

Colorado Rail Project Overview

Review of Mountain Rail and Joint Service



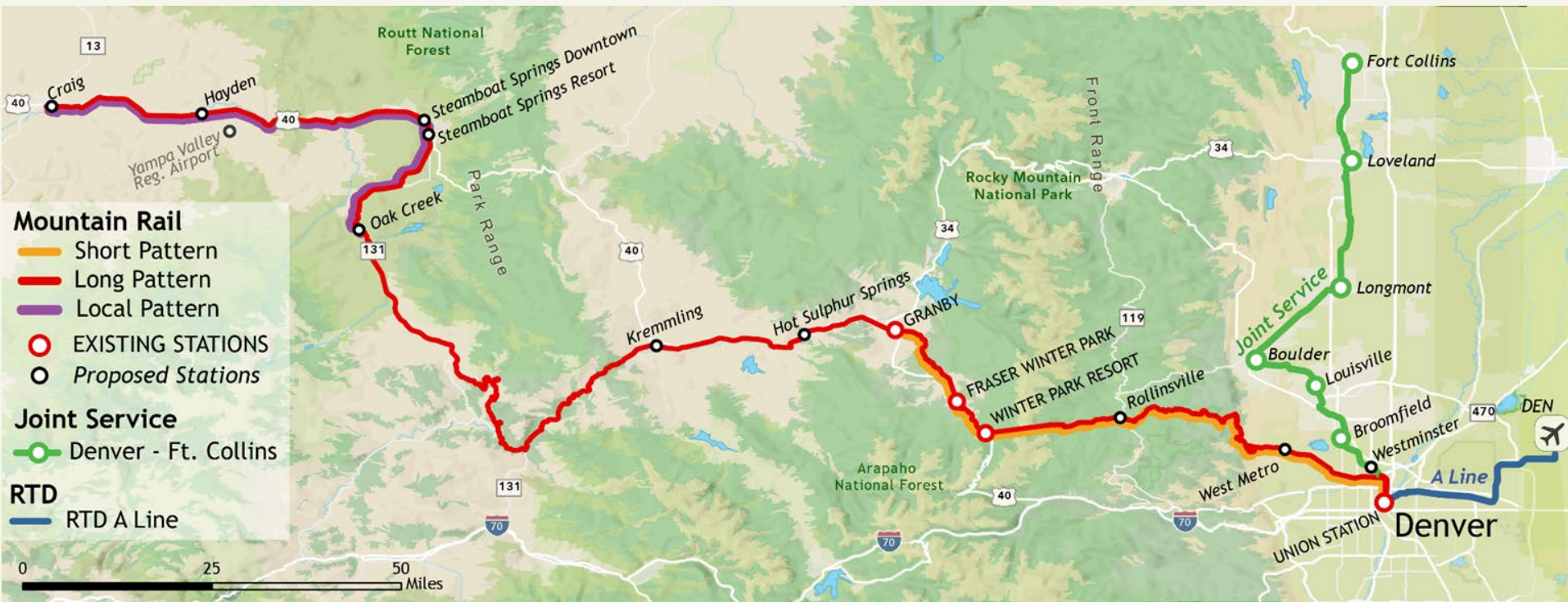
Colorado Rail Agenda

- **Governors Rail Team** : Led by Lisa Kaufmann, Branden Shafer, CDOT Division of Transit and Rail, and Colorado Transportation Investment Office

- **Mountain Rail - Passenger Rail - Denver to Winter Park, to Steamboat Springs, Craig and Hayden**
 - ◆ Goal: Phase 1- Daily Roundtrip from Denver to Granby by Nov 2026
 - Secured 3 Free Daily Roundtrips through Moffat Tunnel Access Agreement 2025-2050.

- **Joint Service : Starter Service from Denver to Fort Collins by 2029**
 - Designed to maximize mutually beneficial infrastructure improvements that paves the way for Front Range Passenger rail and increased frequency
 - Building blocks to Phase I of FRPR

Colorado Rail Project Map Overview



Rail Opportunities and Challenges

→ Challenges:

- ◆ CDOT has over 3,500 employees- only 5 of which are dedicated to rail.
- Voters are skeptical government can deliver big rail projects- from unfinished FasTracks projects and negative press surrounding California High Speed Rail
- Currently, there are multiple public entities charged with delivering rail projects with independent governing Boards and no cohesion on vision and resource allocation to deliver rail projects
- Regulations, state laws on insurance and indemnification all present challenges and barriers
- Colorado voters have historically been skeptical of increasing taxes at the ballot

