



COLORADO
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Transportation



Presentation to the Southwest Chief & Front Range Passenger Rail Commission

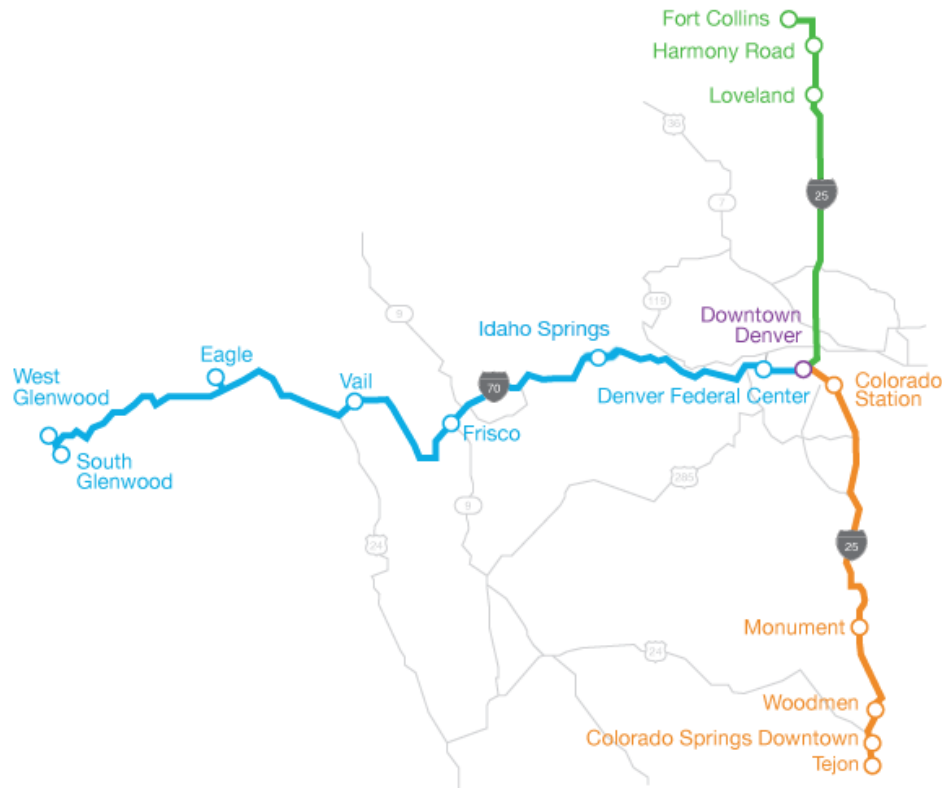
July 31, 2017



BUSTANG



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System-wide	FY 2015-2016 July – June	FY 2016-2017 July – June
Riders	102,577	155,864
Revenue	\$1,014,781	\$1,551,435
Fare Recovery	38%	53%

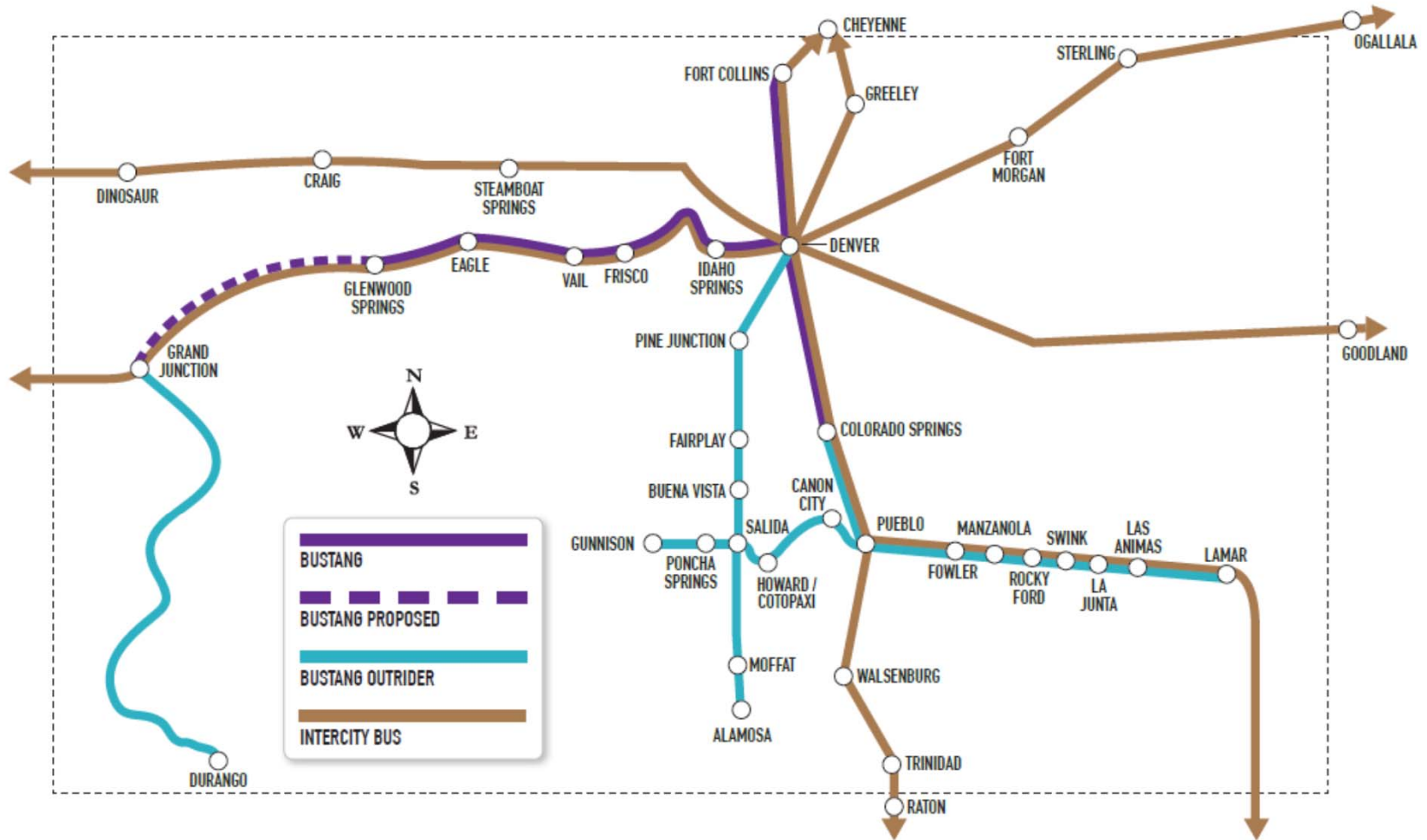
FY = State Fiscal Year.



