



www.greaterdenvertransit.com

Monthly Meeting

August 17th, 2023





The News

RTD R Line Crossing Issues



Reports of malfunctioning crossings and a lack of (highway) flaggers first investigated by GDT on June 15th.

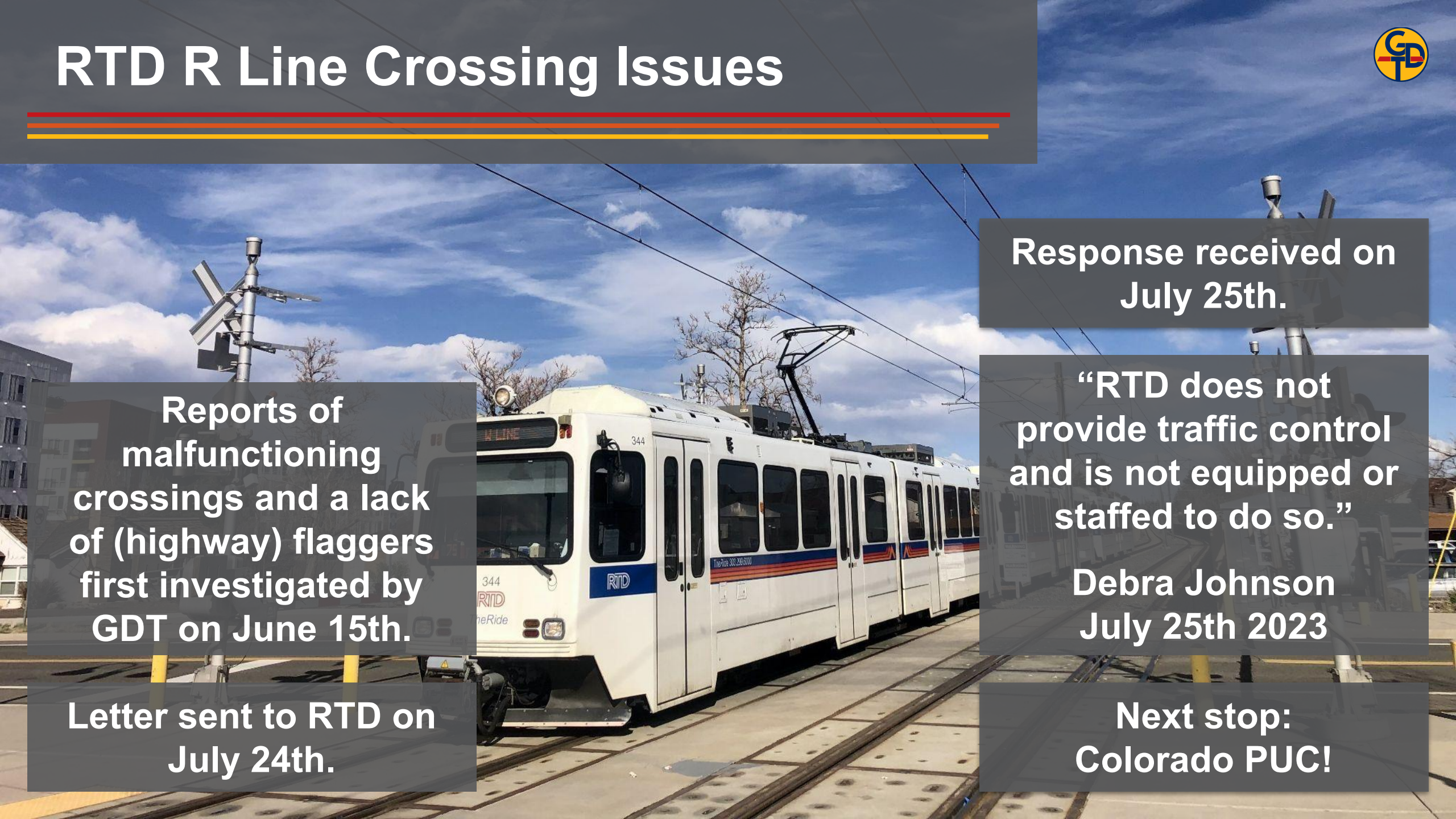
Letter sent to RTD on July 24th.

Response received on July 25th.

“RTD does not provide traffic control and is not equipped or staffed to do so.”

Debra Johnson
July 25th 2023

Next stop:
Colorado PUC!



RTD September Service Changes



16

West Colfax Avenue
Split into 16 and 17
at Oak Station.

65

Monaco Parkway
Expanded operating
hours until 12am!

73

Quebec Street
Simplified and quicker
route through DTC.

105

Havana Street
Cut back to
Southmoor Station.

120E/W

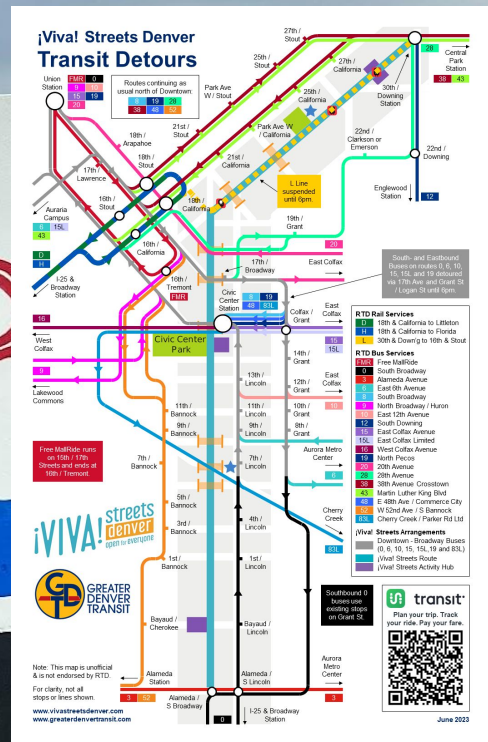
120th Avenue
All trips serve Wagon
Road Park-n-Ride.

