

State Representative  
ANDREW ROMANOFF  
200 East Colfax, Room 271  
Denver, Colorado 80203  
Tele: (303) 866-2346  
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Attachment S

SPEAKER OF THE HOUSE

Vice Chairman:  
Executive Committee of  
Legislative Council  
Legislative Council

**COLORADO**  
**HOUSE OF REPRESENTATIVES**  
State Capitol  
Denver  
80203

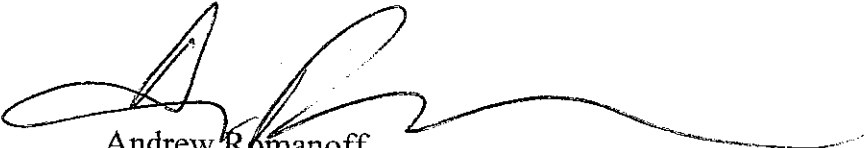
June 23, 2008

Bernie Zimmer, President  
The RangerXpress Organization  
5334 South Prince Street  
Littleton, CO 80166-0001

Dear Mr. Zimmer:

Enclosed please find House Joint Resolution 08-1039. The resolution was adopted during the Second Regular Session of the Sixty-sixth General Assembly of the State of Colorado. It is being sent to you in accordance with the stipulations set forth in the last paragraph of the resolution. Thank you for your consideration of this important issue.

Sincerely,

  
Andrew Romanoff  
Speaker of the House

AR/aq  
Enclosure



**HOUSE JOINT RESOLUTION 08-1039**

**BY REPRESENTATIVE(S) Butcher, Carroll M., Casso, Ferrandino, Fischer, Frangas, Gallegos, Hodge, Kefalas, Kerr A., Kerr J., Liston, Madden, Massey, McFadyen, Merrifield, Middleton, Primavera, Rice, Riesberg, Roberts, White, Labuda, Rose, and Summers; also SENATOR(S) Tapia, Bacon, Boyd, Kester, Romer, Shaffer, Tupa, Williams, and Windels.**

**CONCERNING SUPPORT FOR A HIGH-SPEED RAIL CORRIDOR ALONG THE FRONT RANGE OF COLORADO.**

WHEREAS, Colorado was the third fastest growing state in the country from 1990 to 2000, and, by the year 2020, the state's population is expected to grow by another one million people; and

WHEREAS, More population growth means that the need for modern, efficient, and cost-effective modes of transportation will increase greatly in the next several years, especially along the Front Range area from Pueblo to Fort Collins where a large percentage of the state's current and projected growth has been and will be; and

WHEREAS, One of the potential solutions to the transportation needs of the Front Range area is a high-speed passenger rail service that would run from Casper, Wyoming, to Albuquerque, New Mexico, and along an East-West alignment west of Denver; and

WHEREAS, The Federal Railroad Administration requires that a feasibility study be completed before a high-speed rail corridor can be designated in Colorado, and, in September 2006, the Transportation Commission at CDOT approved a \$1,246,000 grant for a high-speed rail feasibility study and, as a condition of the grant, required a 20% match on the grant from local communities in order to begin the study; and

WHEREAS, In 2007 and 2008, matching funds have been raised by the counties of Arapahoe, Boulder, Clear Creek, Douglas, Eagle, Garfield, Gilpin, Grand, Jefferson, Larimer, Las Animas, Pueblo, Routt, Summit, and Weld, as well as the cities and towns of Aspen, Aurora, Castle Rock, Colorado Springs, Fort Collins, Frisco, Georgetown, Glenwood Springs, Idaho Springs, Leadville, Monument, Pueblo, Thornton, Timnath, Trinidad, Vail, and Yampa, and enough money has been raised to commence the feasibility study; and

WHEREAS, The study, which is being organized and contracted through the Colorado Department of Transportation, is expected to take 18 months to complete; and

WHEREAS, The feasibility study will have to answer many questions, including the projected ridership of the rail, whether the proposed corridor would include rail lines where railroad speeds of 90 miles per hour or more can be expected to occur, the projected benefits to nonriders such as congestion relief, and the amount of state and local financial support that can reasonably be anticipated for maintenance of the line and related facilities, among other issues; and

WHEREAS, If the study is favorable for the high-speed rail corridor, the Federal Railroad Administration can then appoint the Front Range corridor as the 11th high-speed rail corridor in the United States; and

WHEREAS, A high-speed rail line would be able to move four to five times more people than an interstate and would improve congestion along the Interstate 25 corridor; and

WHEREAS, By selling passenger tickets and using the tracks to deliver cargo up and down the Front Range corridor between midnight and 5:00 a.m., the cost of running the system would be covered; and

WHEREAS, Gasoline prices are rising at a rapid pace and a high-speed rail line would be one way to save the citizens of the Front Range money that they would have otherwise spent on gasoline, while at the same time creating a reliable method of delivering cargo that would lower gasoline costs for businesses operating in this state and improve air quality by reducing emissions and the level of carbon dioxide; and

WHEREAS, A Front Range high-speed rail corridor would have numerous positive effects not only for the Front Range but for the entire state of Colorado and the states of New Mexico and Wyoming and, in order to move Colorado forward, we must consider the possibility of high-speed rail corridors being interconnected not only for the Front Range but for the entire state; and

WHEREAS, To coordinate the planning and building of the high-speed rail corridor, Colorado needs to create a Colorado Railroad Authority to plan, finance, and operate the multi-state rail system; now, therefore,