North Route	FY 2015-2016 July - June	FY 2016-2017 July - June
Riders	42,959	64,642
Revenue	\$345,748	\$500,785
Fare Recovery	39%	55%

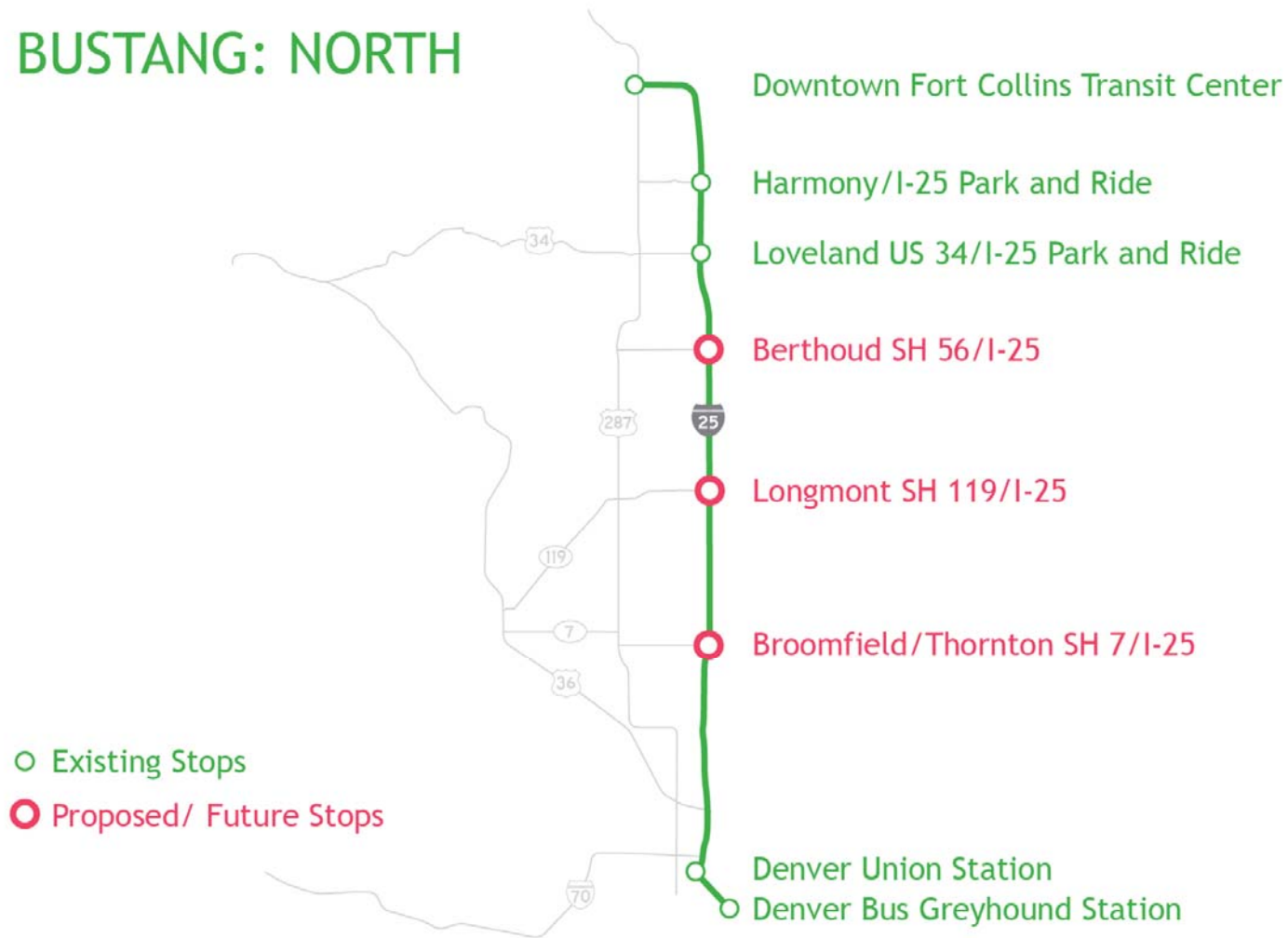
South Route	FY 2015-2016 July - June	FY 2016-2017 July - June
Riders	40,404	57,306
Revenue	\$365,427	\$503,965
Fare Recovery	28%	41%