→ Opportunities:

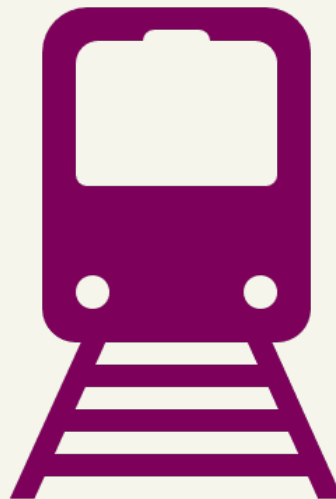
- Governor Polis and the General Assembly have been leading on expanding transit and rail services in CO
- SB24-184 and SB24-230 created new dedicated rail funding
- Coloradans do support expanding passenger rail, support prioritizing investments in transit and rail over roads and bridges in concept

A majority of voters would prioritize expanding public transit over building more roads.



45%

Building more roads and
expanding existing roads



55%

Expanding public transit
options like train, light rail,
and bus options

Thinking about transportation for a moment – Which ONE do you want the state of Colorado to focus more on?



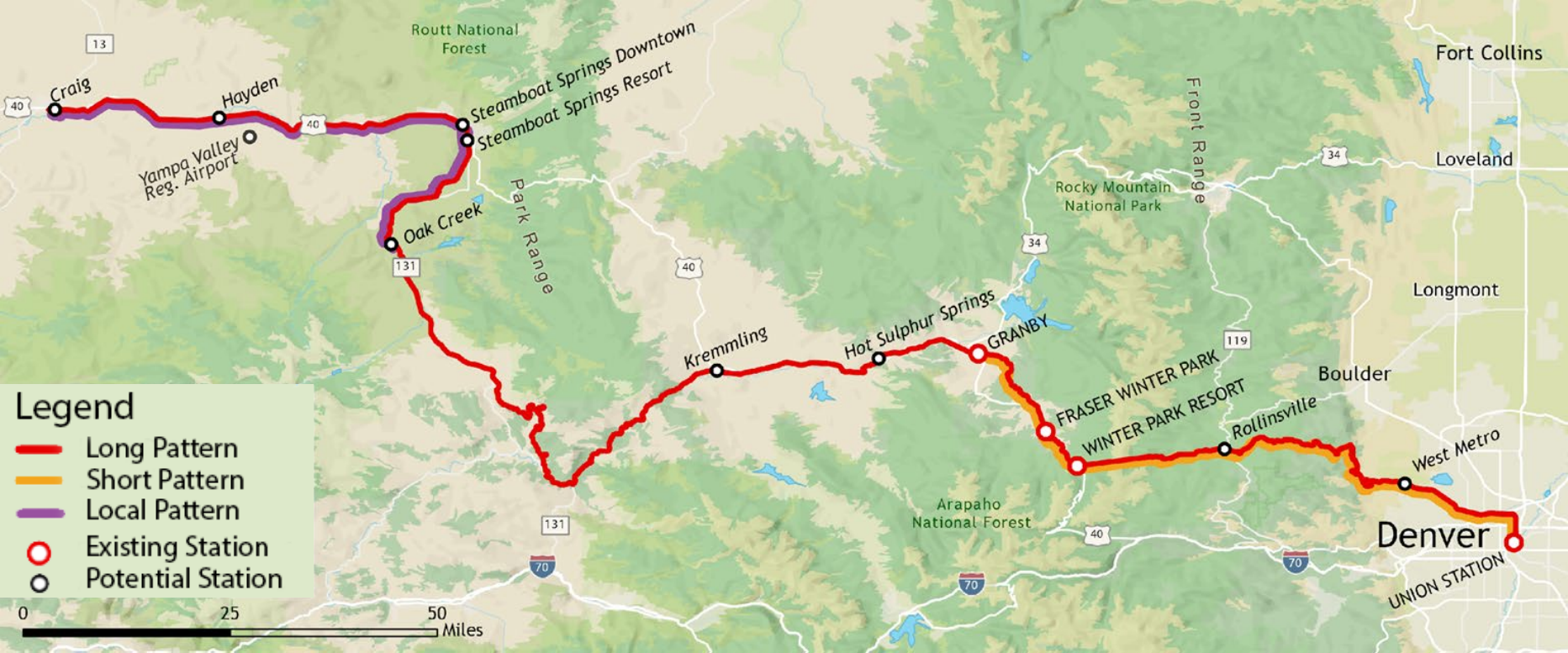
COLORADO
POLLING
INSTITUTE



Aspect
Strategic

NEW BRIDGE STRATEGY

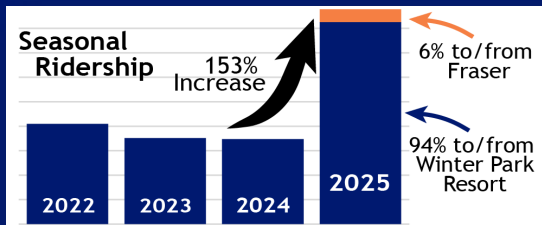
Mountain Rail Service Map





2024-2025 Winter Park Express Season Summary

Ridership



-> Total Ridership: 43,919
(153% increase over 2023-2024)



	2023 - 2024	2024 - 2025	Variance
Capacity	21,673	55,596	157%
Load Factor	80%	79%	(1%)
Average Ticket Price	\$56	\$28	(50%)

On-Time Performance

- > 0 canceled runs this season (vs. 1.5 in 2023-2024)
