



# RTD Update to City of Westminster City Council

March 20, 2023



# Agency Overview



- Created in 1969 by Colorado General Assembly
- Eight-county service area; 2,342 square miles
- Publicly elected Board of Directors
- Primary modes
  - 126 bus routes
  - Eight light rail lines
  - Four commuter rail lines
  - Paratransit
  - Microtransit



# **RTD Partnership Program**



# Program Overview

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## ■ Why?

- RTD has limited resources to serve as both the regional and local public transit provider for the region
- Local Governments have expressed a desire for more localized public transit service

## ■ What?

- Create the Call for Projects Partnership Program
- Program intends to expand partnerships through cost sharing agreements

## ■ How?

- Local Governments submit applications for projects through the Subregional Service Councils that will then be evaluated by RTD



# Systemwide Fare Study and Equity Analysis

**RTD FARE STUDY  
& EQUITY ANALYSIS**

# Conceptual Alternatives

	Current			Alternative A*			Alternative B*		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
3-HOUR	\$3	\$5.25	\$10.50	\$2.75	\$5	\$10	\$3		\$10
DAY	\$6	\$10.50		\$5.50	\$10		\$6		
MONTHLY	\$114	\$200		\$88	\$160		\$96		

*\* Preliminary prices and structure subject to change*

# Proposed Draft Fare Structure

■ Based on Alternative B modifications

	Current			Proposed Draft					
	Full Fare			Full Fare			Discount Fare*		
	Local	Regional	Airport	Local	Regional	Airport	Local	Regional	Airport
3-Hour Pass	\$3	\$5.25	\$10	\$2.75		\$10	\$1.35		
Day Pass	\$6	\$10.50	\$10.50	\$5.50		\$10	\$2.70		
Monthly Pass <i>(Multiple of 3-Hour Pass)</i>	\$114 <i>(38x)</i>	\$2 <i>(38x)</i>	\$2 <i>(19x)</i>	\$88 <i>(32x Local / Regional)</i>			\$27 <i>(20x)</i>		

*\*Discount Fare includes seniors 65+, people with disabilities, Medicare recipients and customers enrolled in LiVE*

# Next Steps

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- **February 14 – March 1, 2023:** Board review and feedback
- **April 2023:** Board authorization to release proposed fare structure/draft fare equity analysis
- **May 2023:** Public review and comment on proposed fare structure
- **July 2023:** Board consideration of final recommended fare structure and associated fare equity analysis
- **1<sup>st</sup> Quarter 2024:** Implementation





# **Peak Service Study**

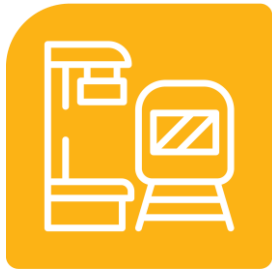
## Northwest Rail

# **Overview and Study Update**

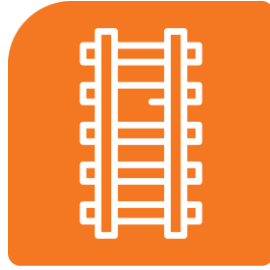
**City of Westminster City Council**

March 20, 2023

# What is Northwest Rail?



**Proposed commuter rail service** from Denver Union Station to Boulder that terminates in Longmont



**35-mile extension** from Westminster Station to Longmont would use existing freight railroad tracks owned by Burlington Northern Santa Fe (BNSF) Railway



RTD is evaluating an initial peak service approach as a **first step** toward full-day rail service to Boulder and Longmont

## History

**2004**

### **FasTracks Passes**

Voters approved a new tax to build transit expansion program

**2010**

### **Environmental Evaluation (EE)**

EE recommended building 11 new stations and a second track alongside the BNSF freight track

**2013**

### **Northwest Area Mobility Study**

RTD and local transportation partners prioritized cost-effective, near-term mobility projects (e.g., Flatiron Flyer and other Bus Rapid Transit projects) to advance while pursuing Northwest Rail as a longer-term goal

**2016**

### **B Line Opens**

First Northwest Rail segment to southern Westminster begins service

**2017**

### **Peak Service Concept**

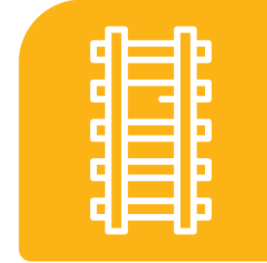
RTD asked by stakeholders to evaluate a peak hour commuter rail starter service