FY = State Fiscal Year.





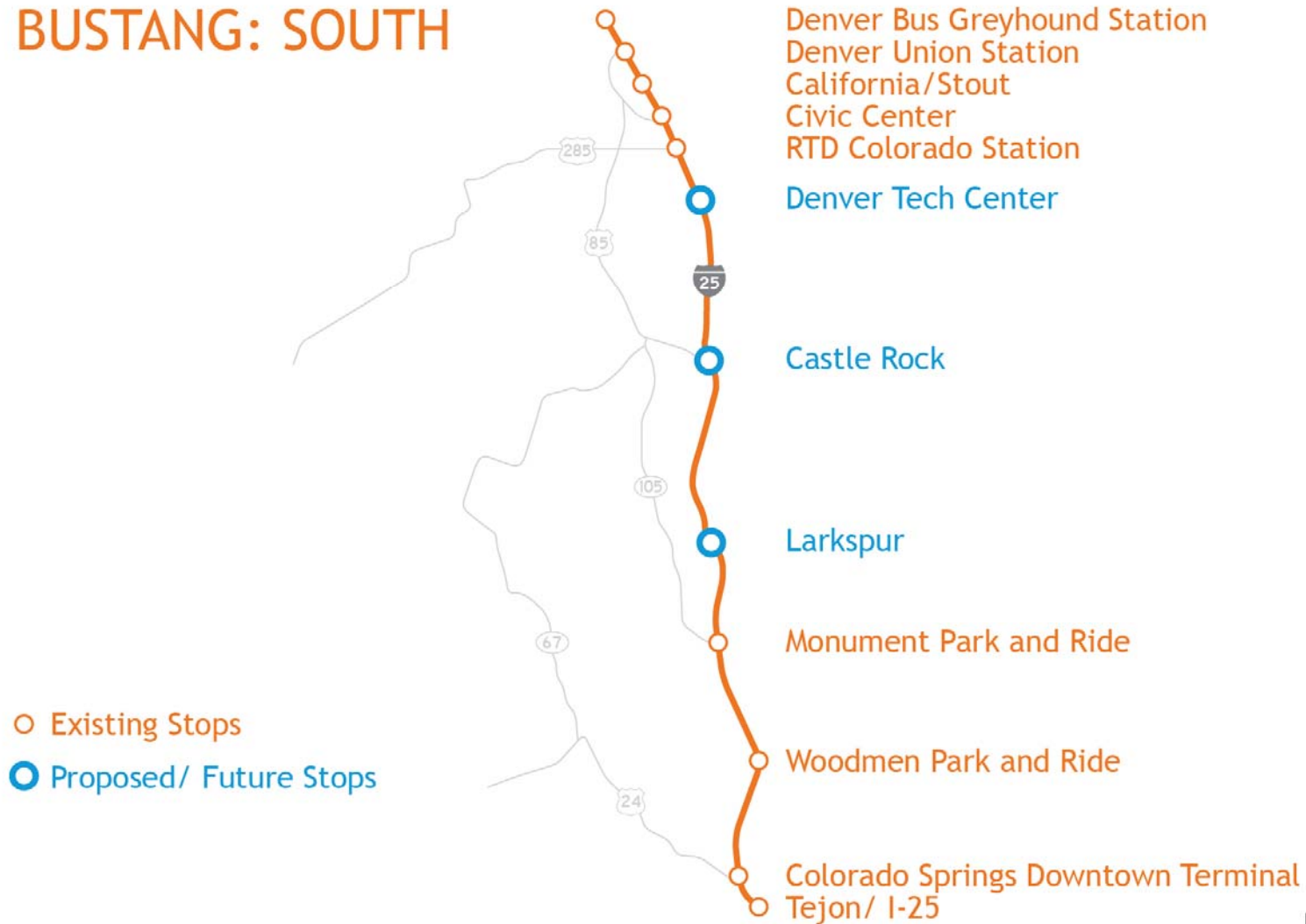
BUSTANG: NORTH



DRAFT



BUSTANG: SOUTH



○ Existing Stops

● Proposed/ Future Stops

DRAFT



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CDOT Rail Planning Activities