GS

Golden - Boulder
Route reinstated!

iViva! Streets

iVIVA! streets
denver
open for everyone



How do you think it went?

Would you change anything for next year?

How can we push to keep the L Line running?

Royal Gorge with NRHS



Beer!




Transit Expansion to Denver Airport

Peña Blvd Expansion project got some buzz this week.

Campaign to push for transit expansion over new lanes.

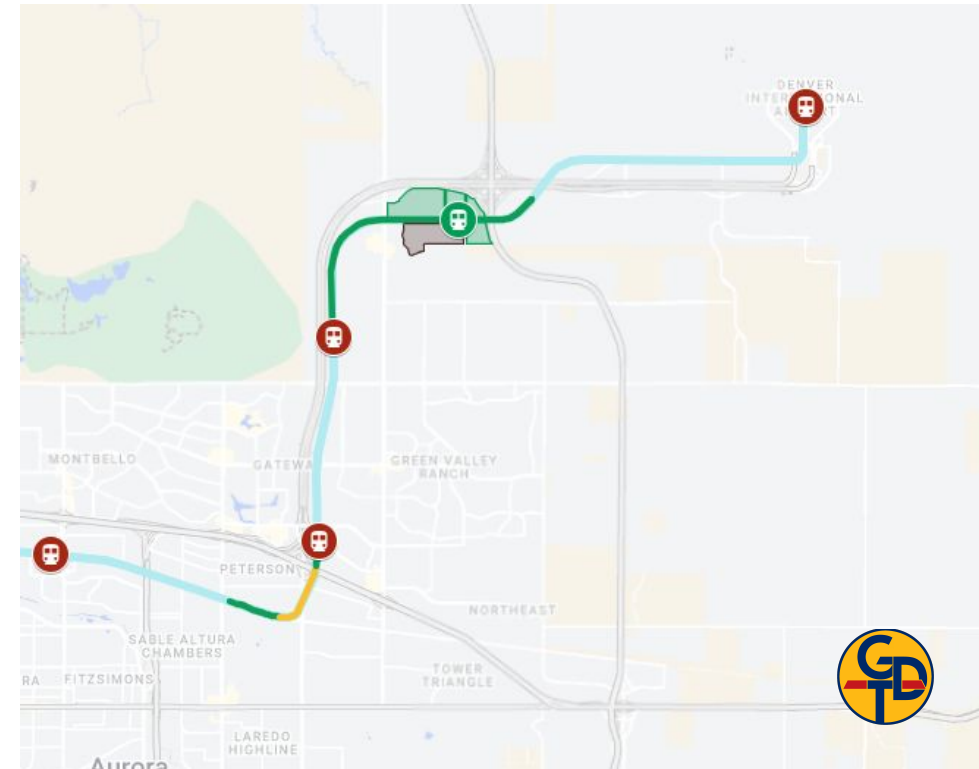
Need your support!



Denver International Airport wants you to weigh in on the future of Peña Boulevard

Denver7
540K subscribers

683 views 1 day ago
As the Denver International Airport continues to grow — in size, and in volume — city and airport leaders are looking at how to grow the ways travelers get to the airport. ...more





We make lives better through connections.



6009

RTD
The Ride

Events

NOTICE
For Your Safety, Please
Inform the Operator
When You are
Leaving Your Bicycle

1834-01
COLORADO

Monthly Meetings



6pm on 3rd Thursday
of the month.

Dates scheduled up to
November.

Next meeting on
Thurs Sep 21st.

Zero Fare for Better Air



**RTD is free in
July & August!**

**Full program of events
including ride alongs.**

**Collaborating with
other organizations.**

RTD (Zero Fare) Ride Alongs



(Almost) every week
on Thursdays in July
& August.

Meet at 6pm at
Terminal Bar,
Denver Union Station.

