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Presentation to the DRCOG Board

August 16, 2017

BUSTANG™

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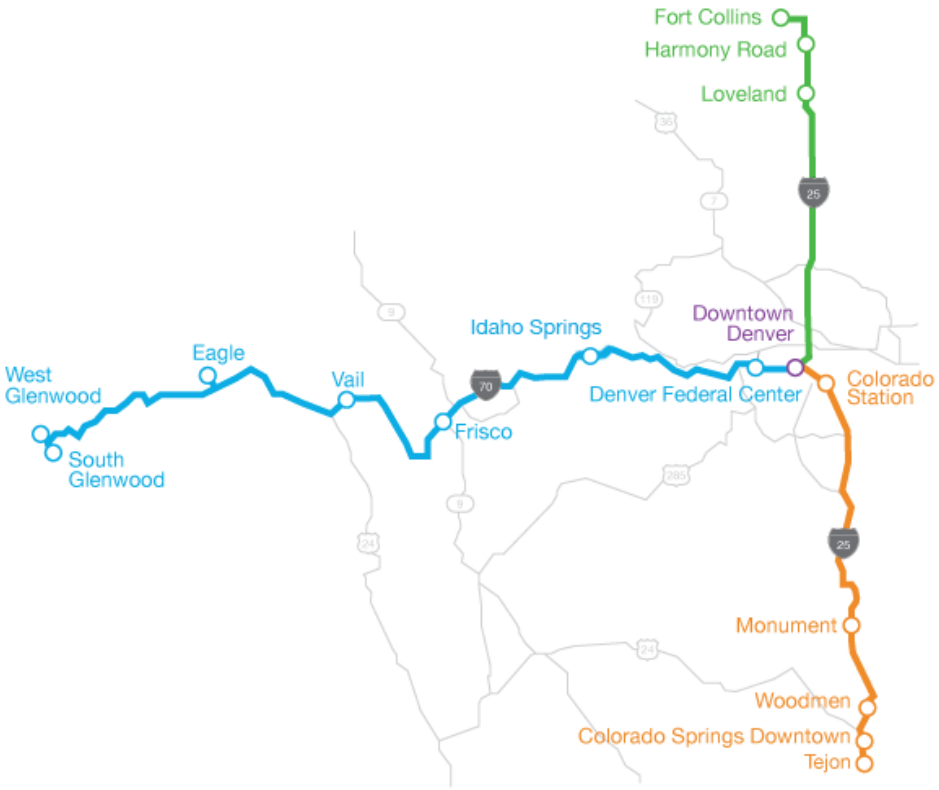

System-wide	FY 2015-2016 July – June	FY 2016-2017 July – June
Riders	102,577	155,864
Revenue	$1,014,781	$1,551,435
Fare Recovery	38%	53%

FY = State Fiscal Year.

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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.