North I-25 EIS
Commuter Rail
Update (2015)



Interregional
Connectivity Study (ICS)
Complete July 2017



State Freight &
Passenger Rail Plan
late 2017/early 2018



Interregional Connectivity Study (ICS)

Tasks 1-4, 2012-2014

Vision Network
340 Miles, \$30 B (2013\$)



Initial Operating Segment (IOS)
132 Miles, 2/3rds Benefits, 1/3rd Cost



IOS = Initial Operating Segment from Fort Collins to Briargate, from total corridor Fort Collins to Pueblo.
 CR = Commuter Rail, HS = High Speed Rail.



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Interregional Connectivity Study (ICS) Task 5 Alignment Alternatives (2016-2017)

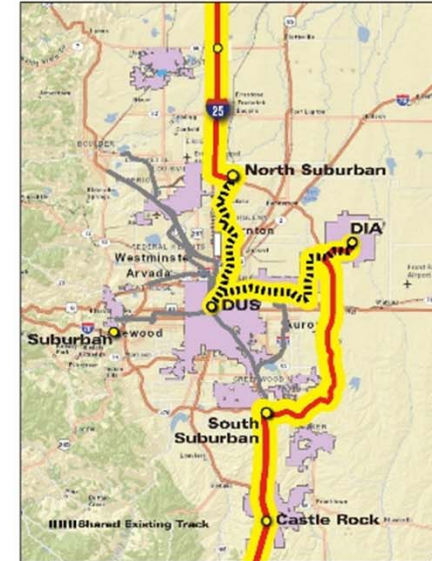
Alternative 1 - ICS IOS



**Alternative 2 - Southeast LRT
and North Metro CR as HS Rail**






**Alternative 3 – East Corridor
CR and North Metro CR as
HS Rail**



IOS = Initial Operating Segment from Fort Collins to Briargate, from total corridor Fort Collins to Pueblo.
CR = Commuter Rail, HS = High Speed Rail.



ICS Results Summary – 2017\$

Alternative	Description	CAPEX (B\$)	OPEX (M\$/yr)	Ridership (M/yr)	Revenue (M\$/yr)	OPEX Ratio	B/C Ratio
1		\$11.5	\$86.3	13.6	\$198	2.30	1.63
2		\$9.7	\$79.6	11.6	\$156	1.96	1.63
3		\$11.2	\$98.2	10.6	\$168	1.71	1.56

CAPEX = capital expenditure, OPEX = operating expenditure, B/C = Benefit/Cost, B\$ = Billions of dollars, M\$ = Millions of dollars. 10



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Interregional Connectivity Study (ICS) Project Leadership Team Recommendations