- > Outbound: Denver -> WPR: 89.9% on-time at WPR
- > Inbound: WPR -> Denver: 71% on-time at DEN



Mountain Rail Key Takeaways and Next Steps

- The State of Colorado reached an Access Agreement in record time, 4 months, to initiate Colorado's first intercity passenger rail line
 - Local community support has been instrumental in moving this project forward and building support amongst their communities
 - The General Assembly & Governor Polis' leadership made the agreement with Union Pacific possible
-

→ Next Steps:

- Procurement for an operator and rolling stock will commence June 2025 through November 2026
- Phase 1A to begin new year around daily roundtrip from Denver to Granby
- Future targeted to begin in 2029/ 2030 with new equipment and additional service of phases depending on successful procurement process and determine the service delivery model for additional phases.



Uses of CDOT and Enterprise Revenue FY 2025-26

Multimodal Services

\$193.2 million - 8.8%

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail, Bustang

Administration and Agency Operations

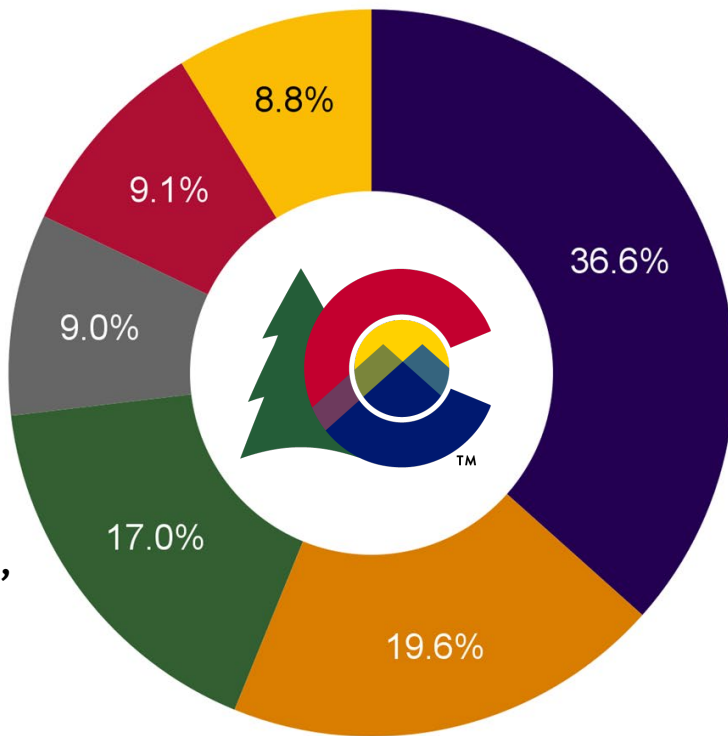
\$201.2 million - 9.1%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$197.6 million - 9.0%