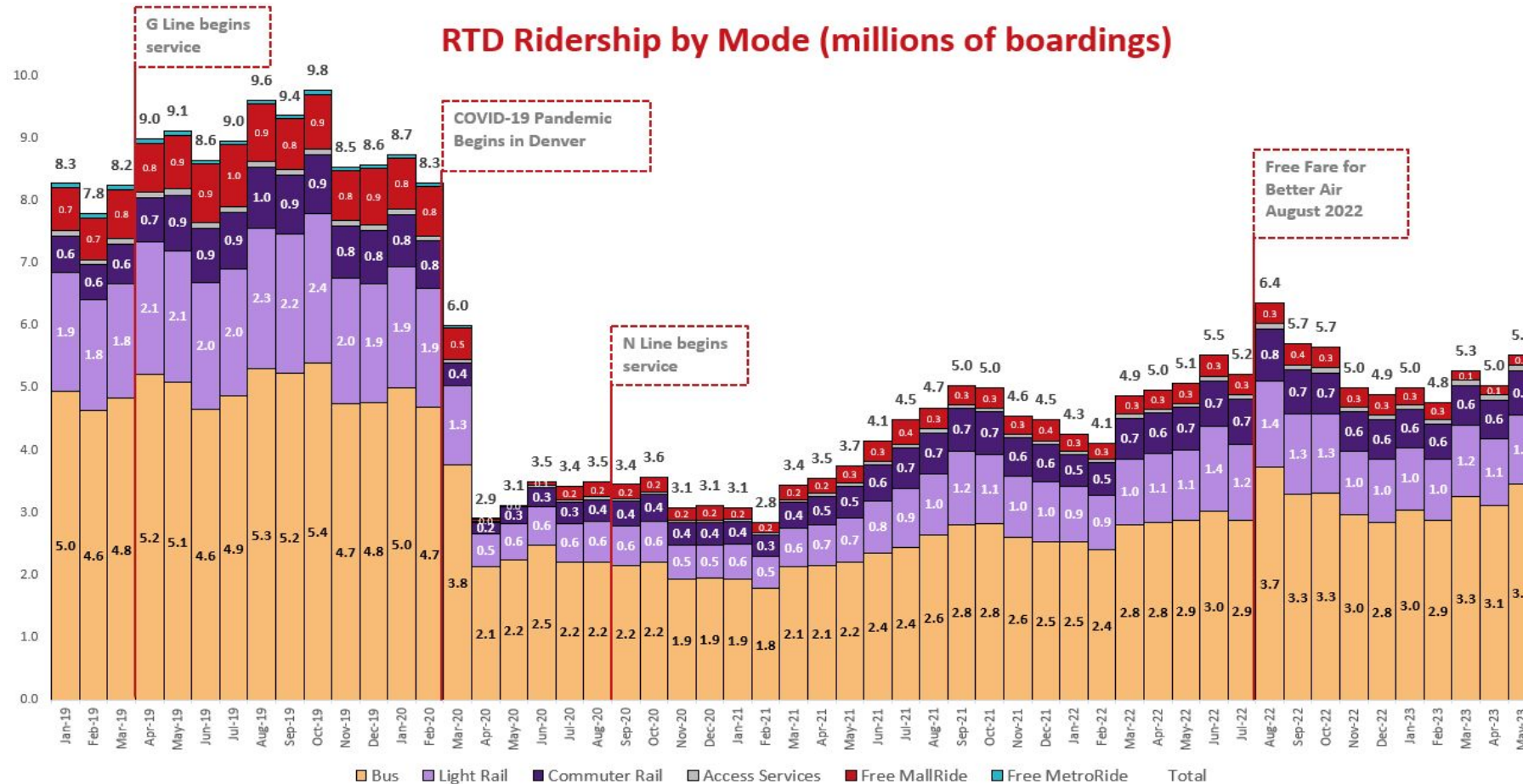
Next one is
Thurs Aug 24th.
('Nine Mile by Bus!')



Projects



RTD Ridership Analysis - May Update



YoY % Growth*

Adjusted for equalized work days)

Bus: +15% YoY

Light Rail: -7% YoY

Heavy Rail: +1% YoY

2019
9.1m riders / month

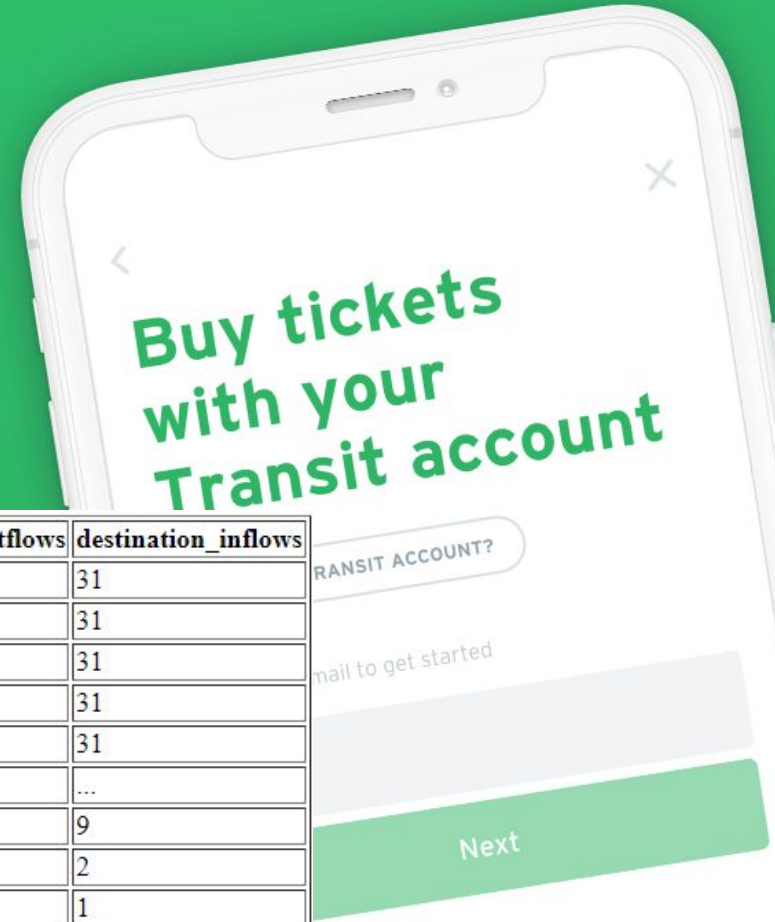
2020
3.1m riders / month

2023
5.5m riders / month

Transit App Data Analysis



Our partnership with the Transit App is expected to provide Origin and Destination trip data from the app's 'GO' feature.



