



**LONGMONT CITY COUNCIL/  
TRANSPORTATION ADVISORY BOARD  
JOINT MEETING AGENDA**

**Wednesday, February 8, 2012**

**7:00 p.m.**

**Safety and Justice Center  
Community Room  
225 Kimbark St.  
Longmont, CO 80501**

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- 1. MEETING CALLED TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC INVITED TO BE HEARD**
- 4. MEETING ITEMS**
  - A. Update And Discussion On The New Cost Information From the Regional Transportation District (RTD) For The Northwest Rail Corridor Portion Of Fastracks**
- 5. MAYOR, COUNCIL, AND BOARD MEMBER COMMENTS**
- 6. ADJOURN**

**UPCOMING CITY COUNCIL MEETINGS:**

*February 14, 2012 – Regular Session*

*February 11, 2012 – Study Session*

*February 28, 2012 – Regular Session*

This notice is available to the public:

-on line at <http://ci.longmont.co.us>,

-on the Civic Center bulletin boards, 350 Kimbark St., west and south entrances

-on the Longmont Public Library bulletin boards, 409 4<sup>th</sup> Ave., east and west entrances

-at the City Clerk's Office, 350 Kimbark St., 303-651-8649

**Current Balance in 2012 General Fund Council Contingency: \$60,000.**

*If you need special assistance in order to participate in a City Council meeting, please contact Valeria Skitt, City Clerk, at 303-651-8649, in advance of the meeting to make arrangements.*

# CITY COUNCIL/TAB COMMUNICATION



**MEETING DATE:** February 8, 2012      **ITEM NUMBER:** 4A  
**TYPE OF ITEM:** Joint TAB/City Council Meeting  
**PRESENTED BY:** Phil Washington, General Manager, Regional Transportation District  
Phil Greenwald, Transportation Planner; 303-651-8335

**SUBJECT/AGENDA TITLE:** Update and discussion on the new cost information from RTD for the Northwest Rail Corridor portion of FasTracks.

**EXECUTIVE SUMMARY:**  
Over the past two months, the Regional Transportation District (RTD) has provided information to the entities along the NW Rail corridor on the recent cost increases requested the Burlington Northern Santa Fe (BNSF) Railroad to construct the project. The increases have raised the total project costs for NW Rail from just under \$900 million a year ago to \$1.7 billion (year of expenditure) in the 2012 cost estimates for FasTracks. RTD will provide an update to the joint City Council/TAB assembly on current costs with various options, allowing City Council and TAB to provide further policy direction on the RTD options.

**COUNCIL/TAB OPTIONS:** Discussion item.

**RECOMMENDED OPTIONS:** N/A

**FISCAL IMPACT & FUND SOURCE FOR RECOMMENDED ACTION:** N/A

**BACKGROUND AND ISSUE ANALYSIS:**  
Over the past two months, RTD has provided information to the entities along the NW Rail corridor on the recent cost increases requested the BNSF to construct the project. The increases have raised the total project costs from just under \$900 million a year ago to \$1.7 billion (year of expenditure—assuming a 3-5 year delay) in the 2012 cost estimates for FasTracks.

RTD has asked the various entities along the NW Rail corridor to help find ways to reduce these costs and is assisting the entities by providing the RTD options (reviewed at the January 4<sup>th</sup>, 2012 City Council Study Session).

The general agenda for the joint City Council/TAB meeting will start at 7:00pm:

- 1) Introductions of Phil Washington, RTD General Manager and Lee Kemp, Chairman and Longmont Representative for the RTD Board
- 2) RTD Staff presentation on current cost issues with the Northwest Rail Corridor and BNSF Railroad
- 3) RTD answers to questions from City Council, the TAB and City staff:



- i. Is the current BNSF estimate close to final or is there room for negotiation?
    - a. What are the chances that the BNSF new cost estimate is too low and may increase over the time of the project?
  - ii. Is the double tracking requirement the key component of the cost increase from BNSF?
  - iii. Can RTD (and the City) commit to move the buses to 1<sup>st</sup> & Main before this entire area redevelops if a train system is pushed off until 2025 or later?
  - iv. What would be Longmont's new share of the local match? What elements of FasTracks is the local match likely to be based?
  - v. What guarantees would RTD provide the Longmont community regarding increased bus service so as to build ridership before service standards would be applied to new routes, possibly cutting service soon after implementation? Is rail service cut due to service standards?
  - vi. Can the \$17 million for station go into local/express/regional Longmont bus service instead?
  - vii. When would "super BRT" service be implemented for Longmont if the NW Rail corridor is removed (Option #3) from the FasTracks plan?
  - viii. Would it be possible to include transit passes to Longmont residents/workers (NW Rail corridor residents/workers) if Option #3 is chosen by RTD Board?
  - ix. What would "super BRT" likely include for SH-119, US-287, etc?
  - x. How would the FasTrack revenue be spent on "super BRT"? Would it be only for the capital projects or could FasTracks revenue be spent on operations?
  - xi. Would a bus route from Longmont to DIA be an option under "super BRT"? Later evening bus service between Longmont and Denver?
  - xii. What happens to the rail and/or BRT if a new FasTracks 2 tax does not pass in November?
    - a. With the new cost projections for the NW Rail corridor, what would be the completion year of rail with no additional tax revenue source for RTD?
- 4) Discussion between RTD officials and City representatives/staff regarding options for moving forward with FasTracks in Longmont.