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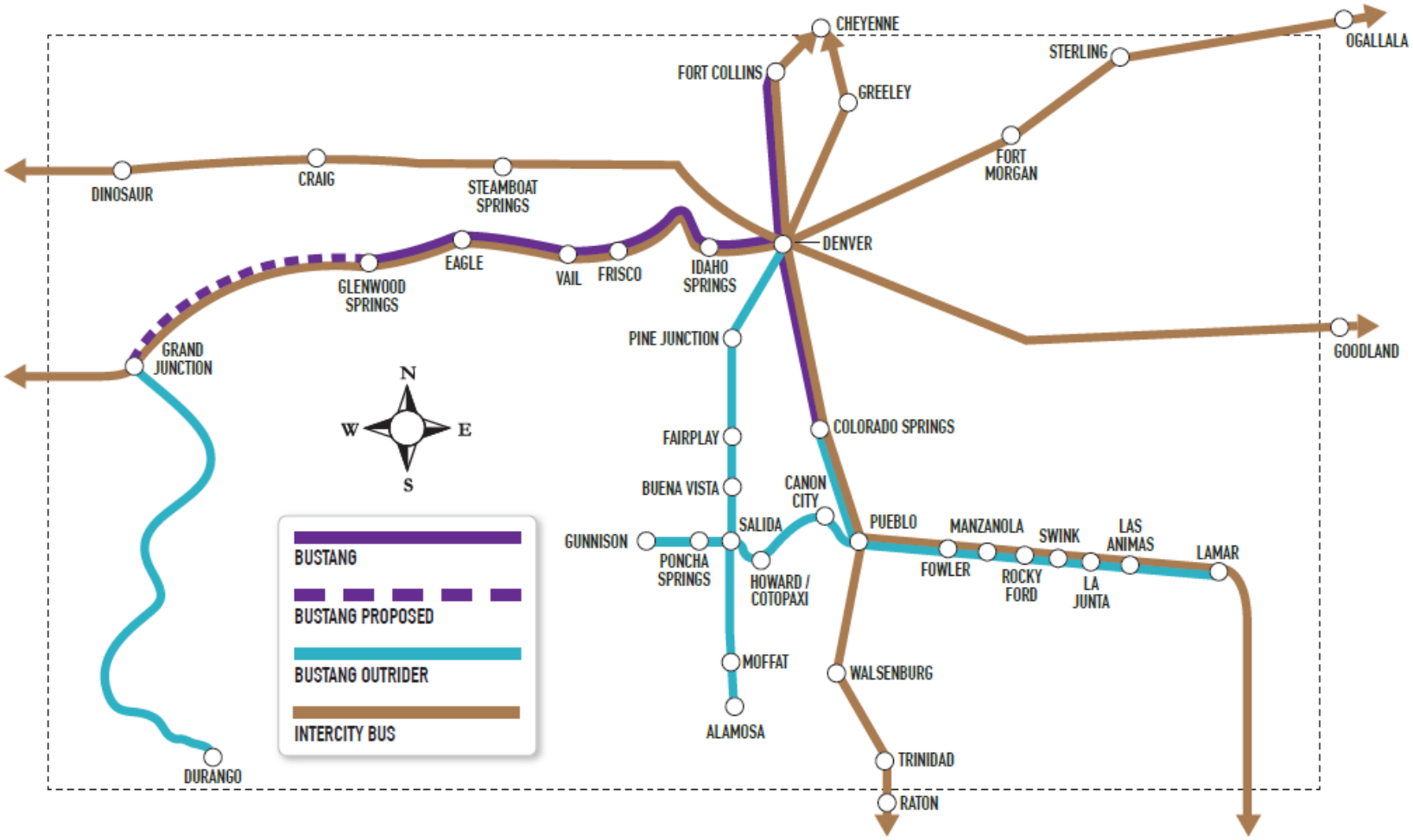

