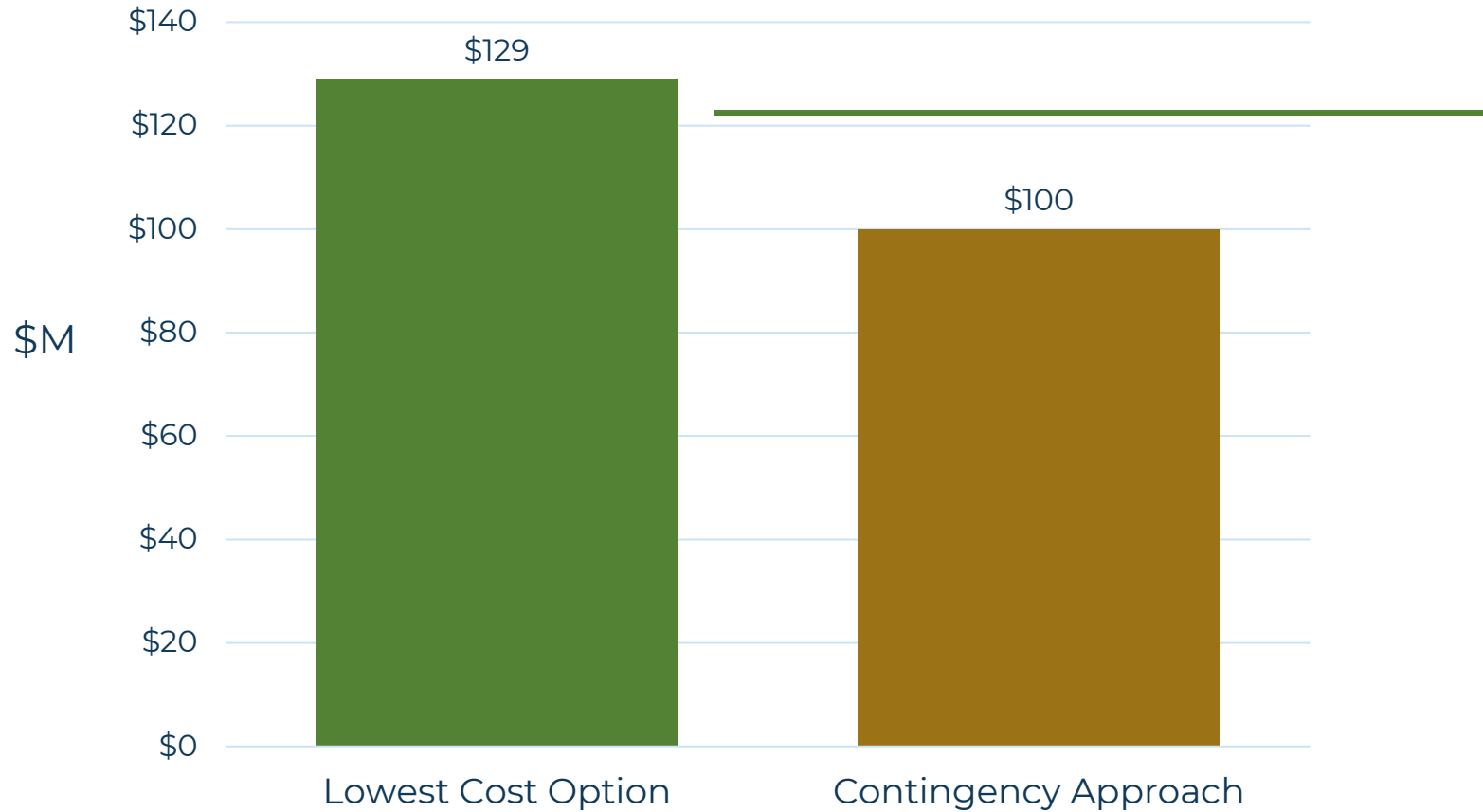


- Additional earthwork and environmental due to addition of Homestead Siding due to CRISI