# What is the Peak Service Study?



Assessing initial peak period service from Longmont to Denver:

- **3 weekday morning trips**
- **3 weekday evening trips**



Coordinating with BNSF Railway, owner of the rail line that Northwest Rail would use



Partnering with local jurisdictions to plan six new stations in Westminster, Broomfield, Louisville, Boulder, and Longmont



Evaluating potential train types and technologies



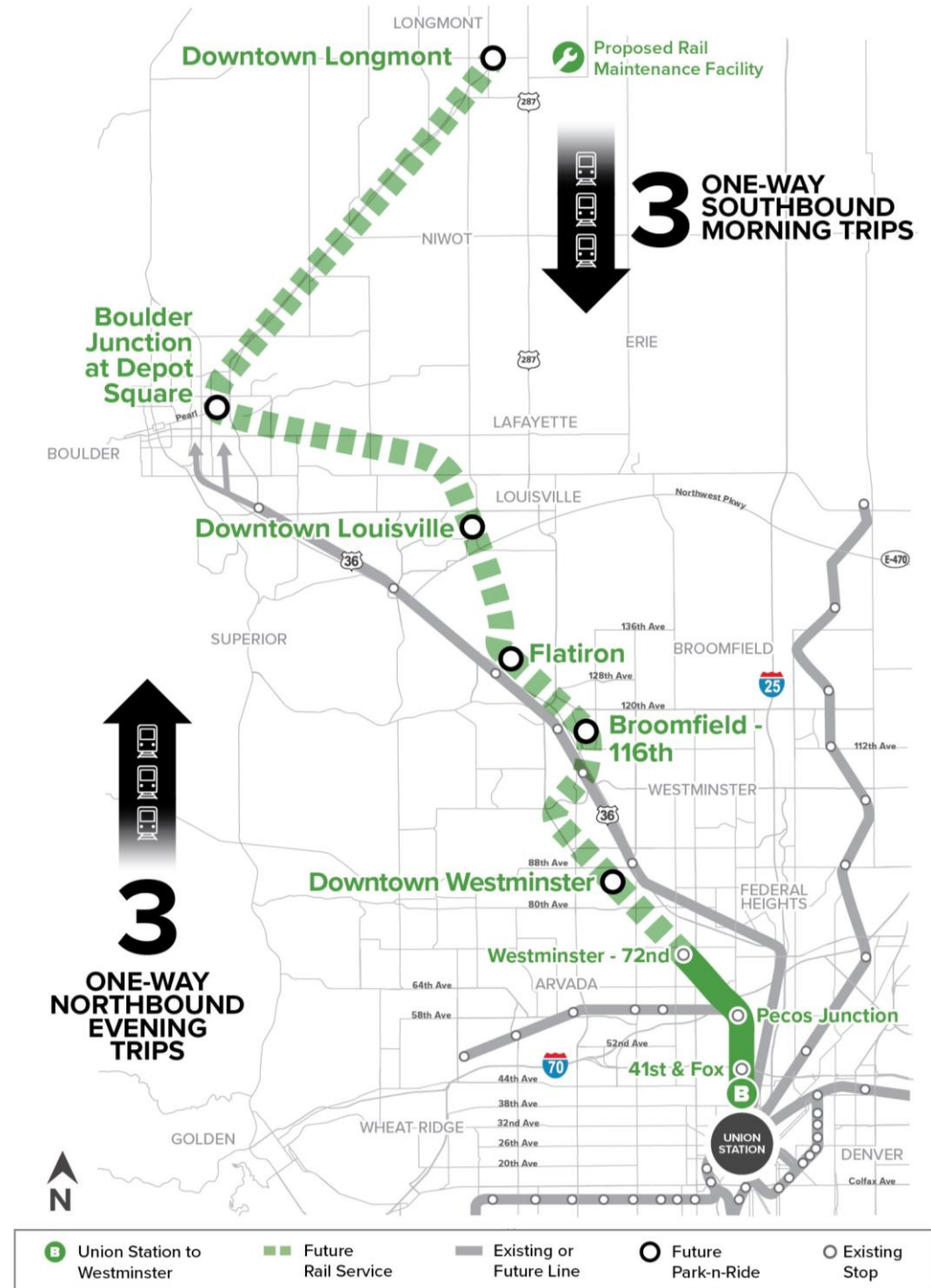
Identifying feasible locations for a commuter rail maintenance facility in Longmont