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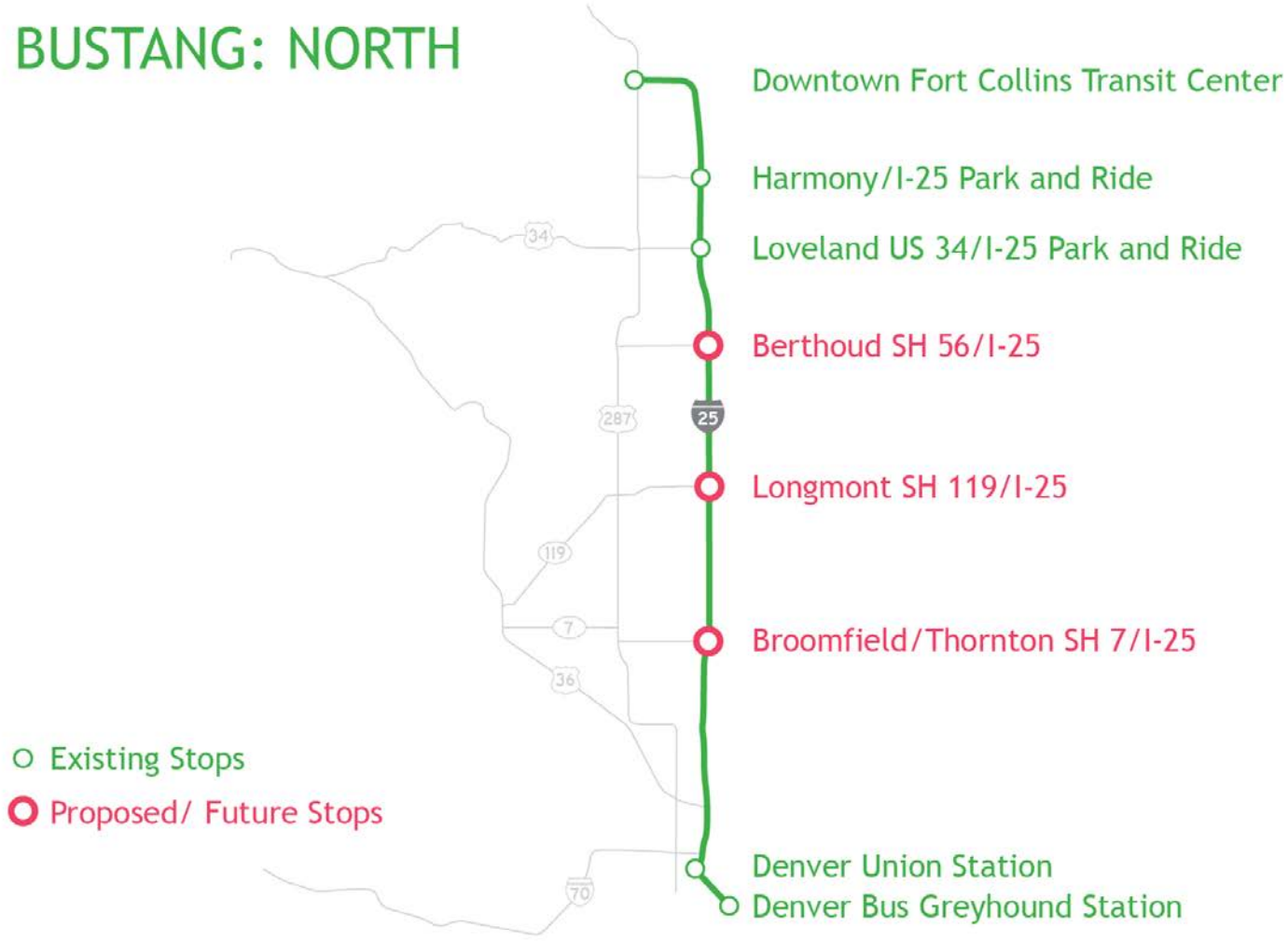
BUSTANG: NORTH



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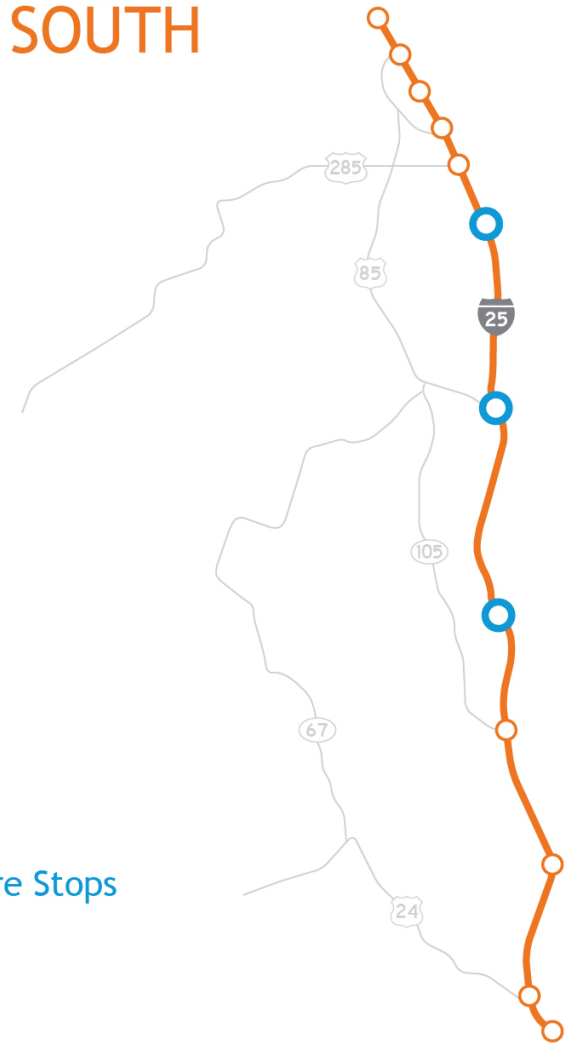
BUSTANG: SOUTH



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

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RTD = Regional Transportation District

