



# **Milestone 1: Peak Service Concept Technical Report**

**August 27, 2024**

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# Acronyms & Abbreviations

ADA	Americans with Disabilities Act
BEMU	Battery-Electric multiple unit
CAPEX	capital costs
DMU	diesel multiple unit
DTO	Denver Transit Operators
EE	Environmental Evaluation
EMU	electric multiple unit
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail
FTA	Federal Transit Administration's
GDP	gross domestic product
NWR	Northwest Rail
O&M	Operations and Maintenance
OCS	overhead catenary system
OPEX	operating costs
RMF	Rail Maintenance Facility
RTD	Regional Transportation District
SCC	Standard Cost Categories
TOD	Transit oriented development

# Introduction

## Background and Purpose of Report

RTD is conducting the Northwest Rail Peak Service Study (Study) for a 39-mile extension of the B Line commuter rail service along the existing BNSF Railway tracks from the existing Westminster–72nd Station to Boulder and Longmont. The extension would include six new stations with infrastructure to support the commuter rail service: Downtown Westminster, Broomfield–116th, Flatiron, Downtown Louisville, Boulder Junction at Depot Square, and Downtown Longmont (Figure 1). The Study will evaluate the requirements to provide commuter rail passenger service during the peak periods consisting of three weekday morning trips from Longmont to Denver and three weekday evening trips from Denver to Longmont.

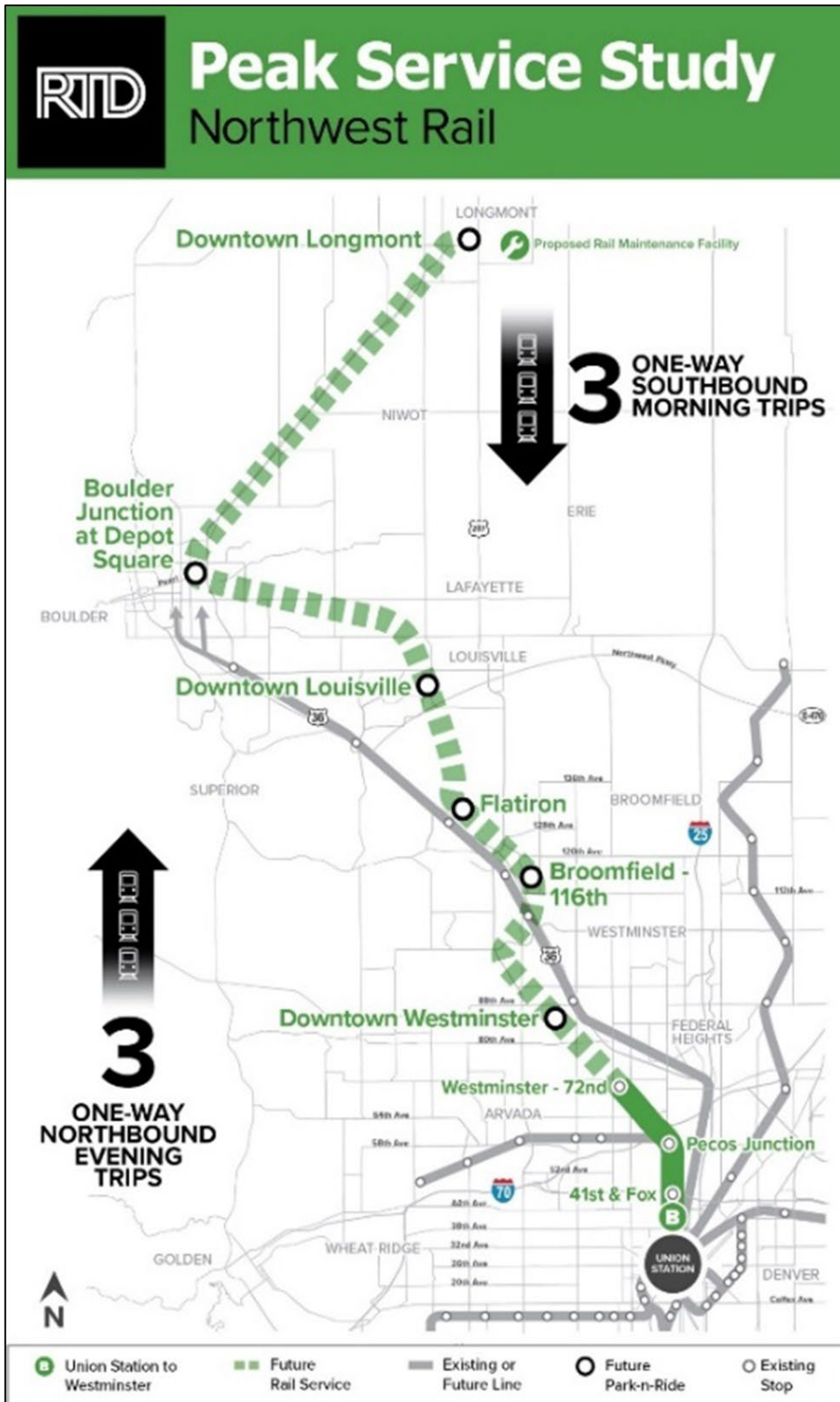
The Peak Service Feasibility Study will be conducted in five stages, each with a major report:

- **Milestone 1:** Confirm and refine the Peak Service Concept with stakeholders
- **Milestone 2:** Identify local, state, federal, and BNSF requirements for the operation of service (the “Base Configuration”)
- **Milestone 3:** Conduct initial planning and develop preliminary engineering design and costs required to build and operate the Base Configuration service
- **Milestone 4:** Identify likely service expansion scenarios to avoid precluding expanded RTD or FRPRD passenger service
- **Milestone 5:** Identify potential project implementation concepts

This report contains the work completed to accomplish Milestone 1. This report is a compilation of the following:

- Past Planning and Alternatives Methodology
- Purpose of the Project and Project Goals
- Local Jurisdiction Plans and Commitments - Study Advisory Team Workshop

**Figure 1. Peak Service Concept**



**Milestone 1**  
**Peak Service Concept Technical Report**

## **Appendix**

### **Project Definition Memoranda**

- Past Planning and Alternatives Methodology
- Purpose of the Project and Project Goals
- Workshop Summary (SAT)

# Memorandum

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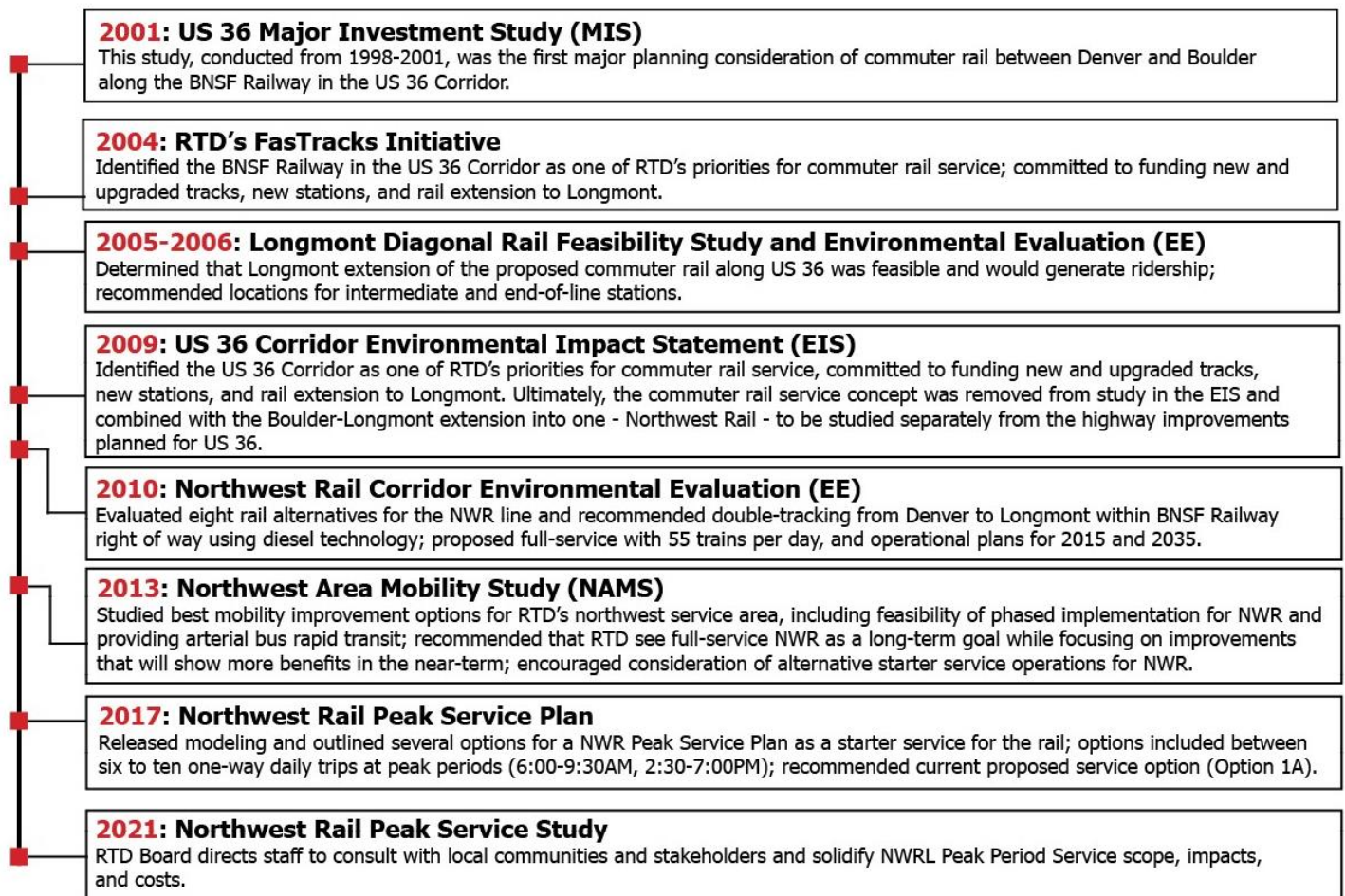
**Peak Service Study**  
Northwest Rail

