

Where Peak Service Has Worked

TRINITY RAILWAY EXPRESS DALLAS TO FORT WORTH, TX

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trinityrailwayexpress.org

The Trinity Railway Express (TRE) is a 34-mile premier commuter rail service between Fort Worth and Dallas with 10 stations today. Trains operate every 30 minutes during peak period, including morning and afternoon commutes and busy weekend times, and every 60 to 120 minutes during non-peak periods.

The proposed Northwest Rail peak service plan is similar to the TRE. The Northwest Rail corridor is 41 miles (Union Station to Longmont) – only seven miles longer than the TRE. Additionally, like the TRE, Northwest Rail would be constructed in phases, which has already begun with the current B Line from Union Station to Westminster-72nd Station.



1996	1997	1998	2000	2001	2003
DART opened the first 10-mile segment of the TRE, providing service to three stations.	Schedule was expanded to include midday and evening service for a total of 50 trips each weekday, up from the 30 previously provided ridership was 175,969 annual boardings.	Saturday service was added to the schedule.	TRE extended west to four new stations.	Service was extended to the Intermodal Transit Center and T & P Stations in downtown Fort Worth, for a total of 10 stations. This completed the rail connection between Dallas and Fort Worth. End-to-end trips take around an hour.	2.3 million annual boardings.

FRONTRUNNER SALT LAKE CITY, UT

 **Learn more**
rideuta.com


The FrontRunner is a 81-mile commuter rail service between Ogden and Provo with 15 stations in Webber, David, and Salt Lake counties.

While the FrontRunner rail line is significantly longer than the proposed Northwest Rail corridor, both serve multiple urban areas along a front range corridor connecting people not only to jobs and amenities, but also recreational areas.



2008	2010	2019	2021
FrontRunner North began service from Salt Lake City to Pleasant View.	Line expanded to include FrontRunner South from Salt Lake City to Provo.	Service had more than 5 million trips that operated every 30 minutes peak periods and every 60 minutes the rest of the day.	Utah passed House Bill 433 to fund the construction of an additional track for FrontRunner at strategic locations. Additional track would enable the FrontRunner to increase service frequency from 30 minutes to 15 minutes, and potentially add express trains with limited stops. Future extensions are envisioned to encompass more than 135 miles.

SOUNDER SEATTLE, WA

 **Learn more**
soundtransit.org

The Sounder is a 35-mile commuter rail service that operates 10 round trip trains every weekday between Tacoma and Seattle. The service operates on freight tracks owned by BNSF Railway and has two lines – the N and the S Lines.

The Sounder had a phased approach to expansion similar to the planned construction and expansion schedule proposed for Northwest Rail. The Northwest Rail corridor is 41 miles (Union Station to Longmont) – only six miles longer than the Sounder.



2000	2001	2003	2005	2007–2008	2012	2016	2017	2019
S Line began service with two round trip trains with stops in Tacoma, Sumner, and Auburn that terminated in Seattle.	Three stations were added.	The first N Line trip offered was a Seahawks game train. Regular service started with one morning train to Seattle and one evening train back to Tacoma.	A second round-trip train was added.	In 2007 a third round-trip train was added. In 2008 an additional train was added for a total of four round trips.	Extension to South Tacoma and Lakewood stations was inaugurated, with five daily round trips, all of which were in the peak direction, serving the new stations.	Mid-day round trip was added between Lakewood and Seattle.	Two additional round trips were added, bringing the total to eight daily round trips serving the Lakewood extension.	Over 4.5 million trips taken. Currently, the S Line is planned for expansion with two new stations at Tillicum and DuPont.

COASTER SAN DIEGO, CA

 **Learn more**
gonctd.com/services/coaster-commuter-rail

The COASTER is a 41-mile transit service connecting Sorrento Valley, Sorrento Mesa, Carroll Canyon, Carroll Mesa/Campus Point, Torrey Pines, University City, and major destinations such as San Diego, Oceanside, and the San Diego International Airport.

The COASTER and the proposed Northwest Rail corridor both parallel major interstates and span the same distance, serving several urban centers and recreational amenities.



1995	2010	2019	2022
COASTER started service with six morning trains and six evening trains. The COASTER carried about 514,450 passengers during its first year of operation and ridership rose steadily in the years that followed.	New track was constructed next to the existing track to enable expanded service.	Ridership totaled 1.4 million trips.	COASTER provides 30 daily trips Monday through Friday, an additional two trips on Fridays, and 20 daily Saturday and Sunday trips year-round.