Alternative 1 - ICS IOS



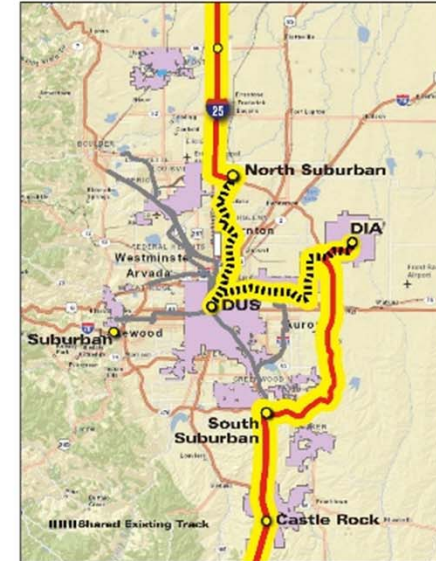
Carry Forward

**Alternative 2 - Southeast LRT
and North Metro CR as HS Rail**



Carry Forward

**Alternative 3 – East Corridor
CR and North Metro CR as
HS Rail**



Place Aside



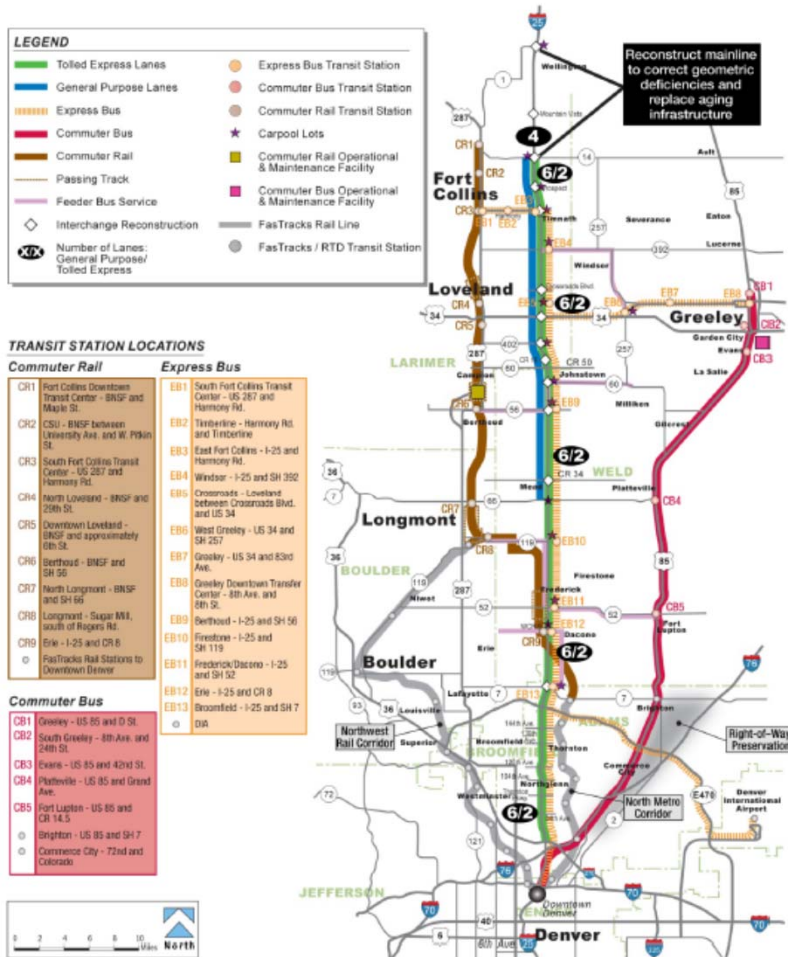
Interregional Connectivity Study (ICS)

Summary of Key Comments

- *No community wants to be relegated to “Phase 2”*
- *Colorado Springs wants more study on how DIA and COS airports interact with rail*
- *Use of RTD track did not reduce costs significantly enough...Consider other ideas such as using Castle Rock - Littleton - DUS corridor on the South I-25 Corridor.*
- *Refer to North I-25 Commuter Rail Update for lower-cost option considered there.*



North I-25 EIS Commuter Rail Update



- *\$684 M in 2009\$*
- ↓ Inflation $\approx 4\%/yr$
- *\$819 M in 2014\$*
- ↓ Scope Changes
- *\$1.2 B - \$1.4 B 2014\$*
- ↓ Inflation $\approx 4\%/yr$
- *\$1.4 B - \$1.6 B 2017\$*