**To:** HDR and RTD  
**From:** Peak Consulting Group  
**Date:** September 19, 2022; Updated November 4, 2022  
**Re:** **Past Planning and Alternatives Methodology**

## Introduction and Purpose

The RTD Board directed staff to conduct the Northwest Rail Peak Service Study (Study) to analyze various factors for implementing Northwest Rail. As summarized in Figure 1, planning studies for the Northwest Rail Corridor have been conducted over the past two decades, and RTD has continued efforts to enable Northwest Rail development.

**Figure 1.** Timeline of Northwest Rail Corridor Past Planning Studies



This memorandum provides background for the Study's peak service rail concept and preferred design option, including its service and operational characteristics. This memorandum details past planning studies of the FasTracks Northwest Rail Corridor that have led to the need for the current Study.

## **I. Alignment**

The Northwest Rail Corridor was originally studied in a *US 36 Major Investment Study (MIS)* (2001), which recommended a set of multimodal transportation improvements along the US 36 Corridor, including extension of lanes, implementation of Bus Rapid Transit (BRT) service with on-line stations, widened portions of US 36, a bikeway along US 36, upgrades to existing rail track, and construction of a new rail track along railroad right of way to support commuter rail. Subsequent planning by RTD and communities resulted in a recommendation to extend the commuter rail line to the City of Longmont along BNSF right of way.

In November 2004, voters in the Denver area voted to approve RTD's *FasTracks Plan* (2004) through a sales tax increase. This initiative was proposed as a twelve-year comprehensive plan to construct and operate new rail lines and improve elements of BRT, bus service, and Park-n-Rides, increasing transportation options and connectivity throughout the rapidly growing Denver metro region. In addition to these direct transportation and mobility improvements, the initiative pursued goals to provide broad-reaching benefits to economic growth and environmental quality. As proposed in 2004, FasTracks identified nine conceptual corridors including 119 miles of rail and 18 miles of BRT construction. One such corridor was the US 36 Corridor, now known as the Northwest Rail Corridor.

The FasTracks initiative committed to fund the recommendations from the US 36 MIS, including upgrades to existing tracks, construction of a new adjacent track for commuter rail to Boulder, extension of the commuter rail line to Longmont in a single-track configuration, and the addition of seven new rail stations.

The feasibility of extending the rail alignment beyond the Denver-Boulder US 36 Corridor was evaluated in two studies, the *Longmont Diagonal Rail Feasibility Study* (2005), and the *Longmont Diagonal Rail Final Environmental Evaluation* (2006), both of which found the proposed Longmont extension from Boulder feasible and recommended locations for an intermediate station in Gunbarrel and an end-of-line station in downtown Longmont. In 2006, RTD combined the commuter rail portions of the US 36 Corridor and the Boulder-Longmont Corridor into one – Northwest Rail – to be studied and implemented separately from the highway improvements planned for US 36.

RTD issued a *Northwest Rail Corridor Final Environmental Evaluation* (NWR EE) in 2010, which evaluated eight alternatives for the commuter rail service, including single and double track options, options within and outside of BNSF Railway right of way, and a no-action option. Extensive analysis, including examination of capital costs, ridership, travel time, environmental impacts, and public and agency support ultimately led the project team to a single preferred design option: A double-track rail from Union Station in downtown Denver to downtown Longmont on existing BNSF Railway right of way. This was found to be the most viable option for commuter rail in RTD's northwest service area, as other options had characteristics that failed to meet the project's stated purpose and needs of



providing consistent and reliable travel times or providing an affordable transit investment. Since the release of the NWR EE in 2010, the proposed alignment of the NWR line has remained consistent and supported by regional stakeholders.

In 2016, RTD completed the construction of the first segment of the NWR line and the Westminster Station at 71<sup>st</sup> Avenue as part of its FasTracks *Eagle P3* Project. This 6.2-mile segment currently operates as RTD's B Line from Union Station to Westminster Station. RTD has since added two station stops between Denver and Westminster, at Pecos Junction and 41<sup>st</sup> Avenue and Fox Street in Denver, as part of RTD's Gold Line service.

## II. Stations

Previous planning studies have considered a wide range of locations for stations to support the 41-mile NWR line. RTD's 2004 *FasTracks Plan* built off recommendations from the 2001 US 36 MIS to propose seven total stations along the corridor, including Union Station. The US 36 EIS then used modeling projections, community plans, discussions with local jurisdictions, public input, and assessment of impacts to appropriately evaluate candidate station locations and develop conceptual design plans. In the 2010 NWR EE, the preferred alternative included eleven stations between Denver and Longmont, located at:

- South Westminster - 71<sup>st</sup> Avenue
- **Westminster - 88<sup>th</sup> Avenue**
- Walnut Creek
- **Broomfield - 116<sup>th</sup> Avenue**
- Flatiron
- Downtown Louisville
- **East Boulder**
- Boulder Transit Village
- Gunbarrel
- **Twin Peaks**
- Downtown Longmont

Four of the eleven stations (indicated in bold) were identified as candidate station locations during the public and agency involvement component of the 2009 US 36 EIS prior to the decision to study BRT and commuter rail separately. These stations were not included in the FasTracks funding commitments but were included in the evaluation in case funding sources outside of FasTracks became available.

2035 station boarding projections from the EE identified Westminster/71<sup>st</sup> Avenue, Westminster/88<sup>th</sup> Avenue, Boulder Transit Village, and Downtown Longmont as the stations forecasted to generate the highest average weekday ridership activity in the Corridor. When ridership from special events was considered, the analysis suggested that the Broomfield - 116<sup>th</sup> Station had potential to generate substantial special event ridership due to its proximity to the 1st Bank Events Center (the largest event space in the Corridor). Conceptual site layouts for each of the stations carried forward were provided

in the EE document.

In 2013, RTD conducted the *Northwest Area Mobility Study* (NAMS), a collaborative effort with the Colorado Department of Transportation (CDOT), the Denver Regional Council of Governments (DRCOG), northwest area cities and counties, and the public to develop a prioritized list of mobility improvements for RTD's NWR service area. The study evaluated transit options in the northwest area, including the feasibility of extending RTD's North Metro Rail Line to Longmont, adding new and confirming existing plans for BRT lines, as well as service, operational, construction, and phasing options for a full-service NWR with nine stations along the Corridor.

Recently, RTD has recommended six stations between Westminster and Downtown Longmont to support its *Peak Service Plan* (2017). This brings the total proposed stations for the NWR Peak Service Plan to ten stations: Four stations already in service at Union Station, 41<sup>st</sup> & Fox, Pecos Junction, and Westminster; Downtown Westminster; Broomfield - 116<sup>th</sup> (partially constructed and in operation with BRT); Flatiron (partially constructed and in operation with BRT and Park-n-Ride services); Downtown Louisville; Boulder Junction at Depot Square (partially constructed and in service with local routes); and Downtown Longmont. All stations would include bus drop-off lanes, multimodal connections, and parking areas for Park-n-Rides that serve NWR, bus service, and BRT. In June 2021, RTD confirmed these station locations with local jurisdictions.

