

US 36 Mayors & Commissioners Coalition (MCC)

Boulder County

August 8, 2018

City of Boulder

Dave Genova
RTD General Manager
1600 Blake Street
Denver, CO 80202

City & County of
Broomfield

City of Lafayette

City of Longmont

City of Louisville

City of Westminster

Town of Superior

DRAFT

Dear General Manager Genova,

The US 36 Mayors & Commissioners Coalition communities of Boulder, Boulder County, Louisville, Superior, City & County of Broomfield, Longmont and Westminster created a Policy Statement in 2014 that outlines the coalition's transportation priorities based on RTD's Northwest Area Mobility Study (NAMS) completed that same year.

The Policy Agenda is reviewed and confirmed annually by the MCC and includes our positions on Bus Rapid Transit corridors, I-25 bi-directional lanes, quiet zones, managed lanes and autonomous vehicles.

The Policy Agenda also includes a commitment to "support full completion of the Northwest Commuter Rail project" as described in the final NAMS report.

As you know, FasTracks and NAMS called for fifty-five trains a day between Denver Union Station and Longmont, with a total estimated cost of \$1.1-\$1.4 billion (2013 costs). In 2016 and 2017, at the request of the MCC, RTD staff, initiated an analysis of a more limited initial service plan known as Peak Rail in the Northwest Rail corridor. Last year, the MCC approved and forwarded to RTD for further analysis a recommended service plan consisting of three trains in morning peak travel time from Longmont to Denver and three trains in evening peak travel time from Denver to Longmont. This analysis has not yet been completed, as it does not include an estimated cost from BNSF to operate commuter rail from the current end of line in Westminster to Longmont.

The purpose of this letter is two-fold.

1. First, to request that RTD obtain a cost estimate from BNSF to operate commuter rail on the segment of existing freight track between Denver and Longmont, with stops/station areas in Westminster, Broomfield, Louisville, Boulder and Longmont. While communication between RTD and MCC representatives was excellent during the Peak Rail service analysis, communication on the topic since the service plan was turned over to RTD has dropped significantly. We would like to reinvigorate the analysis of Peak Rail service and finalize an estimate of all operating and capital cost for such a service plan.

2. Toward that end, depending on the results of the above analysis and the outcome of the *Let's Go, Colorado* sales tax ballot initiative this November, the MCC communities commit to consider allocating a portion of their local share revenue to Peak Service Northwest Rail.

The Transportation Commission has specifically indicated that the Let's Go, Colorado initiative multimodal revenues may be used to demonstrate our region's commitment—as stated in the MCC Policy Agenda—to fund Northwest Rail.

Thank you for your continued partnership with MCC and we look forward to renewing our discussions on Peak Rail service in the Northwest Rail corridor.

Sincerely,



Brian Eagley
Mayor, City of Longmont
On the behalf of the US 36 MCC

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