



Joint Service Engagement & Feedback



A Brief History:

- 2004 Voters Approve Fas Tracks
 - The plan proposed to voters was for 55 trains a day from Denver to Longmont along the BNSF line with 7 stations.
- Spring of 2021- Legislature Creates the Front Range Passenger Rail District
- 2022-2024 RTD Conducting Peak Rail Study
- Winter of 2024 White Paper on Joint Service among FRPRD , RTD, CDOT and CTIO (the “Agencies”) authored and published by FRPRD, RTD and CDOT, jointly
- Spring of 2024- SB 184 and SB 230 pass legislature
- September 2024- First Report Due to Legislature and Governor on Joint Service
- December 30, 2024- Final Report Due to Legislature and Governor on Joint Service

Overview & Update Presented by:

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Confluence PSG provides executive facilitation, convening and collaborative decision making process support to the State of Colorado.



SB24-184 Overview and Key Report Deliverables



Transportation Reports and Actionables Due to Legislature

#1

#2

#3

#4

Northern FRPR Service Implementation Plan Report(s)	New Rail Entity or IGA	FRPR Service Plan	RTD NW Rail and FasTracks Completion Plan
<p>Due: September 30, 2024 To: TLRC and Governor Entities: FRPR, RTD, CDOT, CTIO</p>	<p>Due: December 31, 2024 To: TLRC and Governor Entities: FRPR, RTD, CDOT, CTIO</p>	<p>Due: March 31, 2025 To: HTLGC, STEC, Governor Entities: FRPR, RTD, CTIO</p>	<p>Due: July 1, 2025 To: TLRC, Governor Entities: RTD</p>

**Report 1: Northern FRPR Service
Implementation Plan Report(s)
(September 30, 2024)**

The Implementation Plan must:

- Identify all ongoing or completed studies and SDPs to be leveraged to accelerate approval and permitting;
- Require FRPRD & CDOT to use existing contracts to conduct RTC modeling from DUS to Ft. Collins w/two scenarios: 3x and 5x daily roundtrips;
- Identify and evaluate options for creating a new standalone rail authority (such as a Colorado Rail Authority), separate legal entity, or standalone IGA, with a **goal of creating such a separate legal entity or such agreement no later than December 31, 2024;**
- Explore viability of Amtrak, or other entities as potential operators for intercity passenger rail service.

Source: Page 10, SB
184. Section 6, 32-22-
103, (5) (

Report 1: Northern FRPR
Service Implementation Plan
Report(s) (September 30, 2024)

The Implementation Plan must also:

- Be completed and submitted to the **Transportation Legislative Review Committee** and the **Governor's Office** no later than **September 30, 2024**
- As part of the Implementation Plan, Actionable #2 - an IGA, or standalone entity, or new rail authority - must be executed or agreed upon no later than **December 31, 2024**

Goal of the Implementation Plan:

- To pursue the completion of construction and operation of the Northwest Fixed Guideway Corridor, Phase I of FRPR, from DUS to Fort Collins by extending service from Longmont to Fort Collins.

Actionable 2: Intergovernmental Agreement, or Legal Entity, or Rail Authority and Joint Service Language (December 31, 2024)

As part of the Implementation Plan, the Legislature's goal is to bring together RTD, FRPR, and the State to implement an IGA, or separate legal entity, such as a Rail Authority, to be identified and evaluated no later than December 31, 2024:

→ Section 5, 32-9-113(1)(w.5) authorizes RTD, FRPR, CDOT, and CTIO to implement the completion of construction and operation of the Northwest Fixed Guideway Corridor, including the extension of the corridor to Fort Collins as the first phase of FRPR;

Source: Page 6-10, SB-184.Section
2, 29-1-203.5(1)(a)

Actionable 2: Intergovernmental Agreement, or Legal Entity, or Rail Authority and Joint Service Language (December 31, 2024)

Legislative Declaration:

- The General Assembly directed RTD, FRPRD, and CTIO to develop a plan for using their joint authorities and funding streams to deliver the first phase of front range passenger rail;
- The General Assembly also declared that train service is not limited from DUS to Fort Collins, but daily service from Trinidad to Pueblo to Fort Collins.