Exploring opportunities for partnership with Front Range Passenger Rail and integration with adjacent mobility projects

# Proposed New Stations

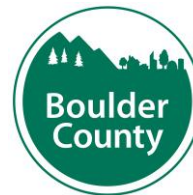
- Downtown Westminster
- Broomfield – 116th
- Flatiron
- Downtown Louisville
- Boulder Junction at Depot Square
- Downtown Longmont



# Partners and Collaboration

Collaborative effort between RTD, local transportation partners, BNSF Railway, CDOT, and Front Range Passenger Rail District to develop a safe, reliable and connected multimodal transportation network

## *Study Advisory Team*



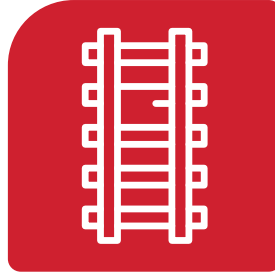
# Why is Peak Service Feasible for Northwest Rail?



Given limited resources, peak service is a possible first step to bring train service to the northwest area **sooner than later**



**Cost-effective** approach to begin initial train service while pursuing funding for future all-day service



**Accomplishes initial track and safety upgrades** that lay the foundation for all-day service



**Peak service is a successful best practice that has worked in similar urban areas where ridership has grown over time:**

- Salt Lake City
- Seattle
- Dallas/Fort Worth
- San Diego



Addresses the ridership needs of today, while **preserving opportunities to expand to all-day service** as ridership grows



# When Will Train Service Start in My Community?



No planned start date for service to begin



Determining requirements to upgrade existing rail track, build new rail stations, and operate peak service



Identifying a “common set of facts:”

- Design and construction costs
- Ridership
- Benefits
- Impacts
- Strategic partnerships



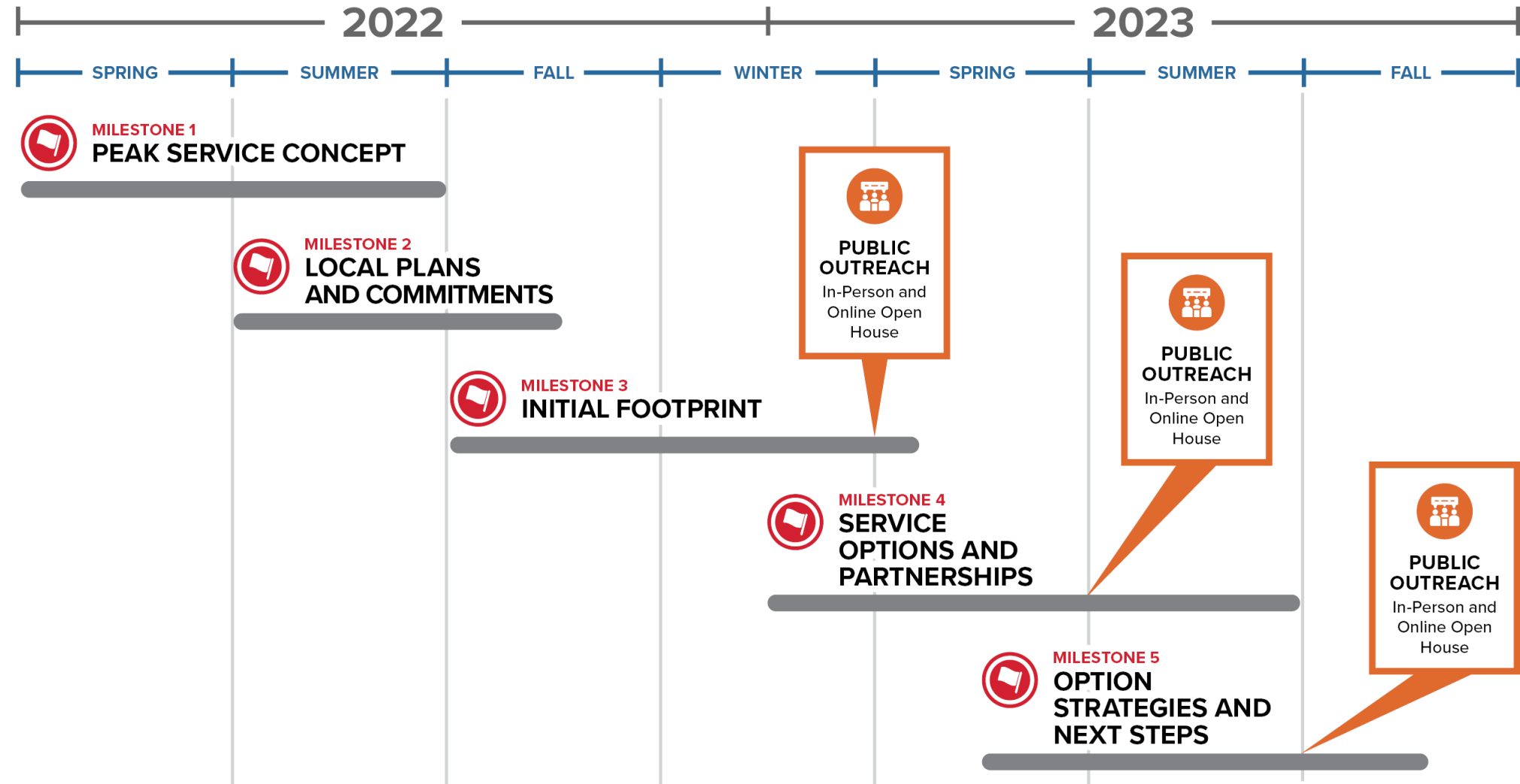
Outlining potential funding sources and implementation strategies



