
<table>
<thead>
<tr>
<th></th>
<th>FY 2015-2016</th>
<th>FY 2016-2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riders</td>
<td>102,577</td>
<td>155,864</td>
</tr>
<tr>
<td>Revenue</td>
<td>$1,014,781</td>
<td>$1,551,435</td>
</tr>
<tr>
<td>Fare Recovery</td>
<td>38%</td>
<td>53%</td>
</tr>
</tbody>
</table>

FY = State Fiscal Year.
<table>
<thead>
<tr>
<th>Route</th>
<th>FY 2015-2016 July - June</th>
<th>FY 2016-2017 July – June</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Route</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riders</td>
<td>42,959</td>
<td>64,642</td>
</tr>
<tr>
<td>Revenue</td>
<td>$345,748</td>
<td>$500,785</td>
</tr>
<tr>
<td>Fare Recovery</td>
<td>39%</td>
<td>55%</td>
</tr>
<tr>
<td><strong>South Route</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riders</td>
<td>40,404</td>
<td>57,306</td>
</tr>
<tr>
<td>Revenue</td>
<td>$365,427</td>
<td>$503,965</td>
</tr>
<tr>
<td>Fare Recovery</td>
<td>28%</td>
<td>41%</td>
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</table>

FY = State Fiscal Year.
BUSTANG: SOUTH

- Denver Bus Greyhound Station
- Denver Union Station
- California/Stout
- Civic Center
- RTD Colorado Station
- Denver Tech Center
- Castle Rock
- Larkspur
- Monument Park and Ride
- Woodmen Park and Ride
- Colorado Springs Downtown Terminal
- Tejon/ I-25

Existing Stops
Proposed/ Future Stops

RTD = Regional Transportation District
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, 2/3rd 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.
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$

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>CAPEX (B$)</th>
<th>OPEX (M$/yr)</th>
<th>Ridership (M/yr)</th>
<th>Revenue (M$/yr)</th>
<th>OPEX Ratio</th>
<th>B/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>$11.5</td>
<td>$86.3</td>
<td>13.6</td>
<td>$198</td>
<td>2.30</td>
<td>1.63</td>
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<tr>
<td>2</td>
<td></td>
<td>$9.7</td>
<td>$79.6</td>
<td>11.6</td>
<td>$156</td>
<td>1.96</td>
<td>1.63</td>
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<td>3</td>
<td></td>
<td>$11.2</td>
<td>$98.2</td>
<td>10.6</td>
<td>$168</td>
<td>1.71</td>
<td>1.56</td>
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</tbody>
</table>

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

FRA = Federal Railroad Administration, COS = Colorado Springs Airport, DIA = Denver International Airport.
North I-25 EIS Commuter Rail Update

- $684 M in 2009$
  - Inflation ≈4%/yr

- $819 M in 2014$

- $1.2 B - $1.4 B 2014$
  - Scope Changes
  - Inflation ≈4%/yr

- $1.4 B - $1.6 B 2017$

EIS = Environmental Impact Statement
Front Range Transit & Rail Options

**Bustang (w/ future Park & Rides)**
- $55 M
- $75 M
- $150 M*
  *Includes Vehicles, 2017$

**Commuter Rail + RTD**
- $1.6 B
- $2.1 B
- $4.0 B*
  *Includes Vehicles, 2017$

**High Speed Rail ICS**
- $4.3 B
- $6.1 B
- $11.5 B*
  *Includes Vehicles, 2017$
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.**
Future Passenger Rail Opportunities

“Do No Harm”
Limited freight improvements with planning for passenger corridors

“Starter Rail”
Limited conventional commuter rail service COS-FTC

“All Day Rail”
Conventional commuter rail service COS-FTC

“High Speed Rail”
80 + mph, all day HSR service COS-FTC

Funding Sources

Section 130
FASTER
FASTLANCE
SB 267
TIGER Grants
HSIPR / New Starts
State and Local Funds
FHWA Freight Formula Funds

< $100M
> $100M - $2B
$4B
$12B

Planning, Capital, Operations
Planning, Capital
Planning, Capital
Crossings, Quiet Zones, Signals, PnRs
Crossings
SW Chief, N Metro +

This page only, COS = Colorado Springs generically, not specific to the airport, FTC = Fort Collins, PnR = Park & Ride.
Southwest Chief & Front Range Passenger Rail Commission
(SB 17-153, signed into law May 22, 2017)
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
- Millennials (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 & FRRC: legislative report by December 1\textsuperscript{st}**
- **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**