	start_point_station	end_point_station	trips_count	end_point	origin_outflows	destination_inflows
0	Peoria Station	Colfax Station	13	POINT (-104.82702 39.74026)	111	31
1	Iliff Station	Colfax Station	4	POINT (-104.82702 39.74026)	42	31
2	Fitzsimons Station	Colfax Station	6	POINT (-104.82702 39.74026)	22	31
3	Aurora Metro Center Station	Colfax Station	2	POINT (-104.82702 39.74026)	41	31
4	Dayton Station	Colfax Station	6	POINT (-104.82702 39.74026)	20	31
...
263	Commerce City / 72nd Station	48th & Brighton / National Western Center Station	9	POINT (-104.96844 39.78475)	9	9
264	25th - Welton	16th & Stout Station	2	POINT (-104.99296 39.74606)	2	2
265	16th & California Station	20th St & Welton Station	1	POINT (-104.98678 39.74806)	4	1
266	16th & California Station	25th - Welton	3	POINT (-104.98007 39.75317)	4	3
267	Sheridan Station	Decatur/Federal Station	2	POINT (-105.02417 39.73724)	2	2



Bus Stops



Data Coming In, Need
Help Promoting!



Downtown Bus Plan



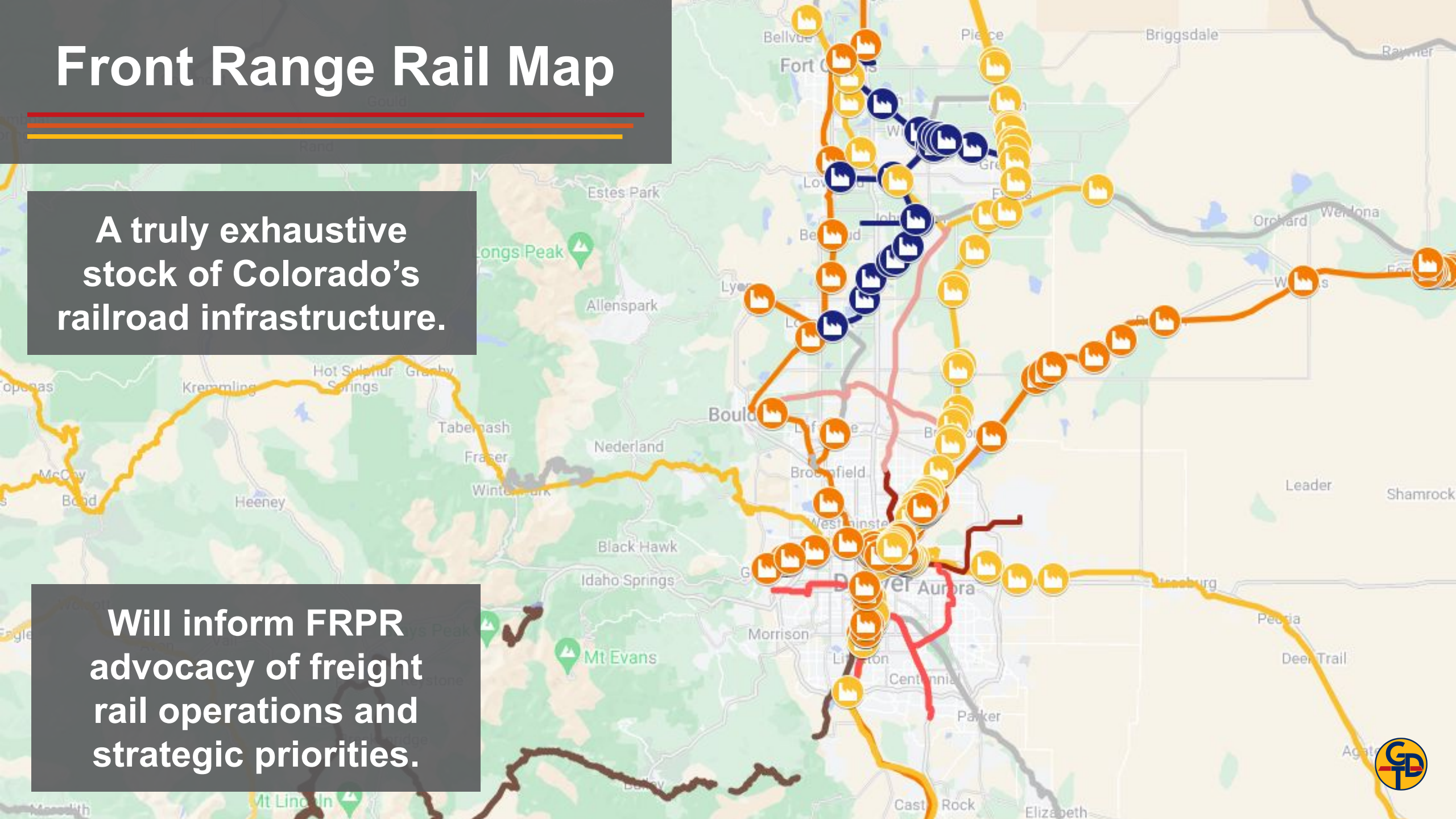
Update Coming Soon!



