



COLORADO
Transportation
Investment Office

Support Surface Transportation Infrastructure Development (SB24-184)

August 14th, 2024



Overview

- Intro from CDOT Director Shoshana Lew
- SB24-184 Overview
- Key Deliverables
- Groups involved
- Next Steps

Overview and Short Term Opportunities

A Historic Moment

- Historic opportunity to modernize Colorado's transit and help the state grow.
- Once in a generation opportunity to compete for federal funding that requires state match.
- Bold partnership between legislative branch and executive agencies to deliver transformative projects.
- Mix of long term priorities that will require multi-year execution, and potential "early wins" that can be deliver citizens near-term results.



Program spotlight: Mountain Rail

The proposed Mountain Rail project aims to restore passenger service in Northwest Colorado, utilizing existing freight corridors due to reduced coal demand. The initial focus is the Denver to Craig line through Winter Park and Steamboat Springs, connecting Denver with mountain towns and recreational destinations. CDOT is coordinating with the Federal Rail Administration to advance readiness.

Key Objectives

- Enhanced regional connectivity, economic development, and land use
- Promote sustainable transportation
- Leverage existing infrastructure to improve multimodal transportation options

Current Planning Status

- Early stages of fast tracked feasibility planning and Service Development Plan (SDP) development

Commencement Of Operation

- Seeking to commence operations by 2026



Short Term Opportunity: Winter Park Ski Train Expansion

- Amtrak provides Winter Park Express service to Winter Park under an agreement with Winter Park Resorts. In 2023-24 ski season, Amtrak provided service three days per week from early January to late March, plus a few extra days.
- Discussing with Resort and Amtrak the potential of expanding service for the upcoming season:
 - More capacity for each train
 - More days per week
 - Earlier start to service in December
 - Potentially extend service past Winter Park Resort Platform
- There are strong prospects for enhancing available capacity and reducing surface congestion this year that can build into future years:
 - Seek to significantly increase seat capacity and ridership
 - Reduce fares to increase ridership and reduce family costs
- Provides for future growth in capacity and destinations on Mountain Rail corridor
- May require a limited dollar ask of CTIO Board in the coming months. CTIO could secure a loan from other CTIO funds or CDOT in anticipation of fee revenue to begin implementing SB 24-184.

Program spotlight: Front Range Passenger Rail

- Front Range Passenger Rail (FRPR) is a proposed intercity rail system connecting major Front Range cities in Colorado, including Pueblo, Colorado Springs, Fort Collins, and Denver, within a 173-mile corridor. The project will start with the northern portion from Fort Collins to Denver and expand south to Pueblo in future phases, with CDOT coordinating with the Federal Rail Administration to advance readiness.

Key Objectives

- Improve transit capacity and alleviate commuter traffic
- Foster economic growth and development by enhancing connectivity
- Provide energy efficient and more sustainable modes of transportation



Short Term Opportunity: Immediate federal funding and financing efforts (CRISI applicant/working towards initial RRIF loan)

- Letter of Intent submitted for Railroad Rehabilitation & Improvement Financing (RRIF) Loan, which is a program dedicated specifically to rail financing.
 - Project includes PTC installation, siding & grade crossing safety and operational improvements
- Project would increase rail safety in Colorado's most densely populated corridor and lay groundwork for FRPR service.
- First loan that would be backed by SB-184 revenues, providing an opportunity to establish a foundation for financing future projects against that revenue source as well.
 - Vast majority of expected borrowing capacity would be retained for future loans, expenditures, and other financing tools.
- CDOT has also submitted a CRISI grant application to finance up to 70% of the project
 - A RRIF loan would ensure flexibility if the CRISI grant isn't awarded in full, and may be expanded in the coming months to include other elements.

SB24-184 Overview and Key Deliverables

Overview

The bill clarifies the scope of CTIO powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects. A new fee is created to facilitate these projects.

SB24-184 authorizes CTIO to administer a fee of \$3 per day for all rental vehicles. This is expected to generate \$28.1 million in FY 2024-25 and up to \$59.0 million in FY 2025-26.

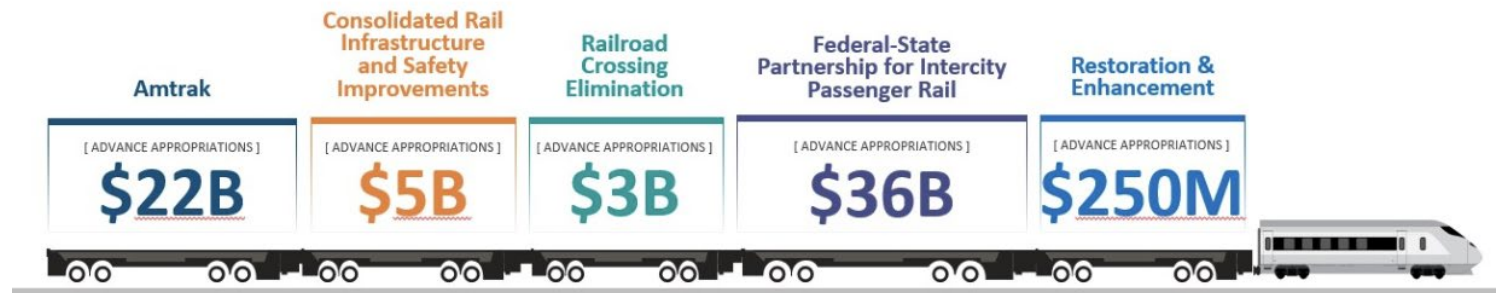
Federal Funding: A Historic Opportunity

- \$66B in advanced federal funds for passenger rail
- Types of Programs:
 - CRISI: Railroad safety, efficiency, and reliability; new Intercity Passenger Rail Transportation corridors
 - RRIF: Finances 100% of rail project with repayment up to 35 years at a fixed 3%-4%