Report 2: FRPR Service Plan (March 1, 2025)

Additionally, the Front Range Passenger Rail District must provide a report including:

- A plan to begin providing Front Range Passenger Rail service no later than January 1, 2029 that includes the following:
- Steps taken to maximize the chances of securing federal grant assistance, including policies and strategies to reducing climate impacts, providing for all-hazard resilience, benefits to underserved communities, as well as workforce development programs;
- An assessment of whether additional revenue is needed to support such service, and, if so, recommended sources of funding;
- This plan must be submitted to the House Transportation, Housing, and Local Government; Senate Transportation and Energy Committee, and the Governor **no later than March 1, 2025.**

Source: Page 11, SB-
184. Section 6-22-22
103, (5)(A)

Report 2: FRPR Service Plan (March 1, 2025)

The FRPR Service Plan also requires:

- The FRPRD to submit a report should service not begin by January 1, 2029, and each six months thereafter until service is initiated.

Legislative Declaration:

- To report to the general assembly regarding a plan and an expeditious timeline by which FRPRD will implement the whole front-range rail train service from Fort Collins to Trinidad;
- To report periodically to the general assembly regarding its planning and implementation progress and the barriers and challenges it faces for extending service to the southern portion of the FRPRD

Source: Page 11, SB-184. Section 6, 32-22-103, (5)(A)

Report 3: RTD and FasTracks Completion (December 15, 2024)

RTD shall submit a report to both the TLRC and Governor that demonstrates:

- How the District will fulfill its commitment to the transportation expansion plan that voters approved in 2004 by December 31, 2034;
- On or before **December 15, 2025**, the District shall present their report to the Transportation Legislative Review Committee;
- This report shall be due to the Governor's Office and TLRC on or before **July 1, 2025**.

Source: Pages 13, 17
SB24-230, 32 C.R.S. 110-7

Report 3: RTD and FasTracks Completion (December 15, 2024)

The Regional Transportation District (“RTD”) must also:

- Prioritize completion of the Northwest Rail Line and North Lines of the Transportation Expansion Plan which shall include cooperating and actively partnering with the State and FRPRD in order to take advantage of any available federal funding opportunities.

Source: Pages 13, 17
SB24-230, 32-9-119.7

Common Ground to Explore Opportunities:

Joint Service may present an opportunity to streamline planning process, reduce cost of delivering service and accelerate timeline to deliver starter service from Denver to Fort Collins on the BNSF line.