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction

\$806.0 million - 36.6%

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$430.9 million - 19.6%

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

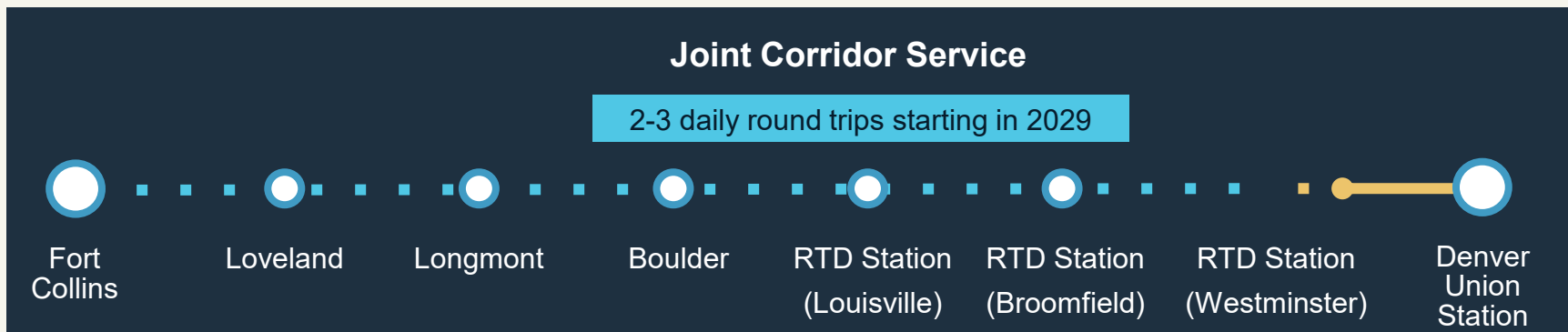
Suballocated Programs

\$373.7 million - 17.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

Joint Service Basics:

- Joint Service is an ongoing effort to get starter service from Denver Union Station to Fort Collins with existing funding through collaboration with 6 public entities.
- No one Agency or District can currently deliver their planned independent service alone in the near term.
- A collaborative approach drives cost savings, and efficiencies.
- FRPR and RTD pursuing independent services would increase costs for both entities and add complexities for gaining an access agreement with BNSF.



Joint Service Financials

The General Assembly passed two new fee revenues in 2024 to support the expansion of public transit in Colorado:

- **SB24 - 184:** Rental Car Fee for the purpose of reducing traffic congestion and greenhouse gas emissions, and support the expansion of public transit
 - \$3/day fee on all rental cars, adjusted to inflation
 - FY24-25: \$28.1M
 - FY25-26: \$57.3M
 - By 2050, revenue from the rental car fee will be ~\$110M
 - Revenue to focus on 3 Projects:
 - **Mountain Rail:** From Denver to Winter Park, Granby and Steamboat Springs
 - **Joint Service:** Starter service from Denver to Fort Collins through a collaboration with RTD & FRPRD
 - Increasing Bustang
- **SB24 - 184:** Directed RTD, CDOT and FRPRD to work together to bring service by Jan 2029.
 - This law, directs the parties to collaborate to via joint service to find efficiencies.
 - Study has found efficiencies:
 - One operator
 - One access agreement
 - Results in less infrastructure needs for the corridor

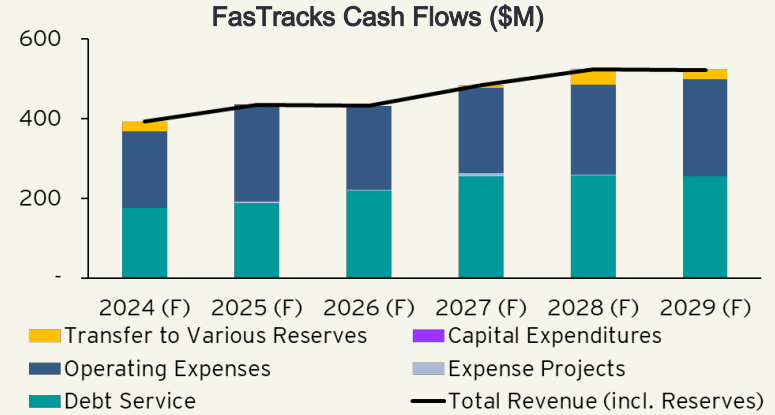
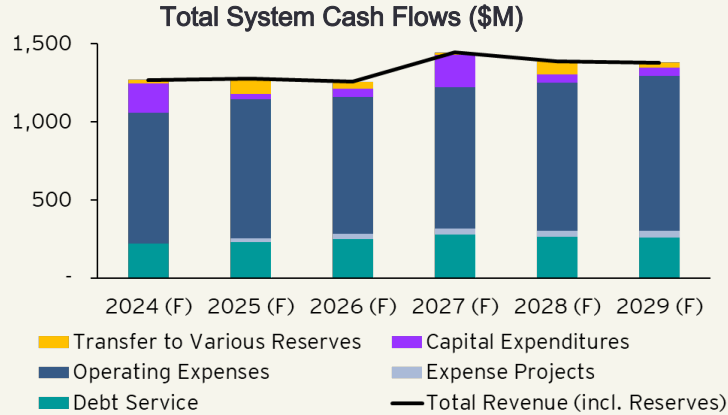
Joint Service Financials