EIS = Environmental Impact Statement

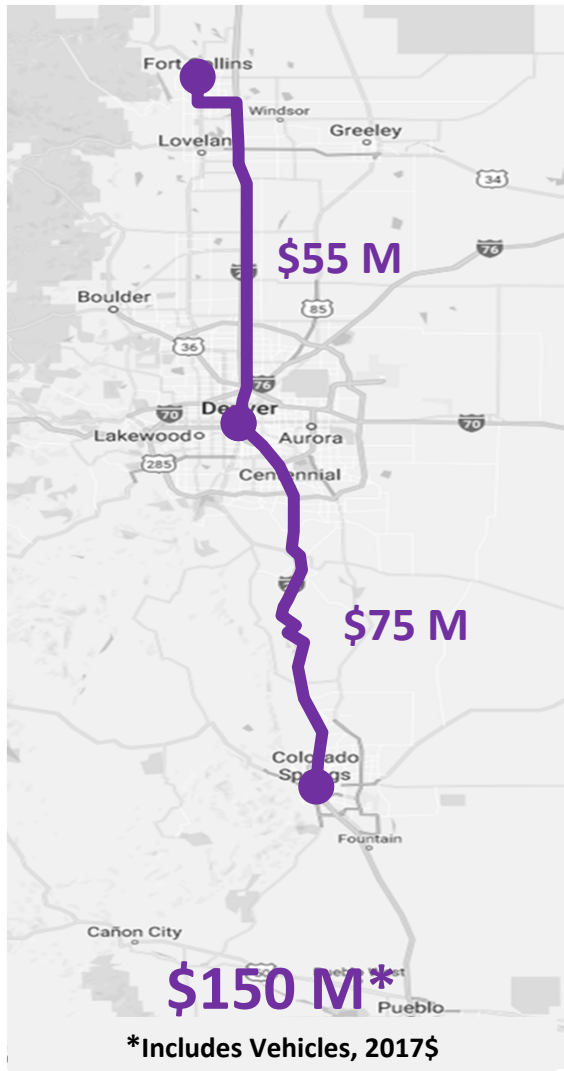


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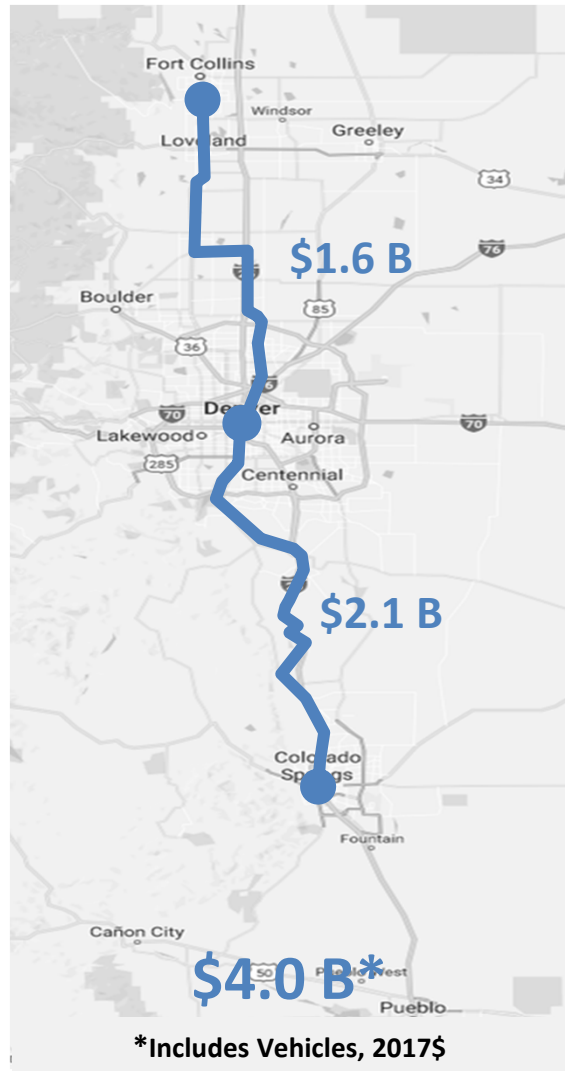
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Front Range Transit & Rail Options

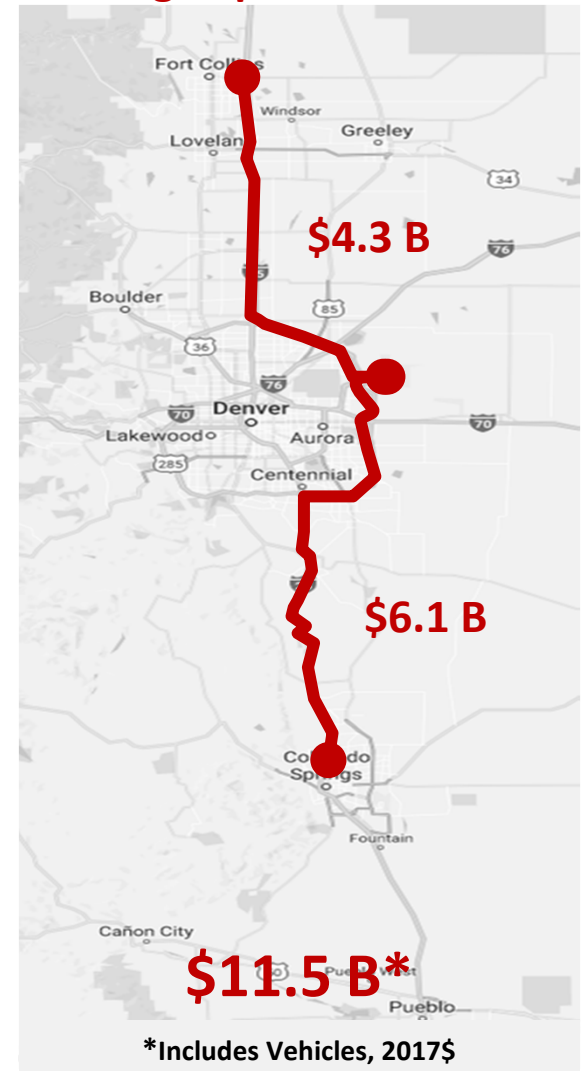
Bustang (w/ future Park & Rides)