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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

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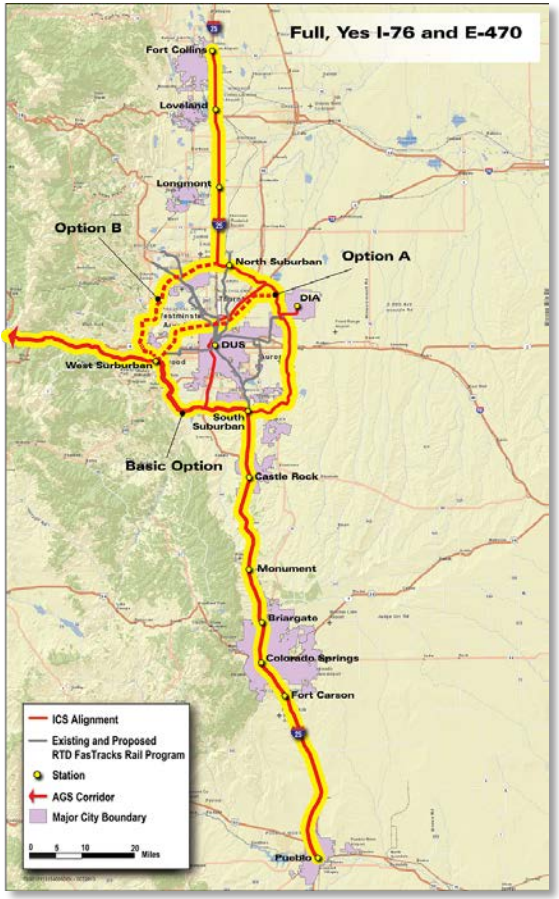
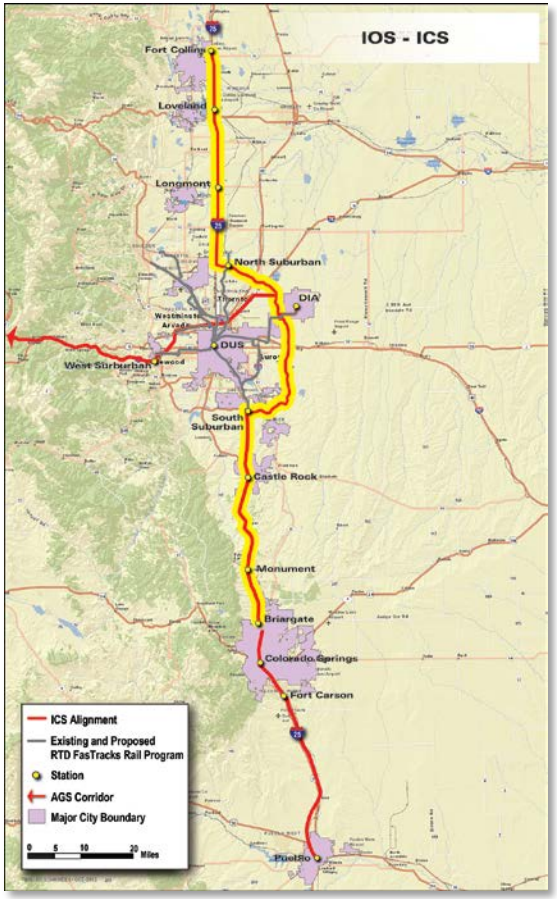
Interregional Connectivity Study (ICS)

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.
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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.

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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

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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.