### **III. Operations**

A conceptual operating plan for the NWR service was first established in the 2010 NWR EE, which envisioned opening day service in 2015 with 30-minute peak-period service and 60-minute off-peak period service between Denver and Longmont. By 2035, the service would run in 15-minute intervals between Denver and Boulder and 30-minute intervals between Boulder and Longmont during peak morning and evening commuting periods and 30-minute intervals at most other times. The peak periods were identified as weekday mornings from 6:00 AM-9:30 AM and weekday evenings from 2:30 PM-7:00 PM.

The 2013 NAMS also assumed the rail would begin opening day service with both peak and off-peak service plans. Operational assumptions from this study were 55 one-way trips during the week at the same 30-minute peak period and 60-minute off-peak period intervals identified in the EE, and 36 one-way trips on the weekends, no more than hourly. As part of the NAMS process, BNSF provided cost estimates for this service plan, as well as a less frequent operating service that would run nine one-way trips in both the morning and afternoon peaks. The NAMS report identified several issues with the full-service operation plan, including BNSF cost estimates that were higher than anticipated by RTD, insufficient FasTrack funds, low ridership projections, BNSF's infrastructure conditions, and other challenges within the Corridor. Given the difficulties and timing of implementing full-service operations, the report recommended that RTD consider the completion of NWR as a long-term goal, while emphasizing near-term improvements, such as bus and arterial BRT expansion, with mobility benefits that would be seen sooner for northwest area stakeholders.

From 2013-2016, RTD considered options for feasibly advancing the project in the near-term by

implementing a partial level of NWR service. RTD's *Peak Service Plan*, proposed in 2017, would provide three one-way trips from Downtown Longmont to Union Station on weekday mornings, and three one-way trips from Union Station to Downtown Longmont on weekday evenings. RTD determined that it would be feasible to implement NWR Peak Service and allow for future full-service build-out of NWR, while capitalizing on the potential to align RTD strategically with the agency's stated goals to partner with other entities such as the Front Range Passenger Rail District, Amtrak, and CDOT.

### Implementation/Phasing

Since the EE, RTD explored alternative implementation strategies to phase NWR implementation and address funding constraints. The 2013 NAMS Report first considered phased implementation by constructing the rail line and stations in five distinct segments. Phase 1, from Union Station to Westminster Station, was completed in 2016 as the first section of RTD's B Line during the *Eagle P3* Project. The remaining four phases would include construction of rail segments between proposed stations as well as the stations themselves.

While segmented implementation is not being considered for peak service, the peak period rail concept would be developed to not preclude expanded service in the future as ridership and demand warrant. If higher levels of service are proposed in the future, RTD will draw on examples of rail services around the country that have shown success with phased build out approaches, such as Sound Transit's "Sounder" commuter rail between Tacoma and Seattle; the combined service of Amtrak's Pacific Surfliner, the LAMTA Metrolink, and the SANDAG Coaster commuter rail in Southern California; the regionwide Metra commuter rail system in Chicago; and Colorado's own Winter Park Express ski train. RTD also plans to monitor the progression of Colorado's Front Range Passenger Rail project, with goals to collaborate with the service as either part of base peak period or expanded service.

### Technology

The existing 6.2-mile Phase 1 segment of the NWR line is operated with electric multiple unit (EMU) technology. While the NWR EE evaluated the feasibility of electrification for the remaining phases of the NWR Line, it was found that there would be numerous issues with an extension of EMU technology, including highly increased costs and longer construction times required for implementing electric rail in BNSF's right of way. In addition, because BNSF Railway operates double-stack and possible triple-stack container trains on this line, overhead electrical lines are not permitted where the tracks would be shared. Therefore, in 2010, RTD proposed that the remaining 35.3 miles of rail operate using diesel multiple unit (DMU) technology. The potential partnership with Front Range Passenger Rail likely reinforces that DMU technology is more feasible for the longer-distance routes, especially shared freight corridor routes. While DMU remains the strong candidate, RTD will consider a range of technologies, including hydrogen and battery electric.

## Maintenance

The NWR service would require a new rail maintenance facility (RMF) for storage, service, and maintenance of the new trainsets. RTD recently constructed the FasTracks Commuter Rail Maintenance Facility near the junction of I-70 and I-25, but this facility was designed to serve EMU operating cars and would require expansion or modification to accommodate a DMU fleet. The current site is also fully built out. While the Commuter Rail Maintenance Facility could potentially provide daytime storage or maintenance, the preferred design option from the 2017 Peak Service Plan would ultimately require NWR trains to be stored overnight at a new DMU RMF, where they can be serviced and stored between evening and morning peak periods. Prior to recent service refinements, the 2013 NAMS Report recommended an RMF to be located near the Broomfield - 116<sup>th</sup> Station between US 36 and BNSF tracks on a parcel of land which the City of Westminster offered to donate to RTD for this purpose. RTD is now considering various RMF locations for maintenance and train storage in Longmont.

## Ridership and Service Options

The 2004 FasTracks Plan conducted ridership projections for the entire FasTracks system, including Northwest Rail. The 2010 NWR EE subsequently conducted ridership projections based on operational assumptions of 15-minute train intervals for the Denver to Boulder segment and 30-minute intervals for the Boulder to Longmont segment in the morning and evening peak periods and 30-minute intervals at most other times. Ridership projections under these operations estimated average weekday rail ridership of 8,400 riders per day with the FasTracks-only stations and 12,100 with all stations in the year 2035. Stakeholders requested a sensitivity analysis and revised distribution of ridership projections during the 2013 NAMS. These projections forecast between 9,300 and 10,700 trips per day in 2035.

Both the 2010 EE and 2013 NAMS noted that operations would need to be optimized to minimize operational costs and maximize ridership. Due to this goal, the studies suggested that reducing train frequencies would be the most likely operational change to be considered as the project progressed. Projections from both studies represent residents of the northwest area would utilize the NWR service, but ridership levels may not justify the high cost of a full-service build out of NWR.

RTD's most recent operations plan, the 2017 *Peak Service Plan*, considered several rail service options that would operate only during morning and evening weekday peak periods when regional commuter travel is highest. Options included one-way only trips and bi-directional trips in mornings and evenings, as well as combined and separate operations options for the Boulder-Longmont segment of the NWR Line. Option 1A, the preferred option from the plan, would provide three trips from Downtown Longmont to Union Station on weekday mornings, and three trips from Union Station to Downtown Longmont on weekday evenings. In comparison to other options considered in this exercise, this service option would have the highest ridership, with a forecasted average of 4,100 riders per weekday in 2035. Travel forecasting and station boarding projections show that the majority of commuters in the northwest area travel east into Denver in the mornings and back home to cities such as Westminster, Broomfield, Louisville, Boulder, and Longmont in the evenings. As an initial

phase, this proposed service option has the greatest opportunity to replace trips that are frequently traveled by single-occupancy vehicles, fulfilling Study goals to maximize ridership and improve mobility through the corridor.

#### **IV. Additional Considerations and Next Steps**

In June 2021, RTD confirmed the alignment and supplementary station locations of NWR with local jurisdictions. However, development near the proposed station locations, including high-density residential and commercial development, will require reconsideration of the original (2010) conceptual design plans for the six stations that are not yet built. Previous conceptual designs for station platforms, parking lots, bus lanes, and multimodal features at each of the stations will need to be re-configured in most situations to accommodate this recent development.

Other items to consider moving forward will be decisions about potential locations for a RMF in Longmont, which is necessary to serve the rail, as well as the feasibility of daytime train storage near Union Station between the service's operating hours.

In 2021, RTD signed a Memorandum of Understanding with CDOT to cooperate and coordinate on the development of Colorado's Front Range Passenger Rail Project. As that project continues to evolve, RTD will need to coordinate with the Front Range Passenger Rail District, of which RTD is a non-voting member, about cooperability between the two regional passenger rail services.

The Study will also inform the RTD Board of Directors considerations regarding the needs and roles of the NWR service as part of its regional transit system. Stakeholder engagement and consensus building are planned at each step of the Peak Service Study to ensure that RTD's vision for overall transit investment moves forward consistently with the desires and expectations of stakeholders and residents in the northwest area.

#### **V. Conclusions**

Studies and decision-making regarding Northwest Rail over the past two decades have informed RTD and led to the current Peak Service Study to add detail and assess updated operating plans, preliminary design, capital and operating costs, impact analysis, ridership forecasts, and other factors in the Study according to the service and operations of the Peak Service Plan Option 1A, as outlined above. This memorandum, summarizing relevant Project history, provides background and context for the peak service concept being carried forward in this Study, fulfilling Milestone 1 of RTD's Incremental Decision-Making Process.