Commuter Rail + RTD



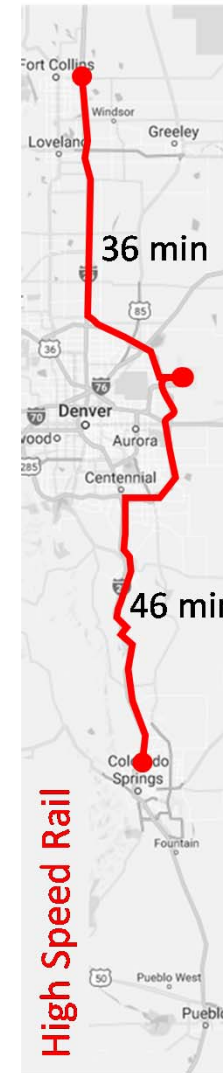
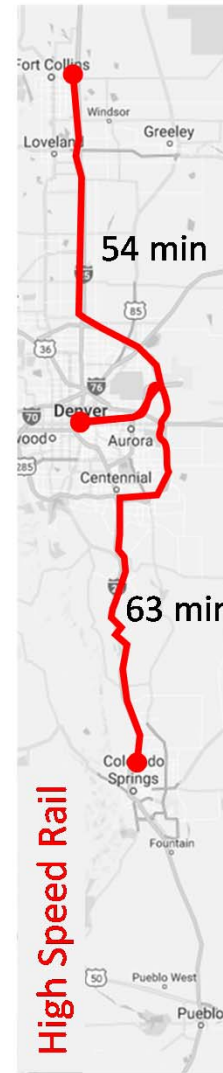
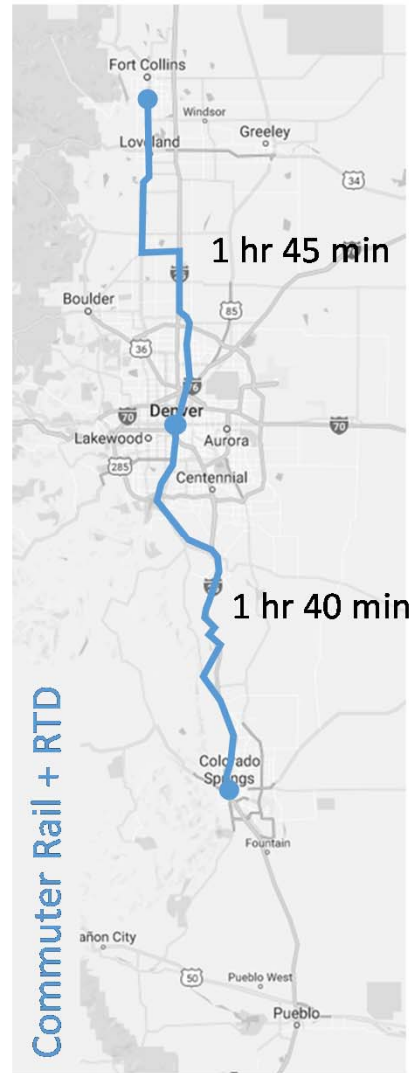
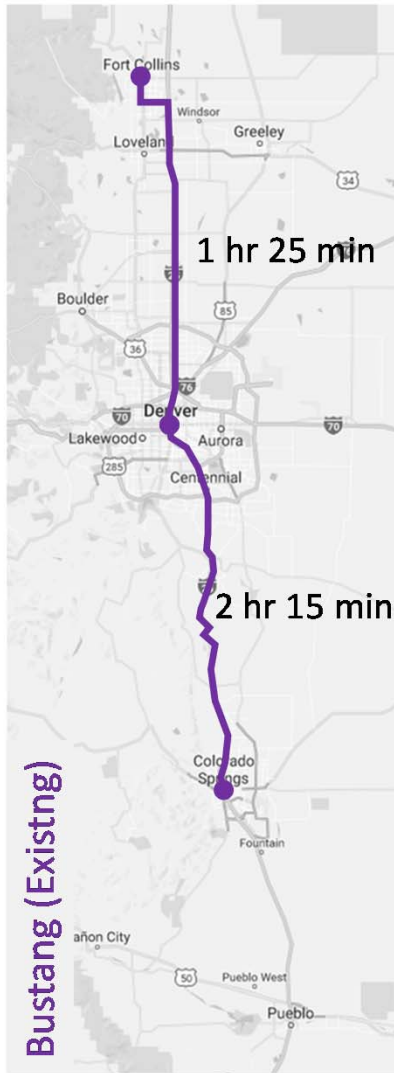
High Speed Rail ICS





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Front Range Transit & Rail Options





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State Freight & Passenger Rail Plan

- *Federal Railroad Administration requirement to remain eligible for intercity & high(er) speed intercity passenger rail funding.*
- *Used in Federal Transit Administration documents, i.e. State Transit Plan, to remain eligible “transit” funding.*



