

June 8, 2018

DJ Mitchell
Assistant Vice President Passenger Operations
BNSF Railway Company
2600 Lou Menk Drive
P.O Box 961034
Fort Worth, Texas 76161

RE: RTD Northwest Rail Limited Commuter Service

Dear Mr. Mitchell,

This letter is to follow up on the phone conversation from May 8, 2018 with you, and Henry Stopplecamp, Kirk Strand and Chris Quinn from RTD. On that call RTD staff stated we have been exploring any and all funding options for completing the FasTracks Northwest Rail Corridor (BNSF Front Range Subdivision), which would run from Longmont to Denver Union Station. In our pursuit of funding, our local jurisdictional stakeholders have requested that we develop a limited, starter commuter service alternative so as to reduce potential capital costs as much as possible.

In working with our stakeholders, we have developed a potential starter commuter service plan for the corridor, which would rely on use of the BNSF's tracks from Longmont (BNSF MP 43.5) to Westminster (BNSF MP 6.05) (where the service would join RTD's existing B-Line into Denver Union Station).

The proposed service would be as follows:

1. Service
 - a. Three trains originating in Longmont at approximately 1st Avenue and Main Street (US 287) to Denver Union Station during the morning peak period;
 - b. We are flexible on the timetable, but in general terms we would request to have a service plan where the a.m trains would arrive at Union Station at approximately 6:45, 7:15 and 7:45;
 - c. Trains layover in Denver during the mid-day;
 - d. Three trains heading back to Longmont during the afternoon peak period;
 - e. In the p.m., we would request that the trains depart Union Station at approximately 4:30, 5:15 and 5:45 p.m.
2. Stations
 - a. Downtown Longmont (1st Avenue, west of Main Street/US 287) MP 43.5
 - b. Boulder Junction (South of Valmont Road) MP 32.50
 - c. Downtown Louisville (between South and Walnut Streets) MP 20.01
 - d. Flatiron (Along Midway Boulevard, north of Flatiron Crossing Drive) MP 16.31

- e. Broomfield 116th Avenue (116th Avenue, east of Wadsworth Boulevard) MP 14.00
 - f. Westminster 88th Avenue (South side of 88th Avenue at Harlan Street) MP 8.96
 - g. Westminster Station (existing station). MP 6.05
3. Operations
- a. We anticipate that the travel time from Longmont to Union Station to be 67 minutes
 - b. Given the high costs associated with electrification and the BNSF maintenance equipment needs, we would propose a DMU vehicle for the corridor.
 - c. Our ridership model forecasts ridership of 1,400 average daily riders (in addition to the 2,700 riders that would use the existing B-Line from Westminster to Union Station)
 - d. Since RTD currently does not operate diesel commuter rail vehicles, nor does RTD have an appropriate maintenance facility for servicing diesel rail vehicles, we would request consideration from BNSF to operate the proposed service.

The intent of providing only three trains in each direction is to reduce as much as possible the needed capital improvements required to implement passenger service in the corridor.

We respectfully request any comments, feedback or cost estimates you can provide on this proposal. Please let me know if I can provide any additional information.

Sincerely,



William C. Van Meter
Assistant General Manager, Planning

- c: Henry Stopplecamp, Assistant General Manager, Capital Programs
Kirk Strand, Manager, Engineering Services
Chris Quinn, Planning Project Manager