# Memorandum

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**Peak Service Study**  
Northwest Rail

**To:** HDR and RTD

**From:** AECOM

**Date:** December 2022

**Re:** **Purpose of the Proposed Project and Project Goals**

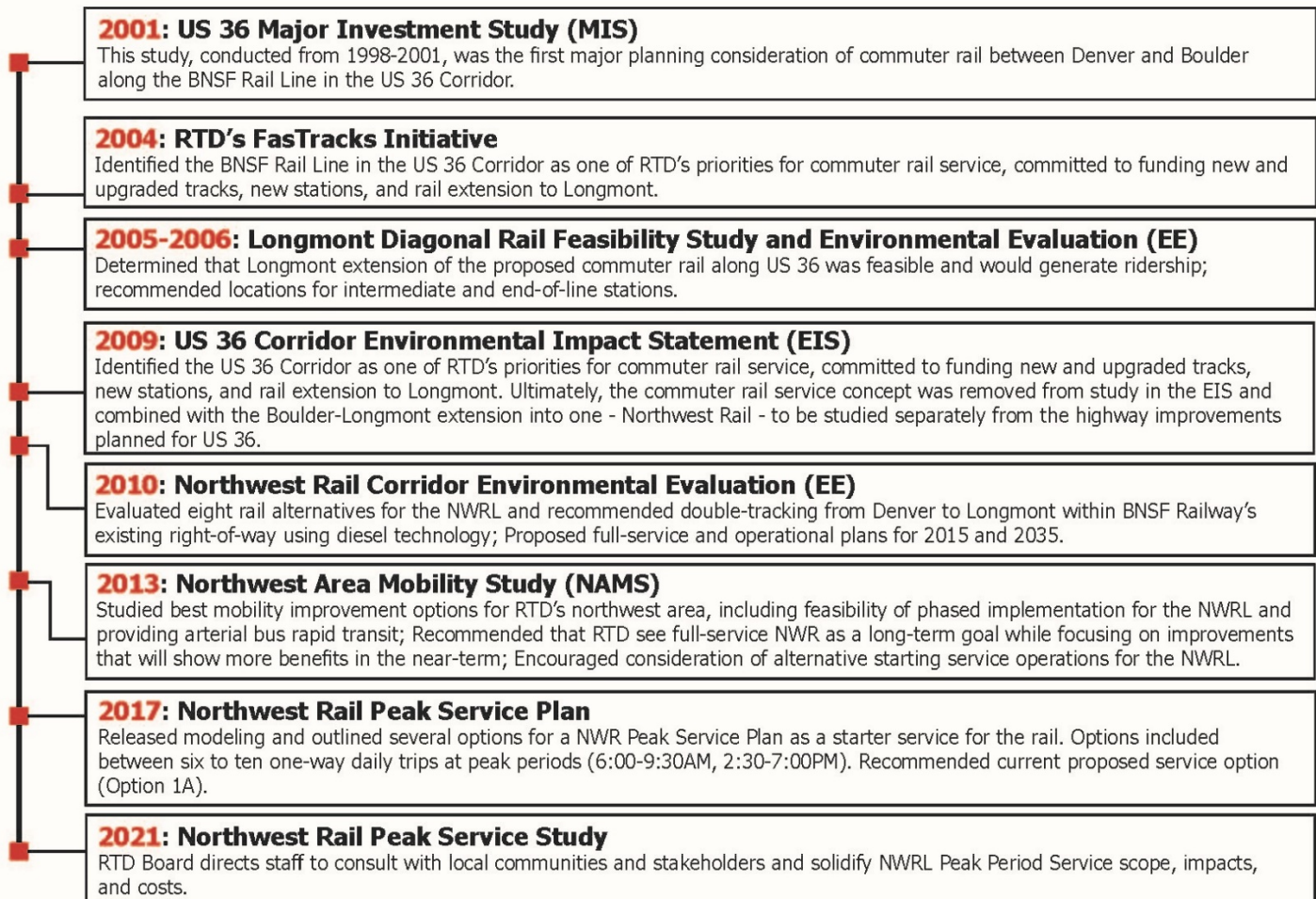
## Introduction and Purpose

In November 2004, voters in the Denver Area RTD approved the FasTracks initiative through a sales tax increase. The FasTracks Plan (RTD 2004) is a comprehensive program to construct and operate new rail infrastructure and improve elements of bus rapid transit (BRT), bus service, and Park-n-Rides throughout the region. The NWR is a 41-mile segment of the FasTracks Plan. Six miles of NWR are in operation as the B-line from Denver to Westminster and 35 miles have not been constructed due to financial constraints.

RTD completed an Environmental Evaluation Study of NWR in 2010 and the Northwest Area Mobility Study in 2014. Since then, conceptual details have changed. RTD developed an intermediate Peak Service Concept for NWR in 2016 and in 2021 the RTD Board of Directors authorized funding to conduct the Northwest Rail Peak Service Study. The PSS will analyze various factors such as infrastructure improvements, train operations, and service options. Subsequently, socioeconomic, physical, and environmental impacts associated with implementing the Peak Service Plan for NWR will be completed following consultation with local communities and stakeholders. The PSS will determine the Preferred Configuration for the Peak Service Plan, determine at a high-level what impacts could occur during construction and operation, and also provide a cost estimate to the RTD Board. High level environmental and planning assumptions will be used in the decision-making process. More detailed environmental planning and permitting information will be included in any future National Environmental Policy Act (NEPA) clearances, if the RTD Board decides to advance the Plan.

The RTD Board directed staff to conduct the Northwest Rail Peak Service Study (NWR PSS) to analyze various factors for implementing NWR. As summarized in **Figure 1**, planning studies for the NWR Corridor have been conducted over the past two decades, and RTD has continued efforts to enable NWR development.

## Figure 1: Timeline of Northwest Rail Corridor Past Planning Studies



This memorandum provides a summary of the previous Purpose and Need/Consensus Statements and outlines the Purpose of the Proposed Project and Project Goals for the NWR PSS.

The Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act of 1969 (NEPA) require every environmental impact statement (EIS) to "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action" (40 CFR 1502.13). The Purpose and Need Statement is a critical first step in a planning project, as it lays the foundation for what the study will do by providing the rationale and justification for undertaking a major Federal action and forms the basis for the range of alternatives to be studied in the environmental document. CEQ regulations require an Environmental Assessment (EA) to include a brief discussion of the "need for the proposal" (40 CFR 1508.9) and most EAs include language similar to a purpose and need statement and may be titled as such.

The Federal Transit Administration's (FTA) Standard Operating Procedures (SOP) reference the CEQ regulations and goes on to state, "Purpose and need development ordinarily starts early, such as during transportation planning, and is refined during the environmental review process in response to agency and public comments and incorporated into the EIS. A project's purpose and need should exhibit continuity from planning, through each project development phase, to project approval."

Planning for the Northwest Rail (NWR) corridor began with the US 36 Major Investment Study (MIS) in 2001. Planning continued with the 2004 RTD FasTracks Plan and the 2010 RTD Northwest Rail Corridor Environmental Evaluation (NWR Corridor EE). In 2014 the RTD Northwest Area Mobility Study (NAMS) was completed to develop a prioritized list of mobility improvements for the Northwest area of the RTD service area. The subsections below summarize the Purpose and Need Statement from the 2010 NWR Corridor EE and the Consensus Statement from the 2014 NAMS project. While the Consensus Statement of the NAMS project would not constitute a Purpose and Need Statement, they did help focus the outcome of the project, similar to why a Purpose and Need Statement is developed.

## **I. 2010 RTD Northwest Rail Corridor Environmental Evaluation Purpose and Need**

RTD initiated the *NWR Corridor EE*<sup>1</sup> to identify and evaluate impacts of implementing a fixed-guideway, commuter rail transit service between Denver, Boulder, and Longmont. The United States Army Corps of Engineers (USACE) was the lead federal agency for the project, rather than the Federal Transit Administration (FTA), because the project anticipated potentially significant impacts to wetlands and waters of the US under USACE Section 404 permitting jurisdiction, including an alternatives analysis under Section 404(b)(1) of the Clean Water Act but did not seek federal transportation funding. RTD developed the EE document following NEPA processes and procedures. The following was taken directly from the *NWR Corridor EE* document.