**SMART CITY
CHALLENGE**



**USDOT
TIGER**
DOT.GOV

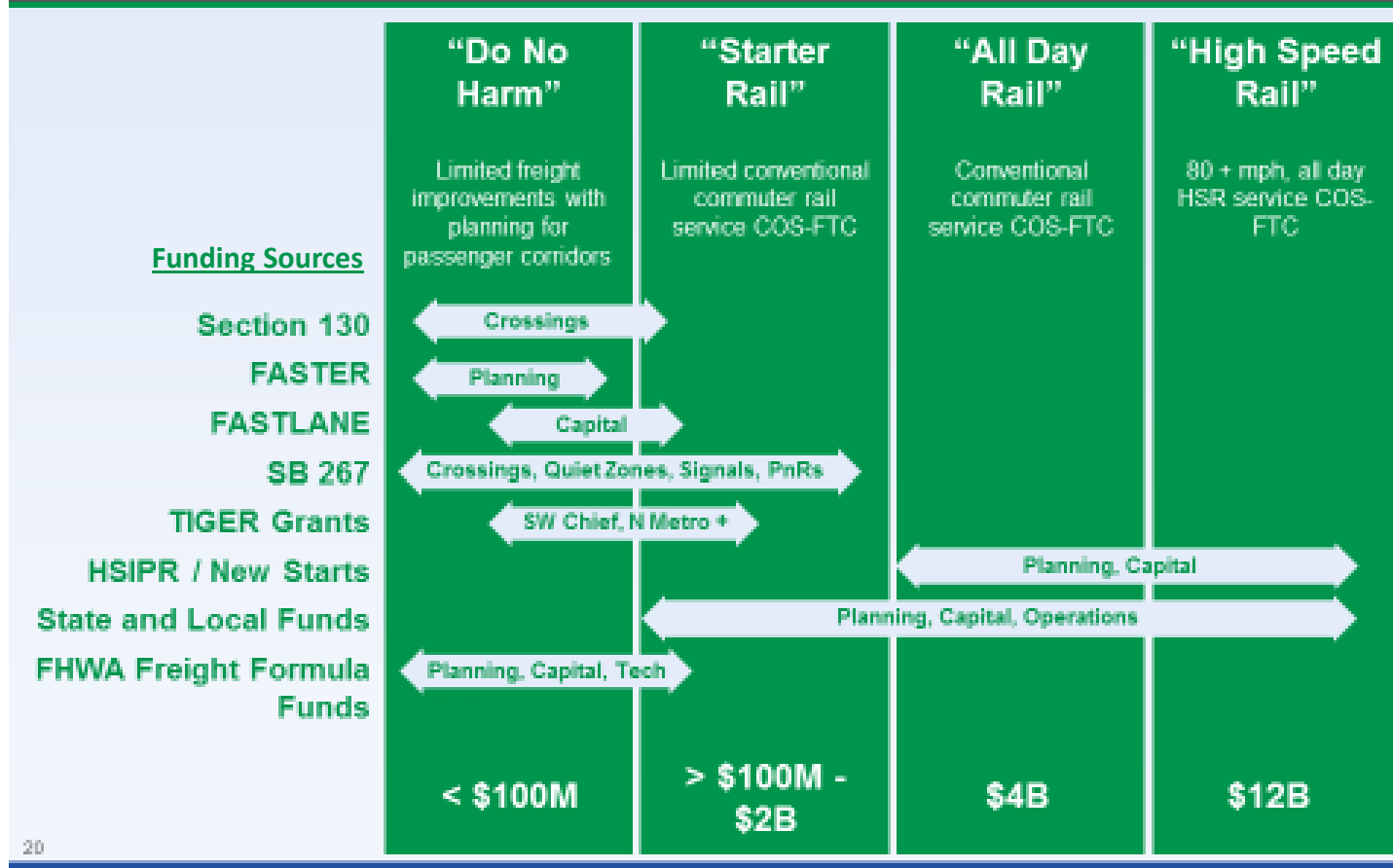




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Future Passenger Rail Opportunities



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This page only, COS = Colorado Springs generically, not specific to the airport, FTC = Fort Collins, PnR = Park & Ride. 17



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Southwest Chief & Front Range Passenger Rail Commission

(SB 17-153, signed into law May 22, 2017)





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Southwest Chief & Front Range Rail Commission Purpose

(SB 17-153)



- *Continue Amtrak Southwest Chief Line track rehabilitation, expansion to Pueblo, and consider Walsenburg service*
- *Facilitate the development of Front Range Passenger Rail, including draft legislation due by December 1, 2017*
- *Authority to receive & expend funds*



Opportunities & Challenges

Opportunities

- *Population, VMT, congestion growing faster than highway lane miles are added*
- *Transit use growing through FasTracks, MAX BRT, Bustang, Outrider, PPRTA & others*
- *Millenials (for now) supporting flexible travel*

Challenges

- *Funding growing slower than population & congestion*
- *Fixed Transit (rail, BRT) projects are very costly, even though they return large benefits*
- *Agreeing on an implementation strategy:*
 - *incremental funding vs. whole-corridor*
 - *grow bus into rail vs. rail extensions*



Next Steps

- *SWC & FRRRC: legislative report by December 1st*
- *CDOT Complete “State Rail Plan” by late 2017 or early 2018 to maintain funding eligibility w/ FRA*
- *CDOT South I-25 Planning & Environmental Linkage Study for Monument - Castle Rock, and also E-470, by mid 2018*
- *Walk-before-you-run strategy with Bustang unless and until there is political & financial support for more*
- *Continue to seek balance of travel time, price-point, and construction cost, all tied to public support*