Front Range Rail Map

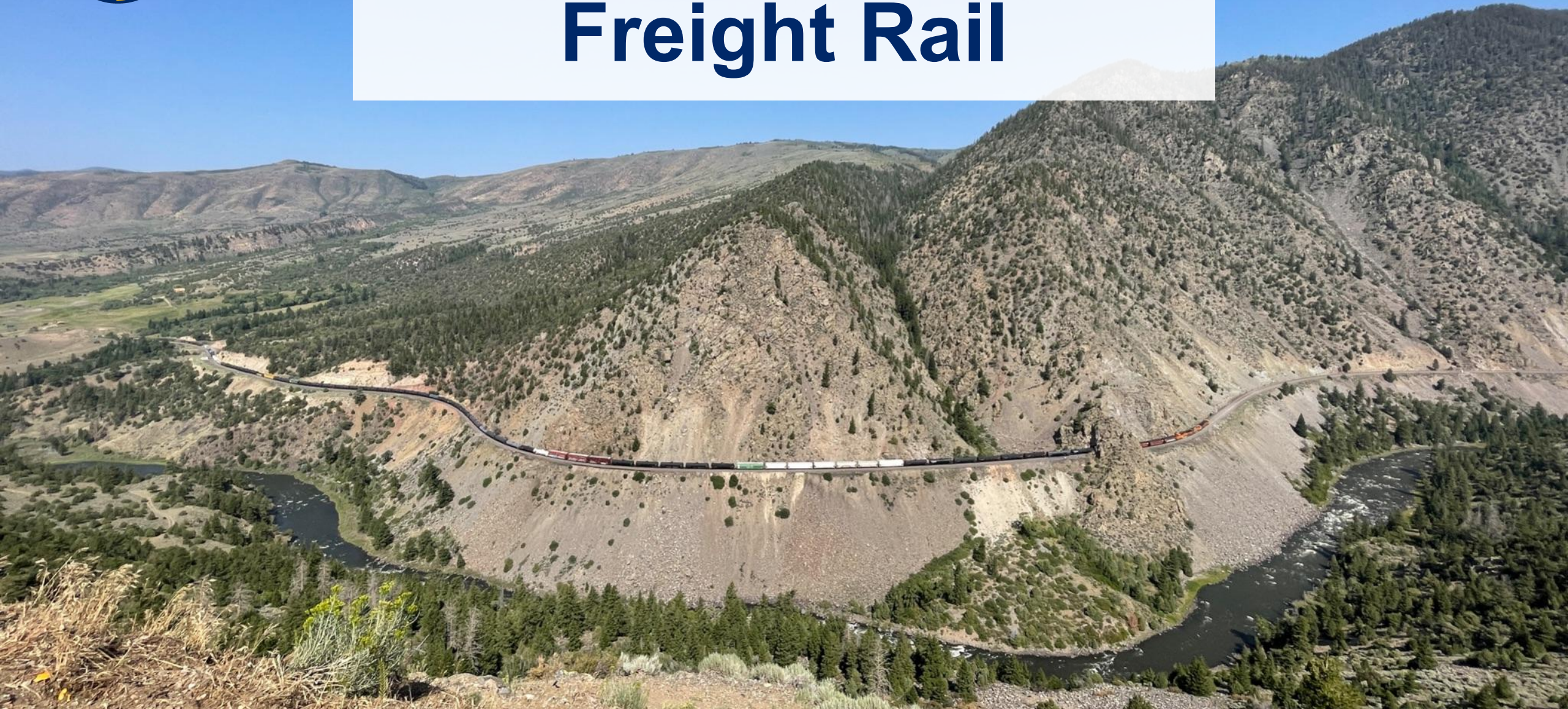
A truly exhaustive stock of Colorado's railroad infrastructure.

Will inform FRPR advocacy of freight rail operations and strategic priorities.





Introduction to Freight Rail



Freight Rail Service Types



Unit Train:

1 commodity,
point to point,
least expensive
per ton

Carload:

single car shipment
size, slowest, requires
dock or transload
facility

Intermodal:

Truck size load,
fastest, most
expensive, most
flexible

Moving freight on Rail costs 5.1 cents per ton per mile,
Trucks cost 15.6 cents per ton per mile.

-Pricing Freight Transport to Account for External Costs, Congressional Budget Office (2015)

How Freight Rail Works



Freight Rail is most efficient over long distance (500+ miles), high volume.

Intermodal transit times competes with truck cross country.

Trucks are better for short haul and local delivery.

US Freight railroads are unmatched in volume and efficiency across the world.

Max railcar weight 143 tons

Interstate semi 40 tn

Typical car payload 100-119 tons

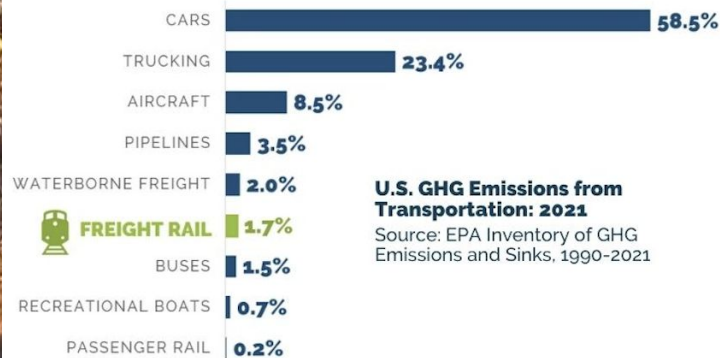
Typical train weight 3,000-17,000 tons

Freight Rail Efficiency



In 2022 BNSF moved 1 ton of freight 500.3 miles on 1 gallon of diesel fuel. That's 3-4x more efficient than trucks. -BNSF

Shipping by rail helps reduce greenhouse gas emissions.