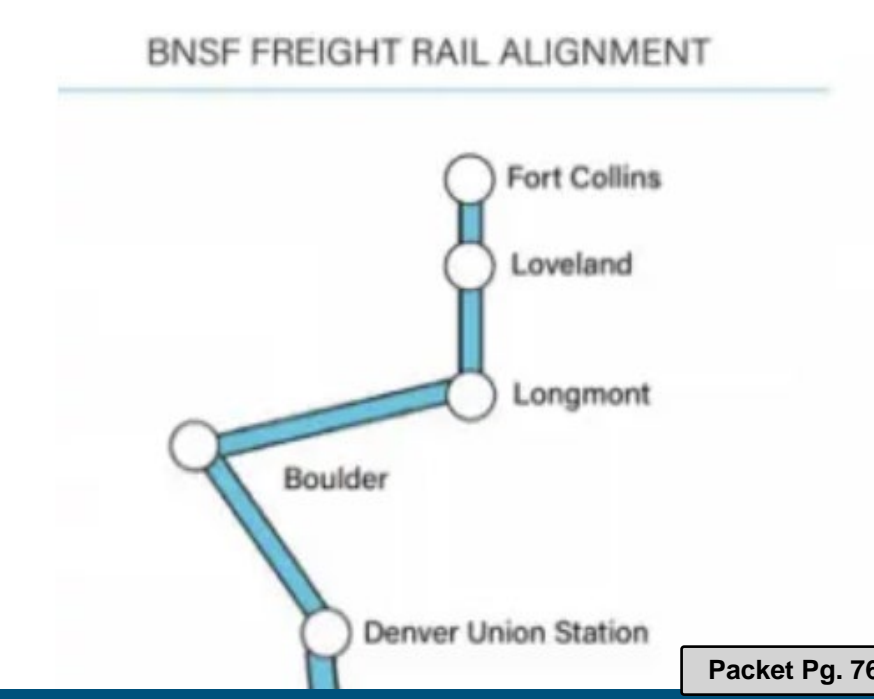
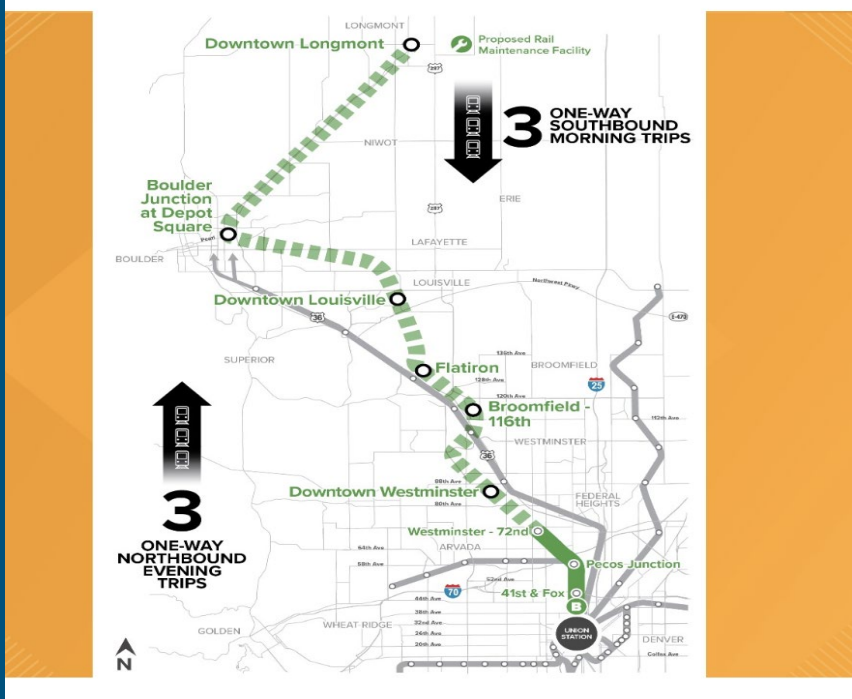
The legislature has mandated the Agencies jointly to study this possibility and report back to them.

Baseline Assumption:

- Each Agency has some assets and some ability to provide service, but as it stands today, no one Agency can deliver service, alone, in the near term.
- **RTD's past studies state they cannot start North West Rail service until 2050 at the earliest and even then there remain concerns and questions for them about their ability to sustain the operations and maintenance costs with their existing funding.
- Joint Service will neither be the exact service being considered for front range passenger rail nor the exact service voters approved in the 2004 FasTracks ballot initiative, it would be a hybrid of these proposals that lives within the confines of the federal definition of intercity passenger rail.

- Joint Service will not be the exact FRPR service that has been considered to date.
- Joint Service will not be the exact FasTrack proposal voters approved in 2004.
- The question is: what is an acceptable hybrid service that uses existing resources and constraints to get starter service running by 2029 ?

C.1.a



Attachment: Joint Service Presentation RTD Board - V2 (4999)

Primer of Intercity Passenger Rail v. Commuter Rail:

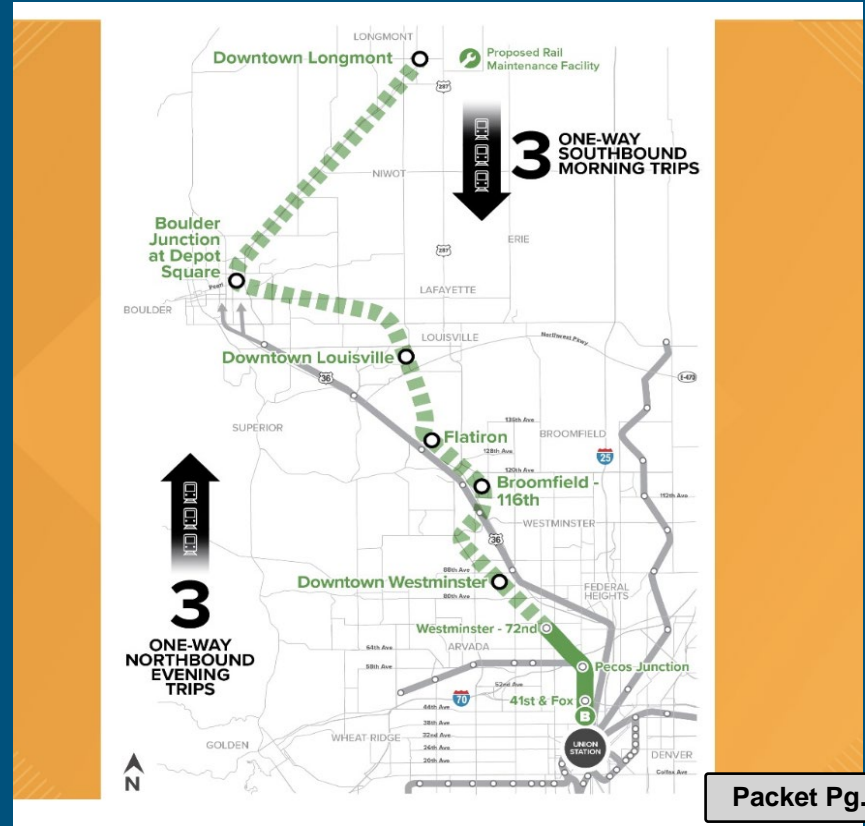
- Congress has separated grant programs for commuter rail (generally assisted by the Federal Transit Administration) and intercity passenger rail (assisted by the Federal Railroad Administration)
- Congress has also appropriated bigger increases in intercity rail discretionary grant programs in the IIJA
- Commuter passenger rail is legally defined as “short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple rides, and commuter tickets, and morning and evening peak period operations”
- Intercity passenger rail is defined as heavy passenger rail operations other than commuter rail
- FRA acknowledges some grey area and that some lines can support both types of service; it can fund intercity projects that have incidental benefit to commuter rail

STRAWMAN PROPOSALS FOR JOINT SERVICE

LEGISLATION REQUIRES US TO CONDUCT A RTC MODEL OF JOINT SERVICE FROM DENVER UNION STATION TO FORT COLLINS OF 3 ROUND TRIPS A DAY AND 5 ROUND TRIPS A DAY

BASIC ASSUMPTIONS OF JOINT SERVICE:

- ONE OPERATOR
- ONE ACCESS AGREEMENT WITH BNSF
- ROUTE FROM DENVER UNION STATION ON RTD B LINE TO WESTMINSTER, THEN ON BNSF FREIGHT LINE BEYOND TO FORT COLLINS
- STOPS:
 - FRA approved intercity passenger rail stops as baseline:
 - DENVER UNION STATION
 - BOULDER
 - LONGMONT
 - LOVELAND
 - FORT COLLINS
 - Additional Stops to be modeled to prove that you can add FasTrack stops and maintain intercity passenger rail classification
 - WESTMINSTER
 - BROOMFIELD
 - DOWNTOWN LOUISVILLE