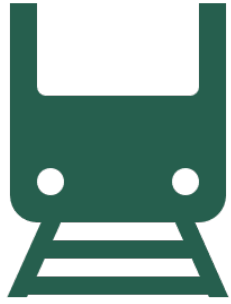
[ADVANCE APPROPRIATIONS]

From FY22-FY26

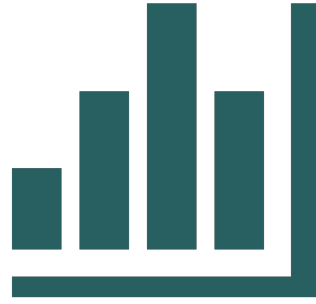
\$66B in total funding



High Level Deliverables



North FRPR Service
Implementation Plan Report(s)
(September 30, 2024)



New Rail Entity/
Intergovernmental Agreement
(December 31, 2024)



Mountain Rail Service
Development Plan
(December 31, 2024)



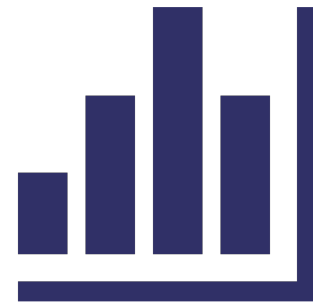
Multimodal Strategic Capital
Plan
(March 1st 2025)



CTIO Annual Reporting
Requirements
(March 1st 2025)



Federal Funding Analysis
(March 1st, 2025)



Fee Rate Analysis
(March 1, 2030, and every year
thereafter)

Deliverables: CDOT Lead

Mountain Rail Service Development Plan and reporting (December 31, 2024)

- CDOT's transit and rail division must submit a Mountain Rail service development plan to transportation oversight committees and the governor by December 31, 2024.

Federal Funding Reporting (annually)

- CDOT and the rail district must annually report to the TLRC and the governor on the Front Range passenger rail plan, detailing efforts to secure federal grants and create quality jobs.

Additional Deliverables

Initial Report on Rail Implementation Plan (September 30, 2024)

- FRPRD, CDOT, CTIO, and RTD must submit an implementation plan to the TLRC and Governor that reports on rail traffic modeling, evaluates options for a new entity or intergovernmental agreement, and explores Amtrak or other operators.

Rail Service Development Plan Status (September 30, 2024 and annually thereafter)

- FRPRD, with RTD, CDOT, and CTIO, must submit a report to the TLRC and governor that include options for creating a separate legal entity or intergovernmental agreement for corridor construction and operations and a plan to start Front Range passenger rail service by January 1, 2029.

Intergovernmental Agreement

- The bill authorizes RTD, the rail district, CDOT, and CTIO to form a standalone IGA or legal entity to complete construction and operation of the RTD's northwest fixed guideway corridor and extend it to Fort Collins for the first phase of Front Range passenger rail service.

Deliverables: CTIO Lead

Multimodal Strategic Capital Plan (March 1, 2025)

- CTIO must develop a new multimodal strategic capital plan that aligns with CDOT's 10-year plan, meets greenhouse gas reduction goals, adheres to transportation commission environmental standards, and prioritizes user benefits while reducing highway impacts.

Federal Funding opportunities, analysis, and reporting (March 1, 2025)

- CTIO must assess opportunities to leverage federal funds through 2030 and continue to do so regularly.

Annual Reporting (annually)

- CTIO must include efforts to reduce traffic congestion, lower greenhouse gas emissions, and support public transit expansion in its annual report to transportation oversight committees.

Fee Rate Analysis (March 1, 2030)

SB 184 Partners

Working relationships with all rail stakeholders

- CTIO/CDOT are the unifying partners between federal agencies, operators, infrastructure owners, and policy makers
- Active stakeholders include major rail and transit facility owners, operators and development organizations
- Under SB24-184, CTIO will receive congestion impact fee revenue and collaborate with stakeholders on statewide passenger rail projects
- The strong relationships between these stakeholders and CTIO/CDOT will enable the delivery of our passenger rail vision



Note: Select stakeholders represented

Next steps

Next Steps

- Implement new fee, required in statute, in order to start collections on January 1, 2025
- Establish budget to advance bill requirements and high priority tasks
- Deeper dive into current rail and transit projects
- Discussion/education on the 10 year planning process with CDOT
- Early engagement with other key stakeholders identified in SB 184