## Commitment to the Community

**RTD will work with community partners along the corridor to review this “common set of facts” and determine if and how to advance commuter rail service in the Northwest Rail corridor.**

# STUDY SCHEDULE



# **Milestones 1 - 3**

## **Community Outreach & Input**

# Community Input – By the Numbers

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- **Final Attendance:** 120 in Boulder and 75 in Westminster
- **Comment Cards:** 13 in Boulder and 16 in Westminster
- **Self-Guided Online Meeting:**
  - 3,290 total views
  - 173 completed surveys
- **RTD Study Website Comment Form (e-mail sign-up and comments):** 352

# Early Study Team Takeaways

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- **Excitement for the Conversation to Renew**
  - Concern With Service, but Pleased a Study is Underway
  - Reverse Commute Concerns
  - Station at Gunbarrel/Niwot
- **Potential Partnerships – FRPR and BNSF Railway**
- **Cost and Ridership Differentials – Peak Service and Full-Build**
- **Service for Customers with Non-traditional Commute Times**
- **"Growth" Around Stations**
- **Next Steps if Northwest Rail Peak Service Study (NWR PSS) is "Cost Prohibitive"**

# Community Input Themes

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- **General Comments (Majority)**

- Statements About Study Overall
- NWR PSS Efforts at Large
- FasTracks Commitments