*Be It Resolved by the House of Representatives of the Sixty-sixth General Assembly of the State of Colorado, the Senate concurring herein:*

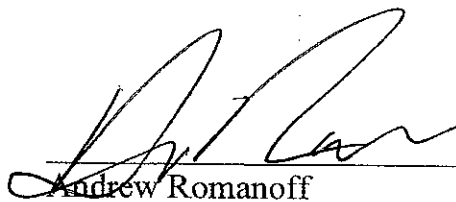
(1) That we, the House of Representatives, support creation of the Front Range high-speed rail corridor and commend all of the individual people, cities, towns, and counties, and the Colorado Department of Transportation, that have participated in the study and planning of a strategic transit corridor along the Front Range;

(2) That we encourage the Colorado Department of Transportation to complete the contracting process as soon as possible and to finish the feasibility study in the 18 months that are planned, if not sooner;

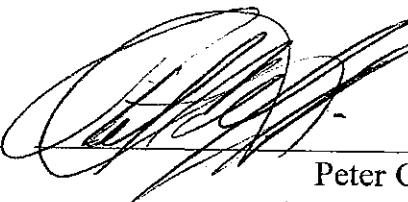
(3) That we encourage the local, state, and federal governments involved in this project to continue their outstanding work and funding and that we commend all those involved who are working so hard to create the high-speed rail corridor along the Front Range;

(4) That we urge the city councils and county commissioners of each city, town, and county that is participating in the creation of the high-speed rail corridor and donating funding to the feasibility study to adopt resolutions supporting the creation of the corridor and to send copies of those resolutions to Governor Ritter.

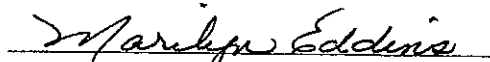
*Be It Further Resolved*, That copies of this Joint Resolution be sent to the cities, towns, and counties that contributed funding to begin the feasibility study, the RangerXpress organization, Action 22, Club 20, Progressive 15, Colorado Governor Bill Ritter, New Mexico Governor Bill Richardson, and Wyoming Governor Dave Freudenthal.



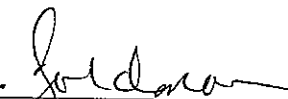
Andrew Romanoff  
SPEAKER OF THE HOUSE  
OF REPRESENTATIVES



Peter C. Groff  
PRESIDENT OF  
THE SENATE



Marilyn Eddins  
CHIEF CLERK OF THE HOUSE  
OF REPRESENTATIVES



Karen Goldman  
SECRETARY OF  
THE SENATE



## ***Rail – the Transportation Rx for the 21<sup>st</sup> Century***

### ***Colorado Railroad Authority Act HB09-1134***

#### ***The History of Rail from 1870 to 2009***

**1870 - 1970** Railroads provided a combination of passenger and freight service that built our communities

**1970 - 2009** Railroads have evolved to long-haul 2-mile long trains moving interstate freight

**2009 +** HB 1134 will create a Railroad Authority to build new tracks for the long and heavy freight and then use the existing rail lines for passenger and local freight service again

#### ***Who will pay for this new infrastructure? Two sources of NON-TAX Revenues***

- 1** Revenue Bonds will be issued against tickets purchased for passenger service and charges made for local freight delivery to pay for the new heavy freight north-south and east-west lines
- 2** Public - Private Partnerships will be entered into to upgrade existing tracks and operate the new passenger and local freight service

#### ***What about funding for stations and community impact?***

- A** HB 1134 allows for local government to have additional options to fund multi-modal projects that will help get passengers to the rail stations
- B** HB 1134 requires that the Railroad Authority work with CDOT, RTD, Council of Governments, Local Governments and the Class 1 Railroads (UP & BNSF) to allow this project to go forward

#### ***New Authority or CDOT?***

- a** CDOT currently does not have the authority to build and operate a rail system
- b** The reason that the stand alone authority is being proposed is the size of the project (1.5 Denver International Airport) and the singular focus to solve the Class 1 (BNSF & UP) Freight Rail issues

#### ***Project Impact on Colorado?***

- 1** The estimated size of the project is 12.6 Billion Dollars, it is estimated that each Billion Dollars will generate about 36,000 new jobs - this project could generate over 450,000 new jobs
- 2** Additional impacts:
  - 2a** The vehicles used will be diesel powered - that diesel will be mandated to come from the Algae project that Colorado State University has developed for diesel oil production
  - 2b** The Rocky Mountain Rail Authority Feasibility Study will show that Coloradoans and it's visitors each year generate over 126 million intercity car trips
  - 2c** Annually nearly 15 million tourists that come to visit our state create trips to our mountains and the project includes a new I-70 rail project which will include a gaming stop
  - 2d** Each of the estimated 146 stations that would be served by this expanded system would create opportunities for Transit Oriented Development
  - 2e** The system would build in the RTD District their North and Northwest lines plus put tracks in the 470 right of way to facilitate passengers not requiring a Denver stop

#### ***HB 1134 Contact Information:***

State Representative John Kefalas - 303-866-4569 or [john.kefalas.house@state.co.us](mailto:john.kefalas.house@state.co.us)

Colorado Rail Association Representatives:

Bob Briggs - 303-981-4141 or [bob.briggs@comcast.net](mailto:bob.briggs@comcast.net)

Bernie Zimmer - 303-506-5332 or [bernie.zimmer@rangerxpress.com](mailto:bernie.zimmer@rangerxpress.com)

# PROPOSED COLORADO RAILROAD AUTHORITY ACT RAIL MAP (HB 1134)