U.S. GHG Emissions from Transportation: 2021
Source: EPA Inventory of GHG Emissions and Sinks, 1990-2021

The railroads are responsible for 2% of transportation related GHG emissions but they move 30% of the nations long-haul freight. -AAR

Freight Rail Impact on Economy



In the last 10 years US Class I RRs have spent more than \$250 Billion on infrastructure and equipment. -AAR

Class I railroads operate on their own infrastructure and do not receive direct subsidies from the government.

BNSF's 2023 Capital Investment Plan allocated \$2.85 Bil to network maintenance and \$700 Mil for expansion projects.

Freight Rail Safety



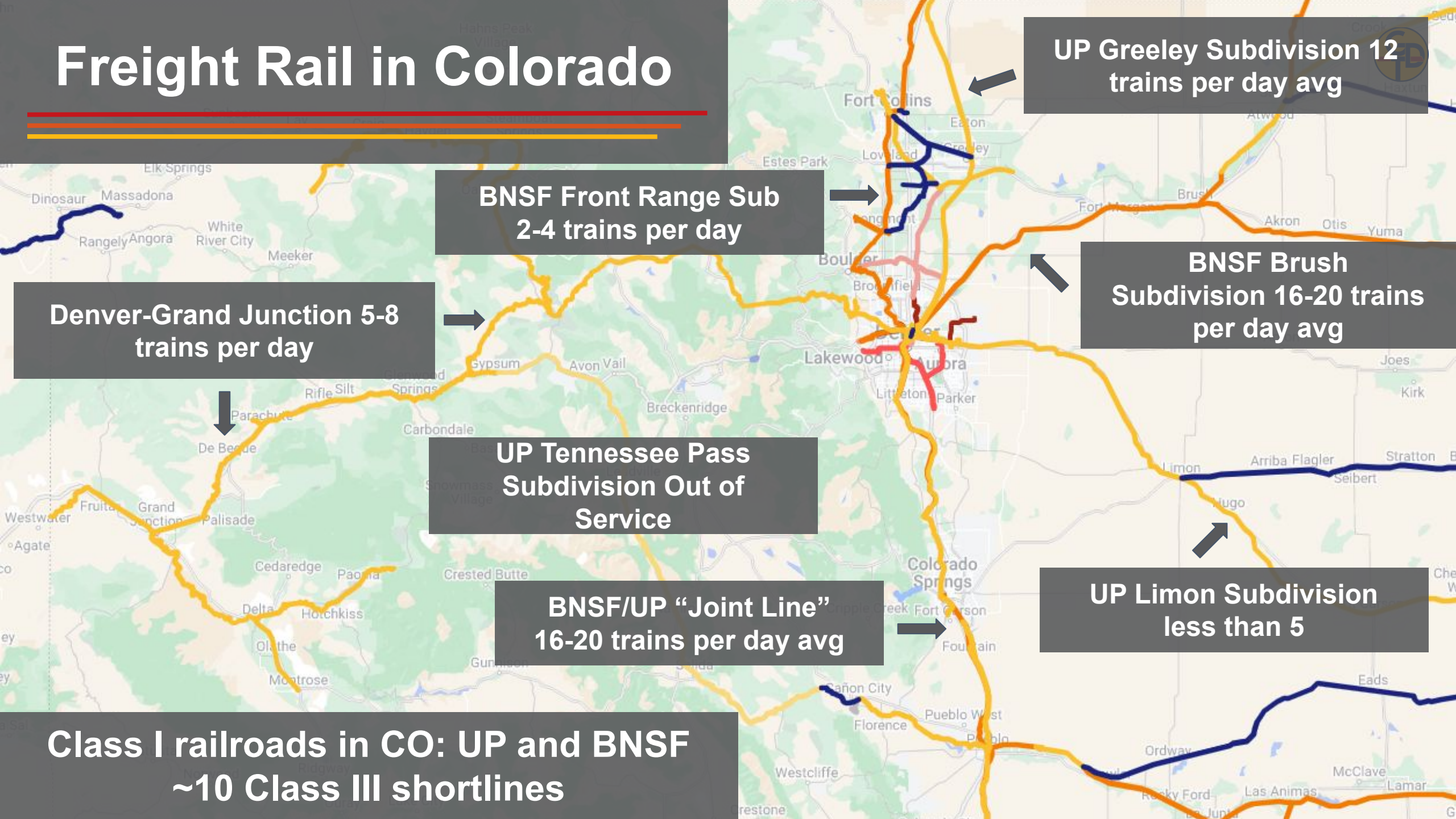
PTC is fully implemented on class I railroads. -AAR

Didn't find good data quantifying incidents of rail versus trucks.

Train incidents can be very large in size but small in frequency while trucks incidents are smaller but more frequent and happen closer to people.