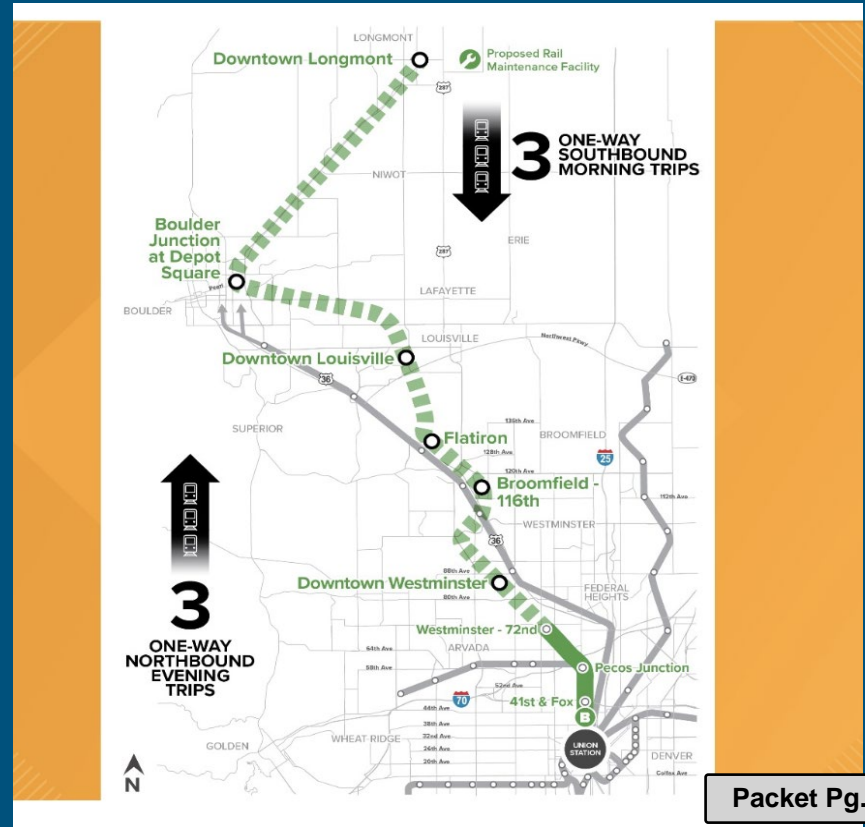
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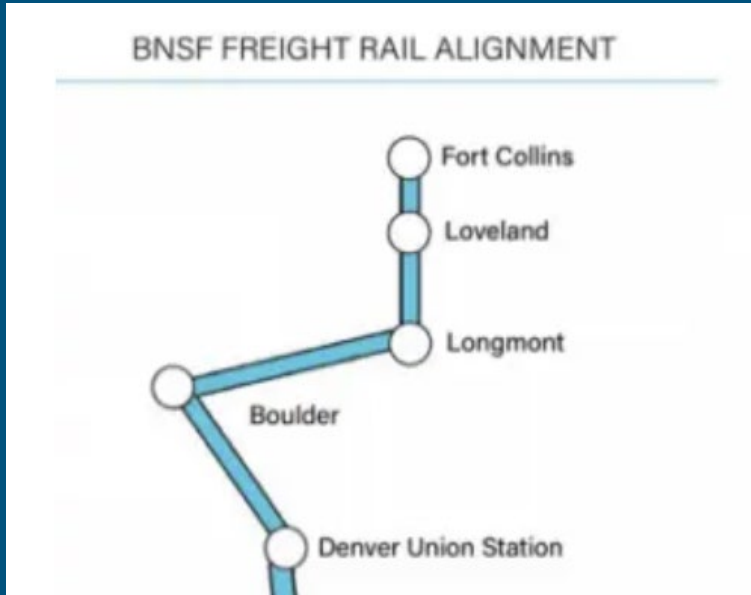
BASIC ASSUMPTIONS OF FINANCING & GOVERNANCE OF JOINT SERVICE:

- FINANCE STACK INCLUDES BUT NOT LIMITED TO:
 - RTD *only for their service area*
 - CTIO- SB 184 rental car fee
 - Clean Transit Enterprise- SB 23 O&G fee
 - IJA federal funds
 - Farebox Collections
 - RRIF or other debt financing
- GOVERNANCE ASSUMPTIONS:
 - Does not impose on powers and authority of existing Agencies
 - Shares powers and capacity as needed to run joint service
 - Governance would reflect representation of contributing entities



Attachment: Joint Service Presentation RTD Board - V2 (4999)

Timing and Performance Data to Date:



	DUS-BOU	DUS-Longmont	DUS - FTC
FRPR base stops	35 mins	40 mins	73 mins
FRPR base stops plus 2 FasTracks Stops	40 mins	53 mins	78 mins
All RTD Peak Service Stops	50 mins	63 mins	N/A

What is an RTC Model and What will we Learn from It?

- Rail Traffic Controller is a complex computer model that simulates all trains on a rail system (freight and passenger)
- RTC can determine how passenger operations can be effectively added to existing and expected freight operations
- Develop better schedules and capital needs for ensuring no harms to freight operations
- Critical for informing access agreements with host railroads, including agreements on needed capital improvements such as sidings, cross-overs or added track
- These capital improvements then inform engineering, financial and environmental analyses for added service

Uncertain or Unclear

Uncertainties & differing perspectives remain to be resolved:

Goal for Dec 30th Report is to answer as many of these questions as possible.

The exact What and How:

- **How** will the Agencies be coordinated or jointly govern this service?
- **How** will the capital construction project be financed?
- **How** will ongoing operations and maintenance be funded?
- **What** will be the stations for the Joint Service
- **How** can the stakeholders and public weigh the pros and cons of Joint Service versus solo service of Peak Rail and Front Range Passenger Rail ?