- **Station Areas**

- Locations and Additions

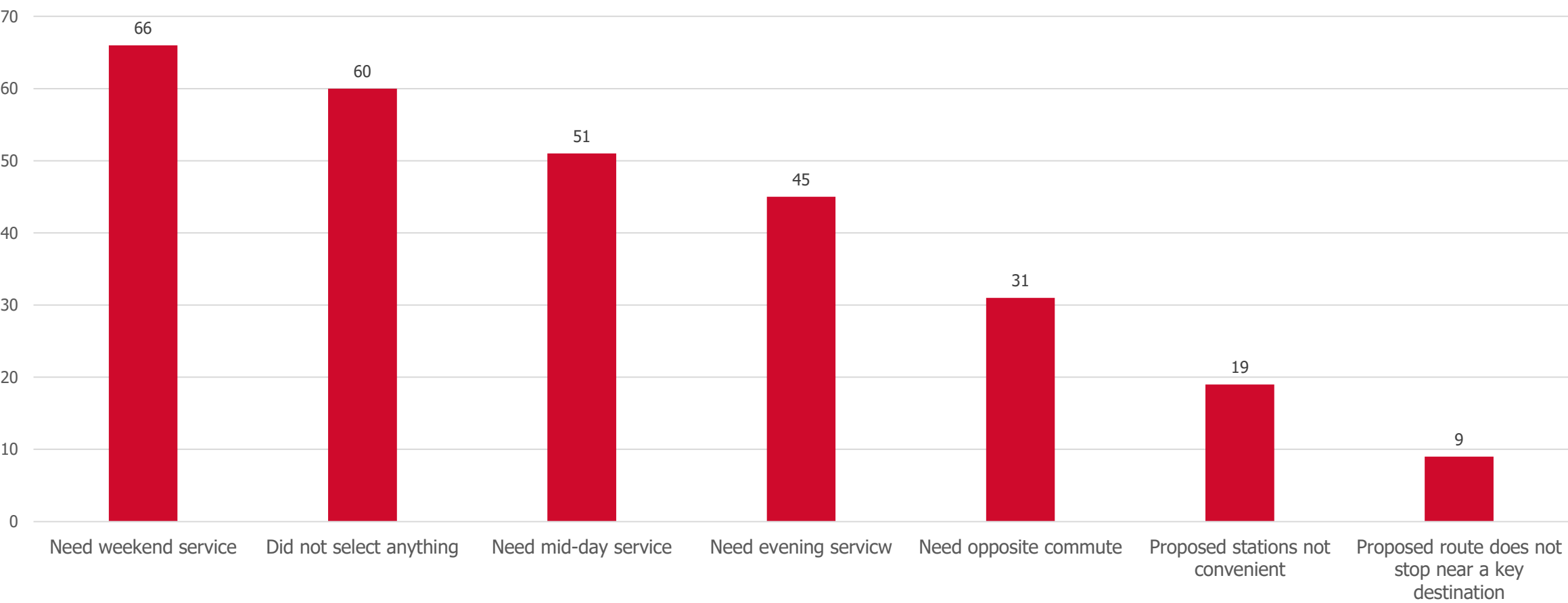
- **Other Topics**

- Integrated Service Options
- Land Use
- Construction



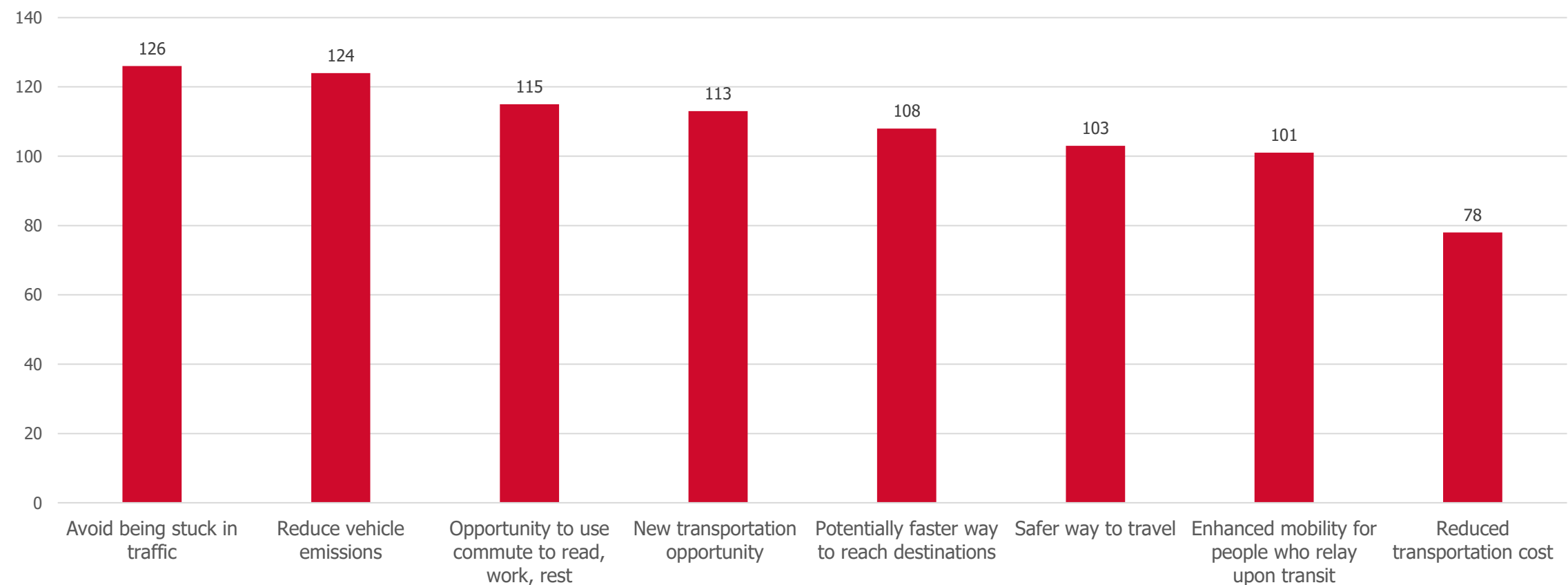
# Community Survey Input – Peak Service Feedback

Please select all the reasons why the service would not meet your needs.