### ***Purpose of this Project***

*The purpose of the NWR Corridor Project is to implement fixed guideway, commuter rail, mass transit service between Denver, Boulder and Longmont.*

### ***Need for this Project***

***Need 1: Improve mobility*** – *Mobility improvements are needed to provide alternatives to congested single occupant vehicle (SOV) travel for project study area residents, employees, and visitors. Per the 2035 Metro Vision Regional Transportation Plan (MVRTP) (Denver Regional Council of Governments [DRCOG] 2007):*

- By 2035, population in the project study area is forecast to increase by 43 percent and employment is forecast to increase by 58 percent.*
- Programmed roadway improvements are not expected to keep pace with projected demand, as: (1) regional personal trips will increase by 59 percent, (2) regional vehicle miles traveled (VMT) will increase by 72 percent, (3) regional roadway lane miles with more than three hours per day of severe congestion will increase by 203 percent, and (4) regional vehicles hours of delay will increase by 353 percent.*

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<sup>1</sup> 2010 RTD Northwest Rail Corridor Environmental Evaluation ([https://www.rtd-denver.com/sites/default/files/files/2019-06/Eagle-P3\\_EE\\_Summary.pdf](https://www.rtd-denver.com/sites/default/files/files/2019-06/Eagle-P3_EE_Summary.pdf))



***Need 2: Provide consistent and reliable transit travel times*** – Unreliable automobile travel times are anticipated both from day to day and throughout the day (peak versus off-peak) in 2035. Travelers will also experience unexpected delays due to accidents or inclement weather. An option such as rail transit would provide more consistent, reliable, safe, and congestion-free travel on its own dedicated and protected right-of-way (ROW).

***Need 3: Enhance regional connectivity*** – The Denver metropolitan region currently has gaps in multi-modal regional transit connectivity. FasTracks is primarily a plan to fill in major gaps with fixed guideway transit (rail) and bus rapid transit. The NWR Corridor would link with seven other RTD rail corridors at DUS (see Figure ES-2).

***Need 4: Provide an affordable transit investment*** – Any transit improvements must be affordable within the FasTracks budget. In addition, the associated operating costs must be realistic and reasonable for RTD to assume the service. In 2004, the FasTracks Plan allocated \$565.1 million (in year of expenditure dollars) for NWR Corridor capital costs out of the overall \$4.7 billion system-wide budget. The 2009 RTD Annual Program forecasts the NWR Corridor Project capital costs at \$641.1 million (in 2008 dollars).

***Need 5: Reinforce local and regional transportation and land use plans*** – The NWR Corridor is part of the 122-mile system of new rail transit facilities proposed within the regional FasTracks Program. To assess potential local community acceptance of the NWR Corridor Project, regional and local plans were reviewed. Local plans for communities along the proposed rail alignments were found to be in support of commuter rail serving their jurisdiction.

## **II. 2014 RTD Northwest Area Mobility Study Final Consensus Statement**

The 2014 RTD Northwest Area Mobility Study (NAMS)<sup>2</sup> project used a Final Consensus Statement to guide the discussion about how to implement bus and rail service in the Northwest area of the RTD service area. It began with an overarching theme, a discussion of how projects were prioritized, and concluded with a discussion of each proposed transit investment. The rail elements are shown below.

*An overarching theme serves as a basis from which consensus on the priorities is grounded:*

- *The Northwest area remains committed to Northwest Rail as envisioned in FasTracks. Given the projected timing of Northwest Rail's implementation, Northwest stakeholders want to see mobility benefits sooner.*

*Projects on the prioritized list should not be considered absolutely sequential:*

- *Nothing should preclude the pursuit or acceleration of any of these priorities should viable opportunities or partners become available.*
- *More than one priority can be pursued simultaneously.*

<sup>2</sup> 2014 RTD Northwest Area Mobility Study (<https://www.rtd-denver.com/sites/default/files/files/2020-07/NAMS-Final-Report-508.pdf>)

- *RTD should be proactive, aggressive and creative in monitoring these projects for any significant developments that help a project move forward (e.g. public or P3 funding opportunities, BNSF plans).*

#### *North Metro Rail Extension (SH 7 to Longmont)*

- *Estimated cost combined with projected low ridership yields an annual cost per boarding almost six higher than Northwest Rail.*
- *It is recommended by the Study Team and accepted by the NAMS PAC not to proceed with any action on this corridor at this time. The corridor should be re-evaluated in the future if population densities or other conditions change.*

#### *Northwest Rail (FasTracks):*

- *Given present funding challenges and accompanying near-term inability to secure a railroad agreement, completion of Northwest Rail is a longer term goal.*
- *On an annual basis, RTD will explore and update Northwest Rail implementation strategies and report to stakeholders and the public.*

The outcome was that NWR would be a longer term priority and that construction would likely be done in phases, with geographic extensions of a double tracked rail line, as proposed in the FasTracks plan.

### **III. Northwest Rail Peak Service Study Purpose of the Proposed Project and Project Goals**

In recent years RTD has been coordinating with BNSF Railway (BNSF) to develop an operating plan that could provide rail service to the NWR Corridor, while maintaining BNSF's flexibility to continue to operate freight service. By developing an operating plan that focuses on peak commuting times, there may be opportunities to provide passenger rail service in the NWR Corridor that can be implemented in the near-term and expanded over time as ridership grows and additional capital and operating funds are secured. This phased implementation approach has been used successfully in other major urban regions, particularly in the western US over the past 40 years.

#### Purpose of the Proposed Project

The purpose of the Northwest Rail Peak Service Study (NWR PSS) is to identify the necessary infrastructure requirements and operational considerations to allow peak period commuter rail service between Denver, Boulder, and Longmont within the operating BNSF freight corridor. The peak period service must be planned in such a way as to not preclude the full buildout of infrastructure that would allow for all day commuter rail service as presented in the FasTracks Plan, and envisioned in the EE and NAMS studies, or as a part of a Front Range Passenger Rail (FRPR) service along the Colorado Front Range between Fort Collins and Pueblo, including the Denver-Boulder-Longmont areas.

## Project Goals

Because this study is not being conducted as part of a NEPA process, a Purpose and Need statement is not required at this time. However, in an effort to allow a potential project to move into NEPA, Project Goals have been developed to guide this study. If a specific project moves into the NEPA process, these Project Goals would be refined as part of an official Purpose and Need Statement. Five Project Goals have been identified for the NWR PSS.

- Project Goal 1: Advance RTD’s commitment to complete the FasTracks Program.** The 2004 voter approved FasTracks Plan included commuter rail in the NWR Corridor from Denver to Boulder and Longmont. Subsequently, DRCOG, the Metropolitan Planning Organization (MPO), adopted the *2050 Metro Vision Regional Transportation Plan*, which includes implementation of the Peak Period Service Plan in the NWR Corridor from Westminster Station to downtown Longmont, on April 21, 2021. Since station planning was initiated in earnest during the *NWR Corridor EE*, the communities along the rail line have invested in infrastructure and advanced planning to support the future rail line. Communities have implemented policies that support transit and expected changes in commuting behaviors in the corridor, such as encouraging compact, mixed-use development; updating comprehensive land use, and transportation plans and policies; further refining station area plans; and investing capital funds around proposed station sites throughout the corridor, in an attempt to change commuting behaviors by developing housing project near transit investments. Many new Transit Oriented Developments (TODs) have already been built around the proposed NWR stations. Other examples include that in October of 2021, Boulder City Council adopted new climate goals for the community to reduce emissions 70% by 2030 against a 2018 baseline; become a net-zero city by 2035; and become a carbon-positive city by 2040. In Boulder, transportation accounts for nearly one-third of all emissions. Further, in 2019 the Colorado General Assembly passed a greenhouse gas reduction bill, HB19-1261, which set a goal to reduce statewide greenhouse gas emissions from all sources by 26% by 2025, 50% by 2030, and 90% by 2050, compared to a 2005 baseline. Further, in 2021 SB21-260 was passed and signed into law, which among other things established three new state enterprises focused on transportation electrification. At the state level, transportation accounts for about one-quarter of all emissions. Further, communities along the rail line have also worked with the Federal Railroad Administration (FRA) and BNSF to implement quiet zones (railroad crossings that include physical infrastructure and warning systems, so train engineers are not required to sound the train horn at the crossing). Quiet zones have already been implemented along the NWR Corridor at the following locations:

Municipality	Cross Street	
Broomfield	112 <sup>th</sup> Avenue (to be completed by December 2022)	Brainard Drive (to be completed by December 2022)
	120 <sup>th</sup> Avenue	Nickel Street
Louisville	Dillon Road	Griffith Street
	Pine Street	South Boulder Road
Boulder	63 <sup>rd</sup> Street	Valmont Road
	55 <sup>th</sup> Street	47 <sup>th</sup> Street
	Pearl Parkway	

Boulder County	Independence Road	Monarch Road
	Jay Road	Niwot Road
	55 <sup>th</sup> Street	2 <sup>nd</sup> Avenue (Niwot)
	63 <sup>rd</sup> Street	

Quiet zones are also in the planning and/or design phase within the city limits of Longmont, a portion of the alignment in Westminster, and in Boulder County. The communities along the NWR Corridor have provided the densely developed housing and other uses around the station areas, most of which are served by local bus routes. Connection to additional transit modes at these stations is expected as part of the Peak Period Service plan.