Freight Rail in Colorado



UP Greeley Subdivision
12 trains per day avg

BNSF Front Range Sub
2-4 trains per day

BNSF Brush Subdivision
16-20 trains per day avg

Denver-Grand Junction
5-8 trains per day

UP Tennessee Pass Subdivision
Out of Service

BNSF/UP "Joint Line"
16-20 trains per day avg

UP Limon Subdivision
less than 5

Class I railroads in CO: UP and BNSF
~10 Class III shortlines

Freight Facilities in Denver



UP North Yard

BNSF Intermodal Yard

BNSF 31st St Yard

BNSF Loco Shop

UP Intermodal Yard

UP 36th St Yard

DUS

Where Freight Rail is heading

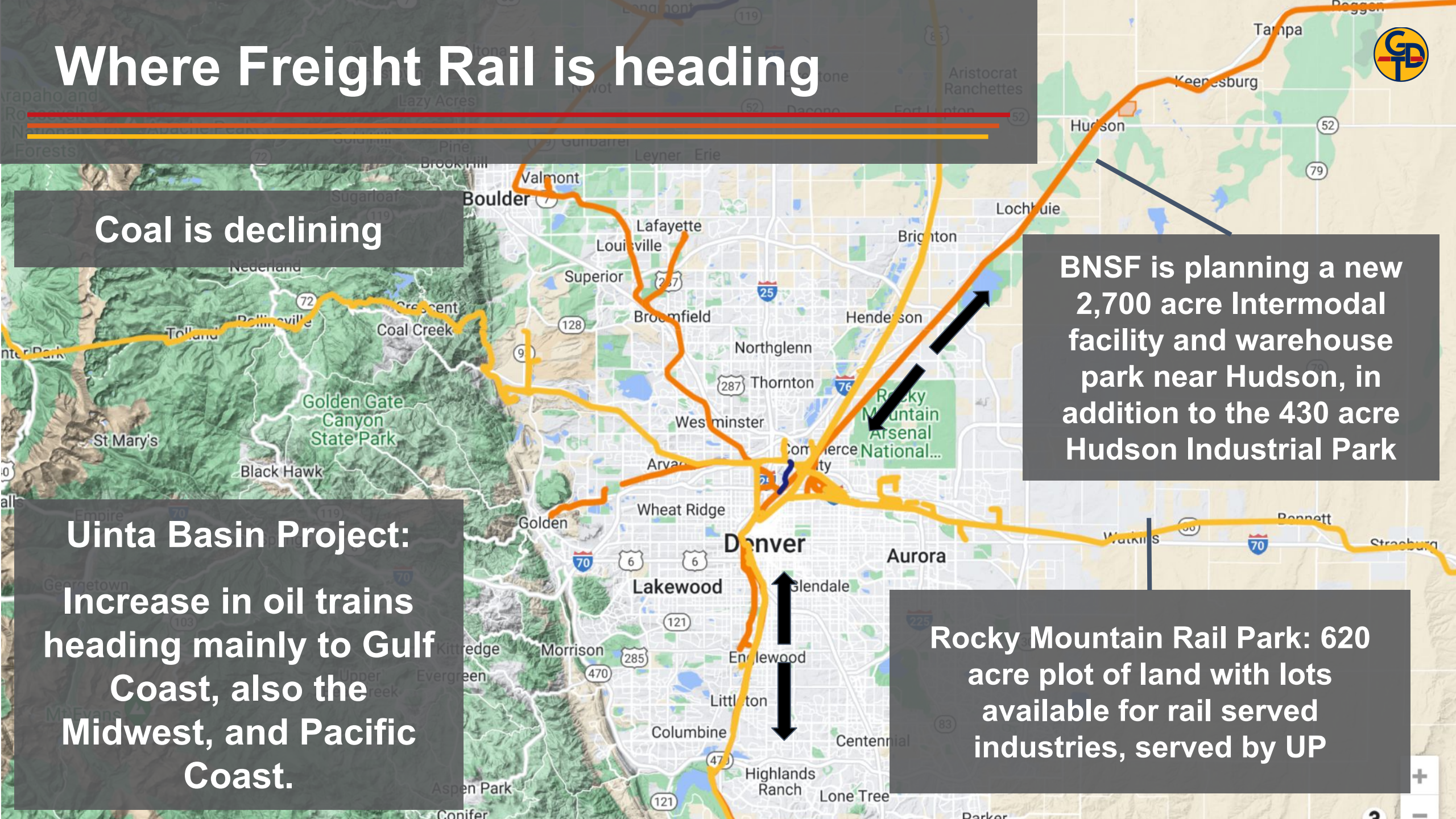


Coal is declining

BNSF is planning a new 2,700 acre Intermodal facility and warehouse park near Hudson, in addition to the 430 acre Hudson Industrial Park

Uinta Basin Project: Increase in oil trains heading mainly to Gulf Coast, also the Midwest, and Pacific Coast.

Rocky Mountain Rail Park: 620 acre plot of land with lots available for rail served industries, served by UP



What can us Rail Advocates do?



Freight Rail is just as important as passenger rail in getting vehicles off the road.

The only option is to work with freight railroads instead of against them if we want passenger rail to succeed.



Coordinating with Freight Railroads



Class I freight railroads are private companies

They do want to improve their own facilities and operations.

-eliminate road crossings

-add capacity

Freight railroads should be involved in the design process from day 1.

After discussions with the Railroads, it was clear that each railroad had significantly different views on the level of private railroad benefits of the route previously studied in the Public Benefits Study. Therefore, the Project



Page 3-1



Colorado Rail Relocation Implementation Study

Team determined that an independent modeling analysis would be done comparing the previously studied route¹ along with a new route against the existing Base Case or No Build alternative. The Railroads were also clear that from a timing, workload and cost-affordability basis, the focus of this study should be the route or "Bypass" from Brush to Las Animas and not the other ancillary improvements that were a part of the Public Benefits Study "Railroad Project". The items listed above, from the Public Benefits Study, would now be limited to new railroad construction from Omar to Peoria and from Aroya to Las Animas with siding extensions along the existing UP between Peoria and Aroya.

Track Sharing Arrangements



Sharing tracks is possible with the right infrastructure and coordination

Brightline and FEC share tracks from Cocoa to Miami, 50/50 split in a 3rd party dispatching company.