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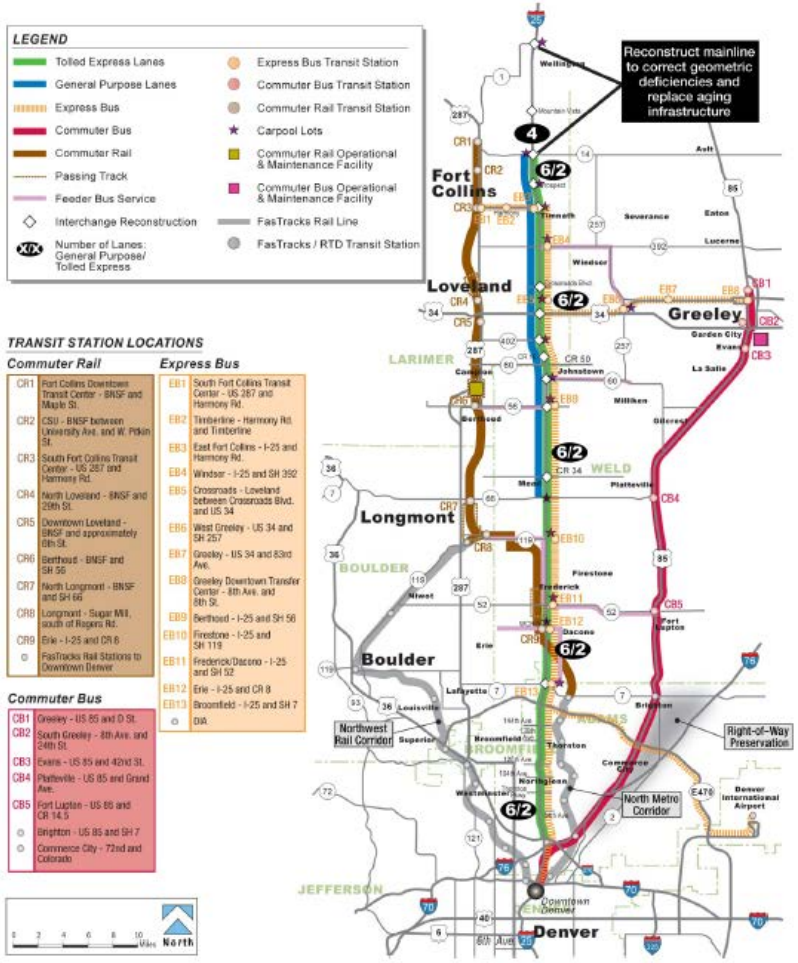
North I-25 EIS Commuter Rail Update