- Project Goal 2: Expand connectivity in the region short term and potentially beyond the region long term.** The Denver-Boulder travel market is served by the existing Flatiron Flyer bus network, specifically for communities adjacent to the US 36 corridor (including Westminster, Broomfield, southern Louisville, Superior and Boulder). However, the NWR Corridor serves additional markets in the Denver-Boulder travel market including Louisville-Denver and Louisville-Boulder, which are not as well served with transit. The Boulder-Longmont travel market is currently served by hourly bus service being provided on the BOLT line. While transit service for this segment is expected to be improved with the implementation of the SH 119 BRT Project, the Longmont-Boulder-Denver travel market will continue to require a transfer in Boulder, making transit less convenient for commuters. Therefore, the Longmont-Boulder-Denver travel market would be better served with the addition of rail service along the NWR Corridor. In the longer term, the NWR Corridor may become more financially feasible as one segment of the full FRPR program, which is being planned to operate intercity passenger rail along the Colorado Front Range between Fort Collins and Pueblo. The NWR Corridor could provide a route for both the commuter rail service and the intercity service along the Front Range into and out of the highly congested downtown Denver part of the region.
- Project Goal 3: Provide a more affordable transit investment to serve communities in the northwest region of the RTD District.** To reflect the objectives of the FasTracks program, the 2010 *NWR Corridor Final EE* presented capital and operating costs for an 11-station, 55-one-way trains per day service plan for the Northwest Rail line. These costs were \$1.0 billion for capital and \$20.7 million annually for operations in 2008 dollars. The 2013 *Northwest Area Mobility Study* (NAMS) re-evaluated projects in the Northwest area and updated costs for the NWR plan in 2013 dollars of capital costs between \$1.16 and \$1.41 billion and \$23.2 million annual operations. Given present funding challenges and accompanying near-term inability to secure a railroad agreement, completion of Northwest Rail is a longer term goal. Working with BNSF and corridor stakeholders in recent years, RTD recognizes that there continues to be a strong desire for passenger rail service such that a reduced service plan that can be implemented in phases, focused initially on peak period, peak direction travel may now provide an opportunity

to start limited service in the short term, with the potential to expand the schedule as ridership warrants, at a substantially lower cost than the full build-out.

- **Project Goal 4: Provide consistent and reliable transit travel times.** Even with improvements to US 36 and the addition of managed lanes, auto travel times continue to be less reliable in the US 36 corridor compared to those of transit service. RTD provides commuter transit service in the Northwest portion of the region through its Flatiron Flyer Bus Rapid Transit (BRT) program. According to RTD's *2020 Quality of Life report*<sup>3</sup>, in 2019, the average automobile travel time between the Table Mesa Park-n-Ride in Boulder to downtown Denver was 39 minutes with a potential variability of 24 minutes (up to 63 minutes total). For Flatiron Flyer buses (FF2 express service), the average travel time was 26 minutes with a potential variability of 8 minutes (up to 34 minutes total). By comparison, FF1 all stop service is scheduled for a 37 minute travel time. In the US 36 Corridor, FF2 express service uses the managed lanes, which is largely responsible for the limited variability that it experiences. However, the FF1 all stop service does not utilize the managed lanes to the same extent, as these buses enter and exit the freeway at most of the interchanges to serve stations along the corridor. In other corridors in the Denver region where the transit service is light rail or commuter rail, the travel time variability is much less than in the US 36 Corridor where the bus service is subject to roadway congestion, weather, or incidents. Because rail transit operates in its own guideway, it is far less often affected by traffic congestion or weather events that make roadway modes less predictable both now and in the future.
- **Goal 5: Investigate Partnerships for service growth in the future.** There are several options for who might operate passenger rail service in the NWR Corridor, including RTD, FRPR, or BNSF. The Peak Service Study will allow for some of these discussions to be had, and in turn to provide more clarity about necessary action to advance toward implementation. While RTD has commuter rail operators, it may be advantageous to contract operations to BNSF Railway, as they currently operate the freight service in the NWR Corridor. Nationwide, there are several examples where the owner of the railroad operates freight trains as well as passenger trains on the same line on behalf of the transit agency. Sound Transit (in Seattle) and Northstar Corridor Development Authority (in Minnesota) both contract with BNSF to operate Sounder and Northstar commuter rail service, respectively. Further, determining an operating arrangement also plays a role for other operating agreements like the number of passenger trains that may operate on the line and the continued provision of service if the line is ever sold by the railroad. These arrangements could also clarify operating agreements for the broader FRPR service.

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<sup>3</sup> 2020 RTD Quality of Life Report ([https://www.rtd-denver.com/sites/default/files/files/2020-10/Quality-of-Life-Report\\_2020.pdf](https://www.rtd-denver.com/sites/default/files/files/2020-10/Quality-of-Life-Report_2020.pdf))

# Summary

We make lives better through connections.



**Peak Service Study**  
Northwest Rail

Project: Study Advisory Team Plans and Commitments Workshop

Subject: Workshop Summary

Date: Wednesday, July 27, 2022

Location: Broomfield Community Center  
280 Spader Way, Broomfield, CO 80020  
Crawford Room, 2nd floor  
8:30 – 11:30 am

Attendees: SAT Members and Study Team (See below.)

## WORKSHOP PURPOSE:

- Convene Study Advisory Team (SAT) and develop common understanding across the corridor regarding existing plans and commitments
- Identify synergies between plans and commitments and areas to explore further
- Begin to assemble how plans and commitments fit into Initial Configuration
- Discuss next steps to engage a broader public

## PROJECT BACKGROUND:

- Peak service would include three morning trips from Longmont to Denver and three evening trips from Denver to Longmont.
- **Peak Service Study Goals:**
  - Provide updates to engineering plans, cost estimates to determine Peak Service recommendations.
  - Design in a manner to not preclude future build-out of added service by RTD or others.
  - Align RTD strategically with the agency's stated goals of partnering with external stakeholders and constituents.
- **Key Listening Session Themes:**
  - **Service Plan** — Questions about ridership and interest in not precluding further opportunities
  - **Technology Considerations** — Questions about capital operating costs and technological compatibility
  - **Station Area Planning** — Seeking clarity on specific locations for future planning
  - **Implementation** — Support for moving quickly
  - **Partnerships** — Important to coordinate with BNSF and FRPR

## KEY TAKEAWAYS:

- There has been significant progress with **Quiet Zone implementation**, but challenges and expectations from BNSF have made it a difficult process. Quiet Zones are being implemented across the corridor.
- Stations are being placed in **downtown areas** or new **“transit village” cores**.
  - There is significant private and public development in downtown cores and near station locations. Some station locations may need reconsideration or further discussion from previous plans because location options have seen the implementation of other types of development.
- **Technological decisions** should enable the use of existing tracks and infrastructure.
- **Collaboration and engagement** between municipalities is important (e.g. Westminster and Arvada, Broomfield and Louisville, etc.).
- There has been significant consideration of **cross-modal connectivity**: encouraging active transportation for first and last mile connections, bike/ped infrastructure improvements around stations, local bus network services, recognition of connections between existing Flatiron Flyer (and other existing and planned BRT) service and future rail service.
- **Parking and Ridership:**
  - There are outstanding questions about parking: how to allocate parking capacity and how much parking is necessary at each location. RTD’s typical approach is to estimate total parking for the corridor and then work with jurisdictions to find sites to accommodate appropriate spaces.
  - How will updated ridership numbers from forecasts impact parking requirements?
    - The Peak Service Study will focus on the parking capacity needed for three trains per day, but the study will have to consider the parking needs of other services (e.g. FRPR and BRT lines).
    - RTD will gather input on parking needs from each municipality.
    - The travel model cannot be relied upon for station-specific parking predictions, so the spots needed for corridor-wide projections will be divided among all stations.
    - Longmont will likely have a large catchment area (and thus high demand) because it is at the end of the line.
  - Land acquisition and parking are being factored into RTD’s study costs.
  - Phases of parking capacity build-out should be timed to match the development of rail service.
  - **Action:** Patrick Stanley (RTD) to follow up with Phil Greenwald and Tony Chacon (Longmont) regarding ridership projections by segment.

## NEXT STEPS:

- **Technical Data Request:** HDR will distribute a formal data request to SAT members via email. The request outlines the plans, data, and studies needed by the study team.
  - **Action:** SAT members to upload requested materials to [https://bit.ly/NWR\\_PSS](https://bit.ly/NWR_PSS).
- **Technical Representatives Group:** As the study advances, Steve Long (HDR) and the study team will host an introductory kick-off call for all jurisdictions’ Technical Representatives in areas of drainage, utilities, roadway and traffic engineering, transportation planning (including multimodal), and land use/community development. The study team will then meet as needed on a one-on-one basis with representatives from each jurisdiction to advance station design and integration with community infrastructure.
  - **Action:** SAT members to provide contact information for each jurisdiction’s Technical Representatives to Chrissy Breit (HDR) at [Chrissy.Breit@hdrinc.com](mailto:Chrissy.Breit@hdrinc.com) by August 12.