The Good: Capitol Corridor.

The meh: Empire Corridor.

The Ugly: Amtrak Long Distance.

State-Supported: More than half of routes fail to meet standard

Route	Class I Host Railroad	Percentage of On-Time Customers	Meet the 80% standard?
Keystone	Amtrak	95%	Passed
Hiawatha	CP	92%	
New York - Albany	Amtrak	89%	
Capitol Corridor	UP	85%	
Downeaster	CSX	82%	
Pacific Surfliner	UP, BNSF	81%	
Adirondack	Amtrak	80%	

Benefits of Separate Alignments



Front Range Rail will work best not sharing tracks with freight on all routes
(exception may be Fort Collins via Boulder)

Having separate passenger tracks
allows:

- More passenger train frequencies
- No delays from freight trains occupying tracks
- No delays from freight train delays
- Less track maintenance
- Faster allowable speeds



BNSF to Host Railroad to FRPR?



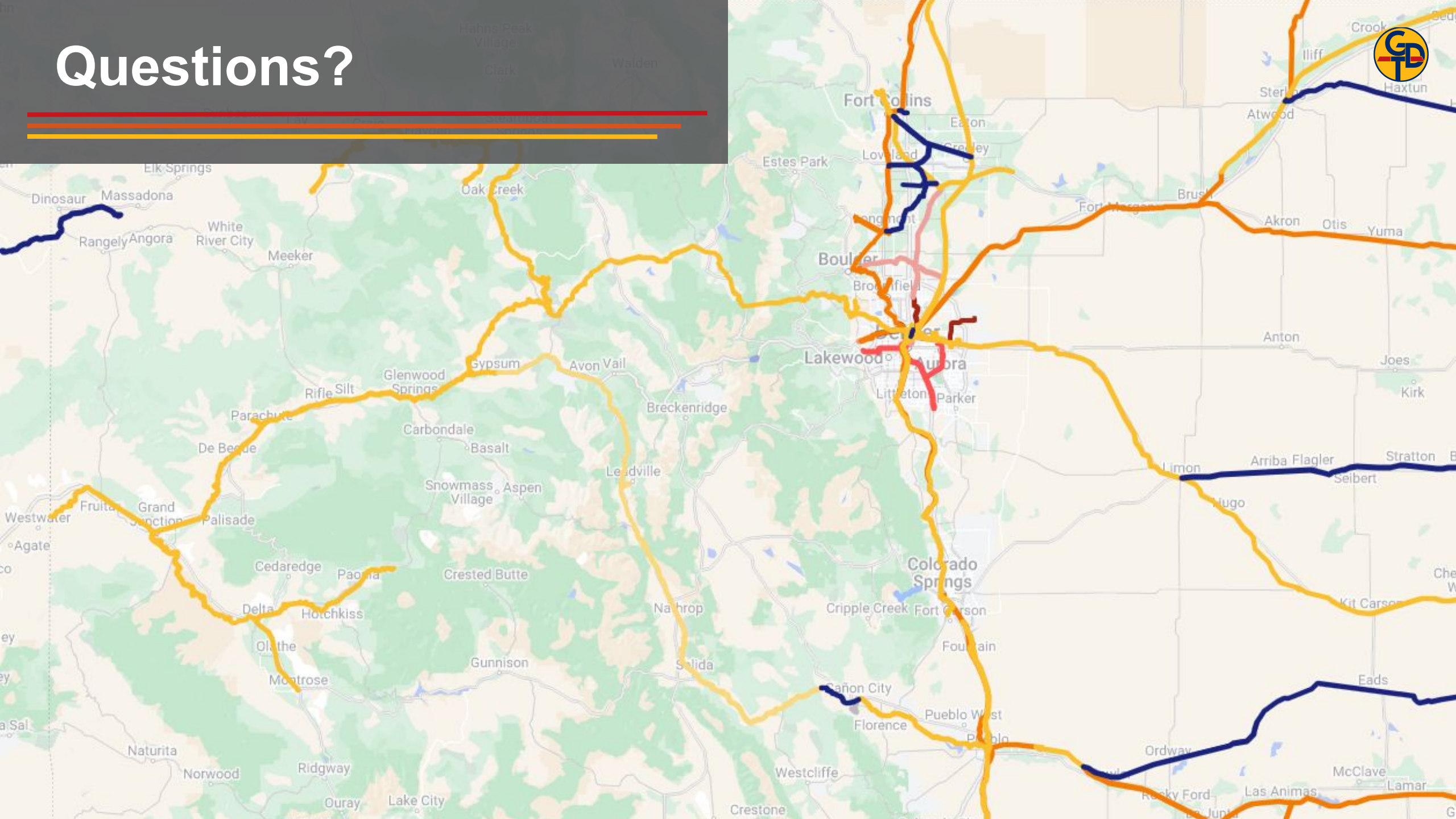
The FRPR District could solicit a freight railroad to design, build, and operate FRPR.

UP only operates 3 Metra lines in Chicago, and is in progress to transfer this service to Metra.

BNSF already operates Metra, Northstar, and Sounder Services.

	Host Railroad	2022 Grade	4-Year GPA
1	Canadian Pacific	A+	4.11
2	CSX	B	3.20
3	BNSF	B	3.33
4	Canadian National	B-	2.75
5	Norfolk Southern	D-	1.26
6	Union Pacific	F	2.19

Questions?





**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com

Thank You!

Transit adventure starts at 8:30pm!