- ***$684 M in 2009$***

  ↓ Inflation ≈4%/yr

- ***$819 M in 2014$***

  ↓ Scope Changes

- ***$1.2 B - $1.4 B 2014$***

  ↓ Inflation ≈4%/yr

- ***$1.4 B - $1.6 B 2017$***

EIS = Environmental Impact Statement

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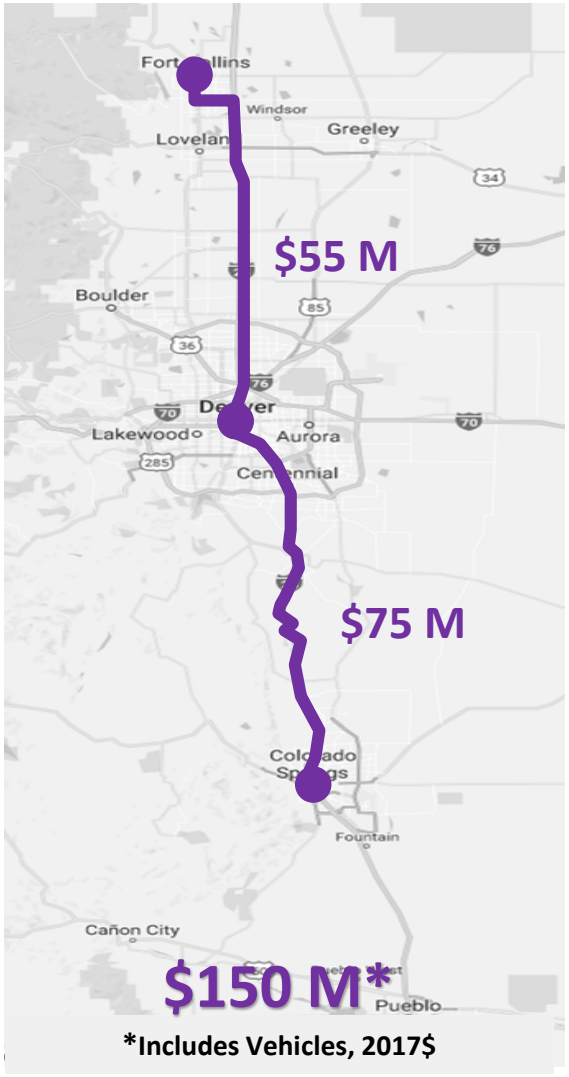
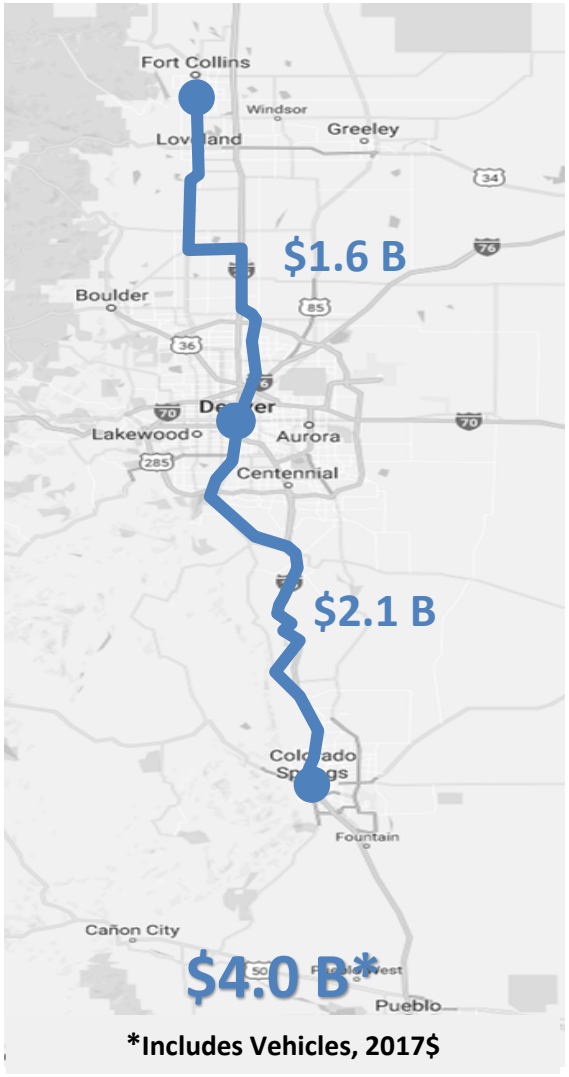
Front Range Transit & Rail Options

Bustang (w/ future Park & Rides)