The General Assembly passed two new fee revenues in 2024 to support the expansion of public transit in Colorado:

- **SB24 -230:** Oil and Gas Fee for the purpose of improving air quality, reducing greenhouse gas emissions, and expanding transit service, frequency, and ridership
 - FY24-25: \$52.7M
 - FY25-26: \$116.3M

- **SB24 -230:** Oil and Gas Fee for the purpose of improving air quality, reducing greenhouse gas emissions, and expanding transit service, frequency, and ridership
 - 70% of funding to go to local transit agencies for new or expanded services.
 - This could result in over \$50M new for RTD
 - 10% for One time Transformational Grants, focused on train stations and mobility hubs
 - 20% Set aside for Rail projects, with a call out for service on the northern front range and completion of the N Line, if dollars were to be matched by RTD.

RTD Five-Year Financial Forecast



Projected Reserve Balances (\$M)	2024F	2025F	2026F	2027F	2028F	2029F
Annual Deposits to Reserves (Operating, Capital, FISA)	24	98	44	13	85	32
Annual Draws on Unrestricted Reserve	(12)	(84)	(33)	(182)	(86)	(35)
Operating Reserve	196	218	226	233	240	249
Capital Replacement Reserve	185	261	298	298	335	335
FasTracks Internal Savings Account (FISA)	190	190	190	196	236	260
Unrestricted Reserve	422	338	305	123	37	4
Aggregate Reserve Balance	994	1,008	1,019	850	849	848

Source: RTD Five-Year Financial Forecast

How do Peak Rail, Front Range Passenger Rail, and Joint Service Station Sites differ from one another?

→ Joint Service:

- a. **What:** Hybrid between commuter & intercity passenger rail Denver to Ft. Collins
- b. **Stations:** 8
- c. **Frequency:** 2- 3 daily RT
- d. **Timing:** Start by 2029

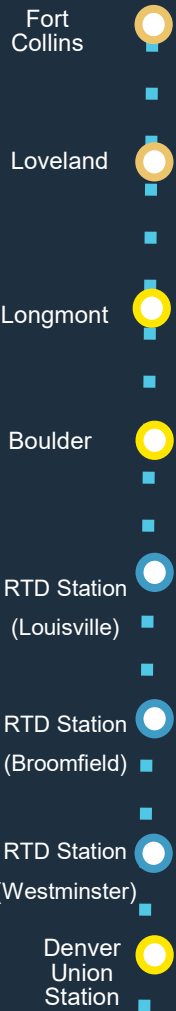
→ RTD's Peak Rail

- a. **What:** Commuter Service Denver to Longmont
- b. **Stations:** 10 stops
- c. **Frequency:** 3 times daily (6 Runs - 3 during AM, 3 during PM)
- d. **Timing:** Projected 2050 at earliest

→ Front Range Passenger Rail

- a. **What:** Intercity Passenger Rail Service
- b. **Stations:** Studying 5 stops in Northern Colorado
- c. **Frequency:** 10 round trips at full build out
- d. **Timing:** Must go to ballot for funding, no timeline

Joint Corridor Service
3-5 daily round trips starting in 2029



Joint Service Next Steps

- **June 2025** : All Governing Boards Adopted the Joint Service IGA for the sole purpose of commencing a BNSF/CO Access Agreement Negotiation
- **August 2025 - Winter 2026**: Negotiate Access Agreement and Construction Agreement with BNSF
- **Winter 2026**: Appropriation from Governing Boards towards Joint Service following successful Access Agreement and Construction Agreements with BNSF
- **2026 - 2028**: Joint Service Project Implementation
 - ◆ Rolling Stock
 - Capital Construction Projects
 - Testing
- **January 1, 2029**: Service Commences!

Key Takeaways

- The State is taking an innovative approach to starting passenger rail service in Colorado. Demonstrating a new way forward, and doing it faster and more cost effective than any other state in the country:
 - ◆ Mountain Rail will begin in Nov 2026
 - Joint Service access agreement by December 2025
 - Need vote through RTD, CDOT, and FRPRD Winter of 2026
 - Passenger Rail Service from Denver to Fort Collins is possible by Jan 2029
 - Once completed we will have connected huge swaths of the state through rail to our world class airport via the A Line to through Denver Union Station

- There are political challenges ahead
 - Need a successful appropriation from the RTD Board Winter of 2026 following BNSF/CO Access Agreement negotiations
 - A need for continued engagement from leaders along the corridor