- **Public Outreach:** In late summer/early fall, an in-person open house and self-guided online meeting will be held.
- **Future Workshops:** This workshop aligns with Milestones 1 and 2. It is anticipated that a workshop like this will be held at each forthcoming milestone (3-5).

**PLANS AND COMMITMENT SHARING:**

SAT members from each jurisdiction or organization delivered short PowerPoint presentations (5-7 minutes each) describing the relevant plans and commitments made by each jurisdiction or organization since 2010. Following each presentation, SAT members and study team members had the opportunity to ask questions about or share comments on the information presented.

<p><b>Westminster</b></p> <p>Debra Baskett, John Burke, &amp; Sean McCartney</p>	<p><b>Westminster-72<sup>nd</sup> Station/B Line</b></p> <ul style="list-style-type: none"> <li>• Existing station with overhead catenary <ul style="list-style-type: none"> <li>○ The assumption has always been that NWR would be diesel</li> </ul> </li> <li>• Working with private landowners <ul style="list-style-type: none"> <li>○ Mixed-use redevelopment of private property in progress</li> </ul> </li> <li>• 37-acre regional park nearby</li> <li>• Parking structure shared with RTD and soon to have mixed-use wrap (residential and commercial)</li> </ul> <p><b>Downtown Westminster Station</b></p> <ul style="list-style-type: none"> <li>• Private investment (\$450M) to redevelop 100-acre site of former Westminster Mall (now owned by the City)</li> <li>• Station location identified for just south of 88<sup>th</sup> Avenue with parking <ul style="list-style-type: none"> <li>○ Located on two parcels</li> <li>○ Initial northwest corridor plan had surface lot but will instead be hotel</li> <li>○ Phase 1: 280 spots on surface lot for rail itself</li> <li>○ Phase 2: 550+ spots in structure with wrap</li> </ul> </li> <li>• Collaboration between Westminster and Arvada because of Arvada neighborhoods’ proximity to station location <ul style="list-style-type: none"> <li>○ The cities did not collaborate on the station location.</li> </ul> </li> <li>• Station location initially proposed by FasTracks to be near Church Ranch, but Westminster advocated for it to be moved to downtown because of investment in that area. <ul style="list-style-type: none"> <li>○ Development at Walnut Creek (at US 36 &amp; Church Ranch Station) could inspire future rail station at Church Ranch, but this is outside the scope of the Peak Service Study.</li> </ul> </li> </ul> <p><b>Multi-Modal Connectivity</b></p> <ul style="list-style-type: none"> <li>• Hard to switch modes because US 36 &amp; Sheridan Station (with Flatiron Flyer BRT) is a quarter mile from proposed rail service <ul style="list-style-type: none"> <li>○ Bike/Ped underpass beneath Sheridan Blvd currently under construction (and would connect to US 36 Bikeway)</li> <li>○ May deploy micro-transit (e.g. scooters) to connect between FF and rail</li> <li>○ Exploring first/final mile connectivity between neighborhoods, FF, and rail</li> <li>○ US 36 &amp; Sheridan parking garage was often full pre-COVID</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• Improvements being made to US 36 and Sheridan Station to improve accessibility</li> <li>• Flatiron Flyer and rail service have two separate travel sheds; crossover occurs at local buses</li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>Determination of parking spaces</i></li> <li>• <i>Including cost of parking in study costs</i></li> <li>• <i>Engagement with Arvada</i></li> <li>• <i>Extension from 72<sup>nd</sup> &amp; Lowell to Downtown Westminster</i></li> </ul>
<p><b>City of Arvada</b></p>	<p><i>Not in attendance.</i></p>
<p><b>City and County of Broomfield</b></p> <p>Sarah Grant</p>	<p><b>NWR/B Line Inclusion</b></p> <ul style="list-style-type: none"> <li>• Support development to maximize use of transportation corridors</li> <li>• Multi-modal transportation and limit GHG emission</li> <li>• Completed 5 crossings with quiet zones</li> </ul> <p><b>Broomfield - 116<sup>th</sup> Ave Station</b></p> <ul style="list-style-type: none"> <li>• Broomfield Urban Transit Village <ul style="list-style-type: none"> <li>○ Home to UC Health hospital, apartments, offices, retail development, etc.</li> <li>○ Area only halfway built-out; more room for development</li> <li>○ Diverse mix of workforce, affordable, and senior housing being developed</li> </ul> </li> <li>• Proposed rail station about 1,000 feet from existing US 36 &amp; Broomfield Station (FF1 and FF5) <ul style="list-style-type: none"> <li>○ Reimagining connection between stations to encourage walking/biking</li> </ul> </li> <li>• No property has been acquired or set aside for parking at the moment</li> </ul> <p><b>US 36 &amp; Flatiron Station</b></p> <ul style="list-style-type: none"> <li>• Significant development <ul style="list-style-type: none"> <li>○ Existing development includes Parkway Circle, Flatiron Marketplace, Flatiron Crossing, Interlocken areas</li> <li>○ Future development will focus on residential infill (e.g. replacing some Flatiron Crossing surface parking)</li> <li>○ Would serve South Louisville and South Superior</li> </ul> </li> <li>• Parking has been well used—no excess parking pre-COVID</li> </ul> <p><b>Multi-Modal Connectivity</b></p> <ul style="list-style-type: none"> <li>• First and final mile improvements at US 36 &amp; Broomfield: <ul style="list-style-type: none"> <li>○ Bike shelters</li> <li>○ Wayfinding</li> <li>○ Active transportation connectivity projects (e.g. bikeways, underpasses)</li> </ul> </li> <li>• Looking towards TDM programs to encourage multi-modal transportation</li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>Parking at 116<sup>th</sup> Ave Station</i></li> <li>•</li> </ul>

<p><b>City of Louisville</b></p> <p>Rob Zuccaro</p>	<p><b>Downtown Louisville</b></p> <ul style="list-style-type: none"> <li>• 2003: Highway 42 Privatization Area Framework Plan and Comprehensive Plan Amendment <ul style="list-style-type: none"> <li>○ Goal to integrate area with historic downtown</li> </ul> </li> <li>• 2007: Mixed-use rezoning and design standards</li> <li>• Redeveloping industrial area on east side of historic downtown—Downtown East Louisville (DELO) <ul style="list-style-type: none"> <li>○ 2015: Underpass beneath tracks to DELO completed</li> <li>○ 190 residential units &amp; 2400 sq ft of commercial space</li> <li>○ Promoting mixed-use redevelopment (max. 3 stories)</li> <li>○ Drainage and streetscape improvements</li> </ul> </li> <li>• 2019: City’s first-ever Transportation Master Plan <ul style="list-style-type: none"> <li>○ Connectivity to DELO sports facility highlighted as priority</li> <li>○ Potentially expanding parking across HWY 42</li> </ul> </li> </ul> <p><b>Current Plans</b></p> <ul style="list-style-type: none"> <li>• Exploring potential station location options (still within downtown core) <ul style="list-style-type: none"> <li>○ Not much room for a station near DELO</li> <li>○ Potential for station near historic grain elevator south of DELO</li> <li>○ Depending upon train platform location, joint use of recreational field parking east of Highway 42 may be possible</li> </ul> </li> <li>• Flatiron Station will serve south Louisville in addition to Broomfield—worth coordinating with Broomfield</li> <li>• Future 42 Plan: <ul style="list-style-type: none"> <li>○ Goal to improve multimodal access to mixed-use district</li> <li>○ Currently a NAMS corridor with no fixed-route transit in operation</li> </ul> </li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>Siting of station location</i></li> <li>• <i>Collaboration between Louisville and Broomfield</i></li> </ul>
<p><b>City of Boulder</b></p> <p>Kathleen King Danny O'Connor Jean Sanson</p>	<p><b>Boulder Junction</b></p> <ul style="list-style-type: none"> <li>• Density and “weight” shifting from downtown to Boulder Junction <ul style="list-style-type: none"> <li>○ Public plaza, art installations, multi-modal transit</li> </ul> </li> <li>• 2007 Transit Village Area Plan prompted new development <ul style="list-style-type: none"> <li>○ \$11M invested</li> <li>○ Activating multi-modal connections and activating TOD</li> </ul> </li> <li>• 2015: Boulder Junction Station opened with 6 below-ground bus bays <ul style="list-style-type: none"> <li>○ Parking structure shared with RTD and hotel guests</li> <li>○ Key role in connecting three regional centers—downtown, BVRC, and CU</li> <li>○ Services include 82 to Airport, FLEX to Longmont, and some FF lines</li> </ul> </li> <li>• Approaching build-out <ul style="list-style-type: none"> <li>○ 1,400 residential units (including 300 affordable units)</li> <li>○ 1.8 million square feet of commercial</li> <li>○ Exploring a post-occupancy study to understand successes in TDM</li> </ul> </li> </ul> <p><b>Transportation Demand Management (TDM)</b></p> <ul style="list-style-type: none"> <li>• TDM is core component of Boulder Junction’s goal to enable car-free/car-light living</li> </ul>