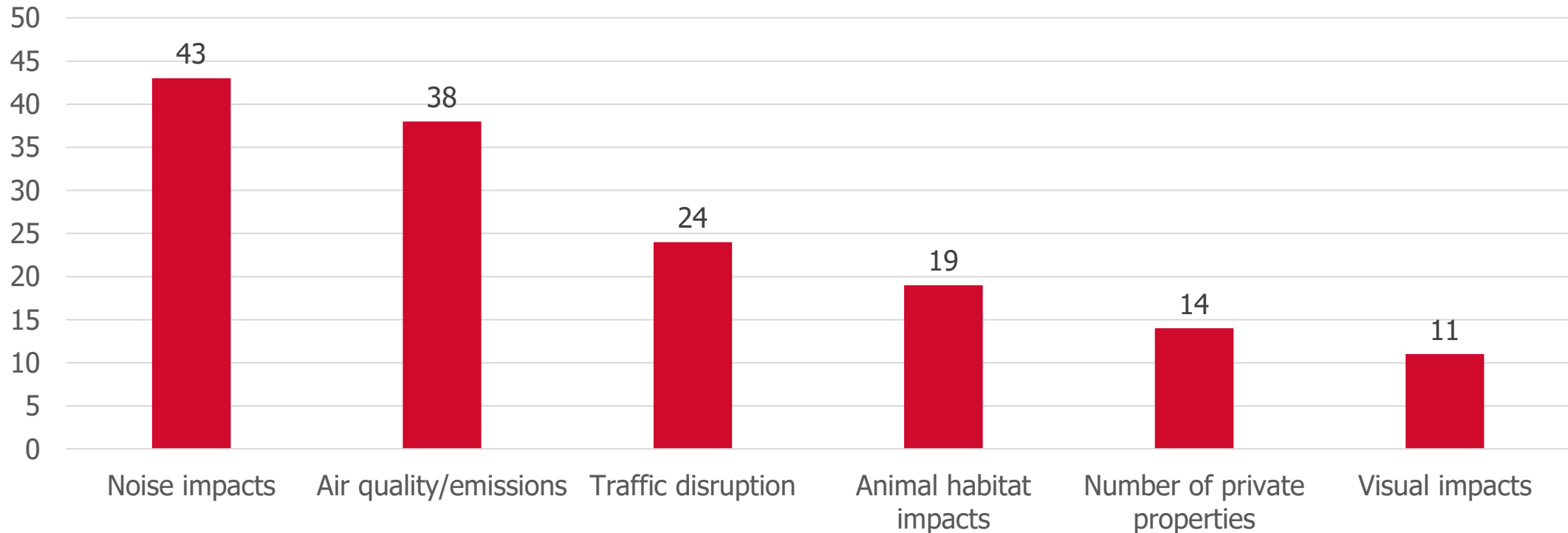
# Community Survey Input – Peak Service Benefits

What do you see as the benefits of the peak service rail plan?



# Community Survey Input – Maintenance Facility

**Which factors are most important to consider when evaluating a site for the proposed maintenance facility? (Select top three)**



# Next Steps – Look Ahead

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**Defining**  
initial footprint  
of stations and  
freight rail  
sidings

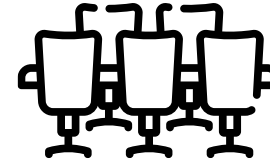


**Using public  
input** to refine  
and confirm  
initial footprint

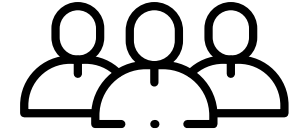


**Compiling draft  
"Common Set of Facts"**

- Costs, ridership,  
benefits, impacts



**Update** to  
RTD Board of  
Directors in  
April 2023



**Public Open Houses**

- Late Spring/Early  
Summer for  
Milestone 4

# Thank you.



**Peak Service Study**  
Northwest Rail