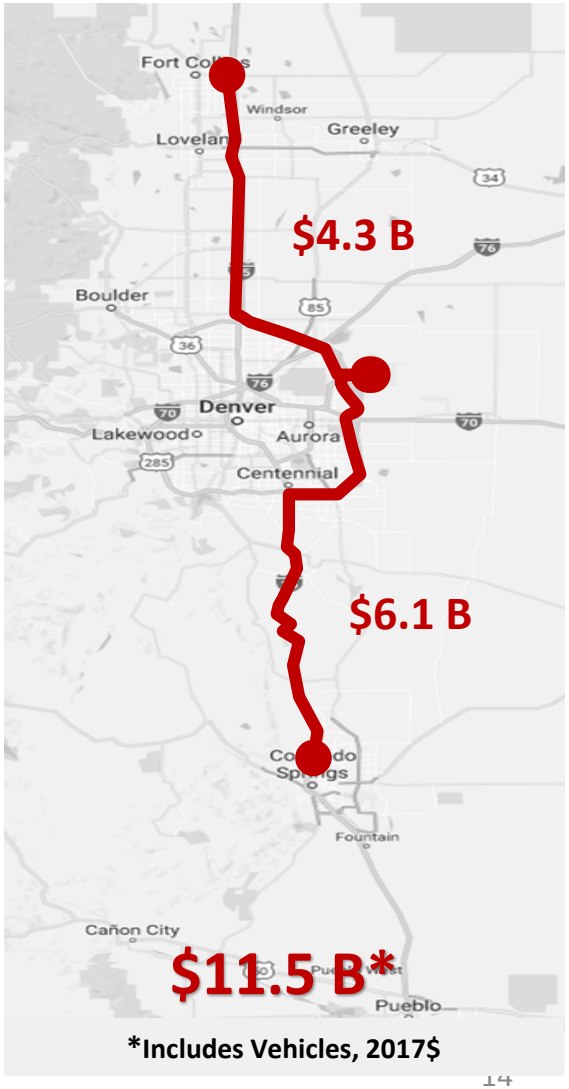
*Includes Vehicles, 2017$

Commuter Rail + RTD



*Includes Vehicles, 2017$

High Speed Rail ICS



*Includes Vehicles, 2017$

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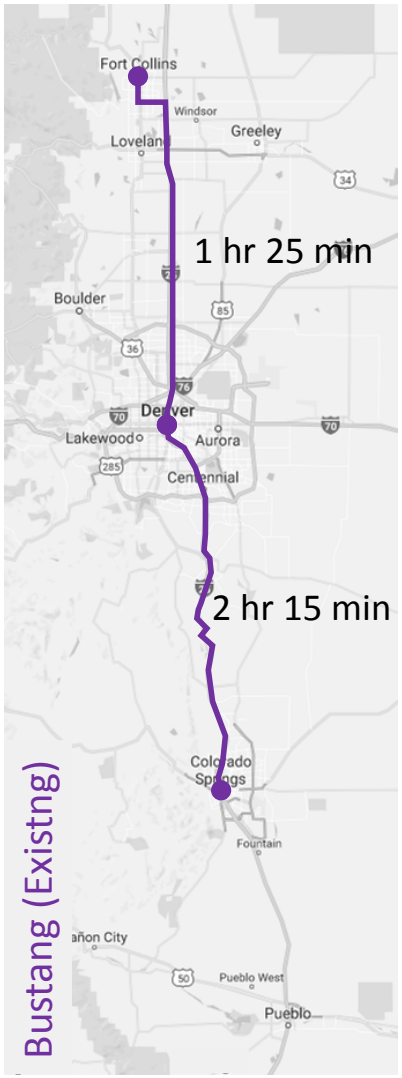
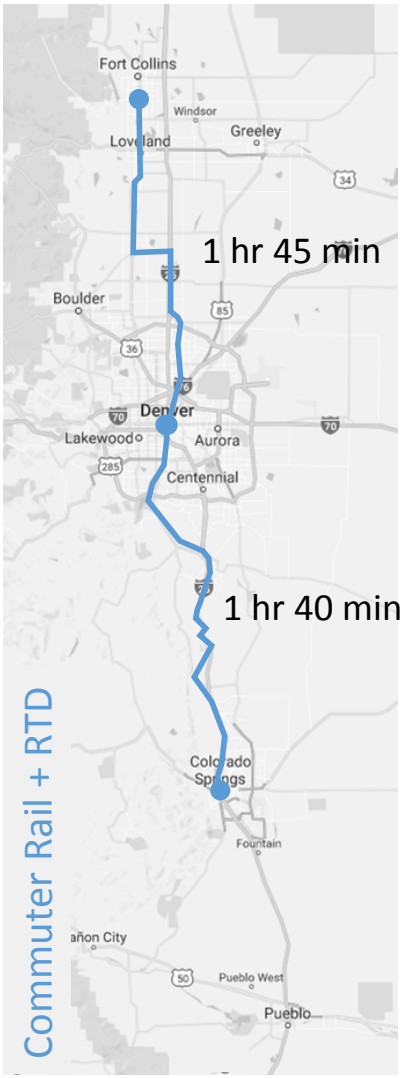
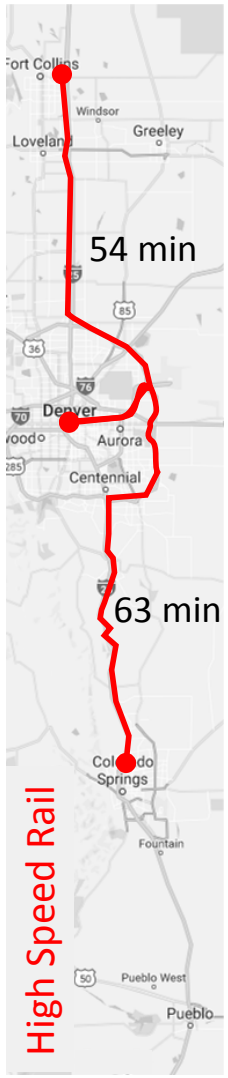
Front Range Transit & Rail Options







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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.***

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Future Passenger Rail Opportunities

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

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Southwest Chief & Front Range Passenger Rail Commission

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

SB = Senate Bill

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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***

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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***

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Next Steps

- *SWC & FRRC: 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*