	<ul style="list-style-type: none"> <li>• Considered first and final mile (e.g. through Goose Creek greenway)</li> <li>• Access Management District with RTD EcoPasses and BCycle memberships</li> <li>• Parking Management District with parking caps for commercial development and one parking space per housing unit</li> </ul> <p><b>Looking Ahead to 2023+</b></p> <ul style="list-style-type: none"> <li>• Transit Village Area Plan Phase 2 will focus on building out industrial and office spaces east side of railroad tracks</li> <li>• Need to reactivate transit with the return of RTD service (Flatiron Flyer lines) <ul style="list-style-type: none"> <li>◦ Reduced service has undermined the City’s TDM strategies</li> </ul> </li> <li>• Expansion of form-based code</li> <li>• Rail plaza at underpass at Bluff St.</li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>Vision for footprint of rail station</i></li> <li>• <i>Timing for return of local/express/regional bus services</i></li> </ul>
<p><b>City of Longmont</b></p> <p>Tony Chacon Phil Greenwald</p>	<p><b>1<sup>st</sup> &amp; Main Development</b></p> <ul style="list-style-type: none"> <li>• Preparation for downtown development <ul style="list-style-type: none"> <li>◦ 2012: 1st &amp; Main Transit &amp; Revitalization Plan</li> <li>◦ 2012-13: rezoning around 1<sup>st</sup> and Main to shift from industrial past</li> <li>◦ 2014: NAMS</li> <li>◦ 2017: 1st &amp; Main TOD Strategies market study</li> <li>◦ 2022: RTD’s Longmont 1<sup>st</sup> and Main Transit Area Study</li> </ul> </li> <li>• Identifies need for density and affordable housing near stations <ul style="list-style-type: none"> <li>◦ Mixed-used development to densify near transit hub</li> <li>◦ Land acquisition is underway</li> <li>◦ Goal to finish by 2025</li> <li>◦ Raising maximum building heights</li> </ul> </li> <li>• Planning new streets to build out the existing grid pattern downtown</li> <li>• Flood improvements being completed to remove floodplain designation</li> <li>• Mixed-used development at South Main Street <ul style="list-style-type: none"> <li>◦ Redevelopment complete</li> <li>◦ Surface parking and 300+ residential units</li> </ul> </li> </ul> <p><b>1<sup>st</sup> &amp; Main Transit Hub</b></p> <ul style="list-style-type: none"> <li>• City currently looking for private developer partner to build parking garage and mixed-use sites</li> <li>• RTD has committed \$16.2M, and City will pick up excess costs—likely \$10M</li> <li>• Parking garage would be owned and operated by the city</li> </ul> <p><b>Coffman Street Busway Project</b></p> <ul style="list-style-type: none"> <li>• Coffman Street (parallel to and just west of Main Street) will help development of BRT and bike networks in Longmont</li> <li>• Corridor will shift transit over from Main Street</li> </ul> <p><b>Possible Maintenance Facility</b></p> <ul style="list-style-type: none"> <li>• Longmont working with RTD to identify a suitable site for the end-of-line Commuter Rail Maintenance Facility</li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>RTD’s commitment to parking structure</i></li> </ul>

<p><b>Boulder County</b></p> <p>Kathleen Bracke</p>	<p><b>County's Role</b></p> <ul style="list-style-type: none"> <li>• NWR Peak Service is in Boulder County Transportation Master Plan</li> <li>• Support local jurisdictions and County plans</li> <li>• Concerned about impacts of rail of Boulder County crossings or on County-owned land</li> <li>• County's Quiet Zones have all been implemented</li> </ul>
<p><b>Commuting Solutions</b></p> <p>Audrey DeBarros</p>	<p><b>Progress since 2010</b></p> <ul style="list-style-type: none"> <li>• Advocacy for Peak Service Rail</li> <li>• Collaboration, commitment, tenacity</li> <li>• Northwest Mayors and Commissioners Coalition commitment to NWR</li> </ul> <p><b>Quiet Zones</b></p> <ul style="list-style-type: none"> <li>• 46 railroad crossings along full length of corridor <ul style="list-style-type: none"> <li>○ Longmont will have to close some crossings (per CRISI grant)</li> </ul> </li> <li>• Funding agreement with DRCOG</li> <li>• Most crossings already completed; construction of others underway soon</li> <li>• Difficulties earning quiet zone designation: <ul style="list-style-type: none"> <li>○ Louisville is facing legal battles</li> <li>○ Westminster facing pushback from BNSF (e.g. requests for improvements that feel unnecessary/beyond scope)</li> </ul> </li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>• <i>Hurdles to Quiet Zone designation</i></li> </ul>
<p><b>Boulder Transportation Connections</b></p>	<p><i>Not in attendance.</i></p>
<p><b>Colorado Department of Transportation (CDOT)</b></p> <p>David Singer</p>	<p><b>Related Efforts</b></p> <ul style="list-style-type: none"> <li>• RTD NWR PSS</li> <li>• Burnham Yard (Denver)</li> <li>• Colorado Springs station area planning</li> <li>• Pueblo station area planning</li> <li>• Southwest Chief Thru-Car Study (Colorado Springs to La Junta)</li> </ul> <p><b>Southwest Chief and Front Range Passenger Rail Commission</b></p> <ul style="list-style-type: none"> <li>• Pueblo to Fort Collins</li> <li>• Commission looked at three FRPR corridor alignments</li> <li>• Commission's Recommendation: develop a starter service along the Front Range Sub</li> <li>• CRISI grant to develop reasonable alternatives</li> <li>• Transition from Commission to District effective July 1, 2022</li> </ul> <p><b>NWR PSS and FRPR</b></p> <ul style="list-style-type: none"> <li>• Pain points for PSS and FRPR:</li> </ul>

	<ul style="list-style-type: none"> <li>○ Commuter rail and intercity rail are different types of services for patrons—recognizing those differences will be important in moving forward</li> <li>○ Different assumptions around operators, markets, station locations</li> <li>● FRPR must still study range of alternatives for alignment, route, and operating service before moving forward on engineering and planning</li> </ul> <p><b>Federal Resources</b></p> <ul style="list-style-type: none"> <li>● FRA’s Corridor Identification Development Program: provides FRA resources and tools, and offers prioritization queue</li> <li>● Infrastructure Investment and Jobs Act (IIJA) can provide funding for each step of development (including through CRISI)</li> </ul> <p><b>SAT Questions:</b></p> <ul style="list-style-type: none"> <li>● <i>Federal funding opportunities</i></li> <li>● <i>Preferred alignment of FRPR: including ridership projections for each and general timeline of decision-making</i></li> </ul>
<p><b>Denver Regional Council of Governments</b></p> <p>Matthew Helfant</p>	<p><b>2050 Metro Vision Regional Transportation Plan</b></p> <ul style="list-style-type: none"> <li>● Includes \$700 million for NWT during 2040-2050 staging period</li> </ul>

**ATTENDANCE:**

Kathleen King	City of Boulder
Danny O'Connor	City of Boulder
Jean Sanson	City of Boulder
Kathleen Bracke	Boulder County
Sarah Grant	City and County of Broomfield
Phil Greenwald	City of Longmont
Tony Chacon	City of Longmont
Rob Zuccaro	City of Louisville
Debra Baskett	City of Westminster
John Burke	City of Westminster
Sean McCartney	City of Westminster
Jeffrey Dawson	Colorado Department of Transportation
David Singer	Colorado Department of Transportation
Matthew Helfant	Denver Regional Council of Governments
Audrey DeBarros	Commuting Solutions
Aprajit (Jeet) Desai	Regional Transportation District
Pauline Haberman	Regional Transportation District
Patrick Stanley	Regional Transportation District
Kirk Strand	Regional Transportation District

Brian Welch	Regional Transportation District
Susan Wood	Regional Transportation District
Chrissy Breit	HDR, Inc.
Steve Long	HDR, Inc.
Makenzie Mowat	HDR, Inc.
Carla Perez	HDR, Inc.
Rick Pilgrim	HDR, Inc.
Wendy Wallach	HDR, Inc.
Melissa Bade	CDR Associates
Jonathan Bartsch	CDR Associates
Patrick Teese	CDR Associates
Madeline Head	Peak Consulting
Colleen Roberts	Peak Consulting