# Track Structures and Track (in \$M)



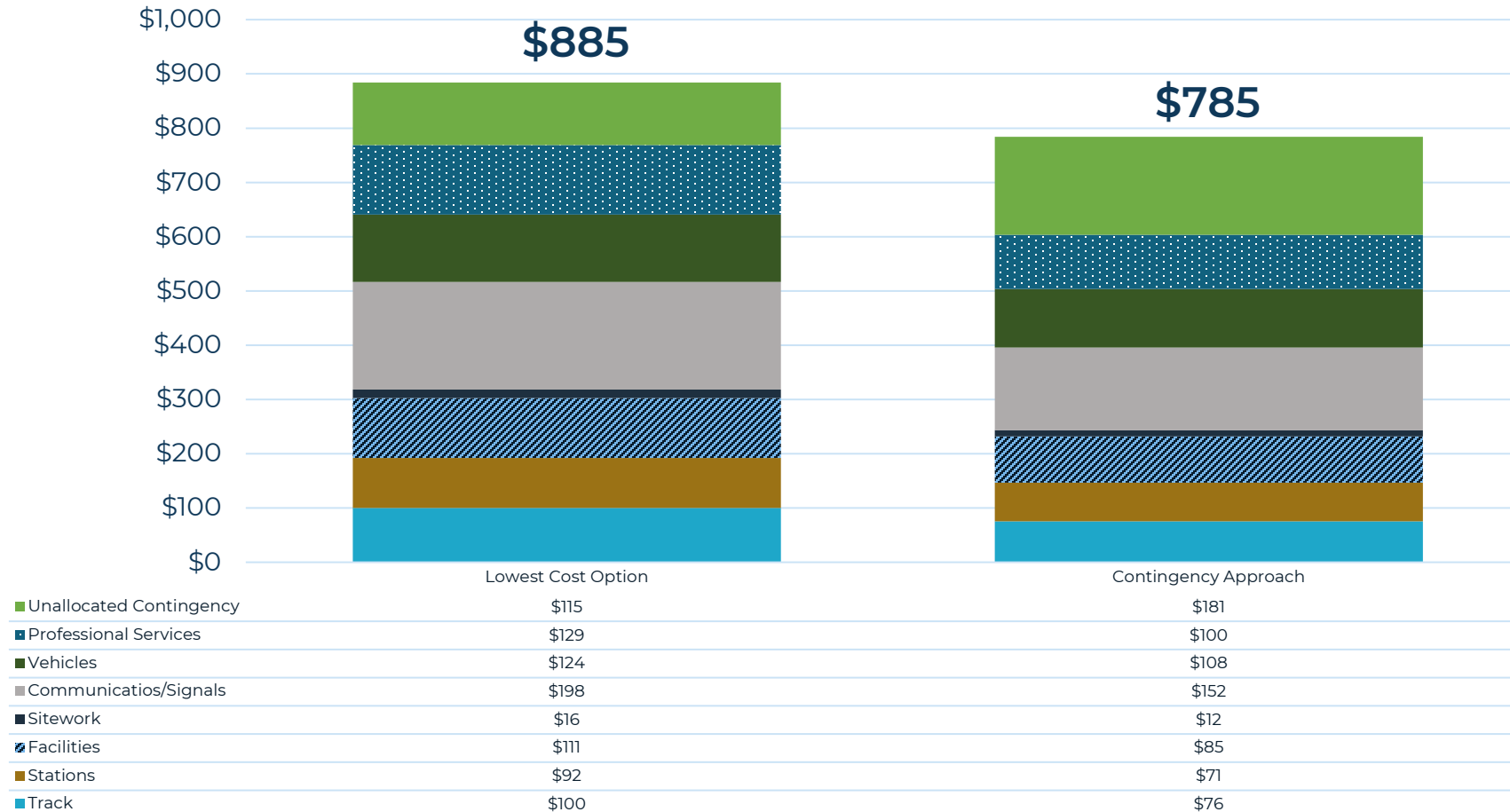
# Professional Services (in \$M)



- Reduced NEPA from 4% to 3%
- Overall cost reduced when construction cost reduced

# Summary

(\$M, including contingency allocation)



*Note: These numbers represent a 3-roundtrip operations analysis that is based on real freight data for this corridor but has not been negotiated with BNSF.*

