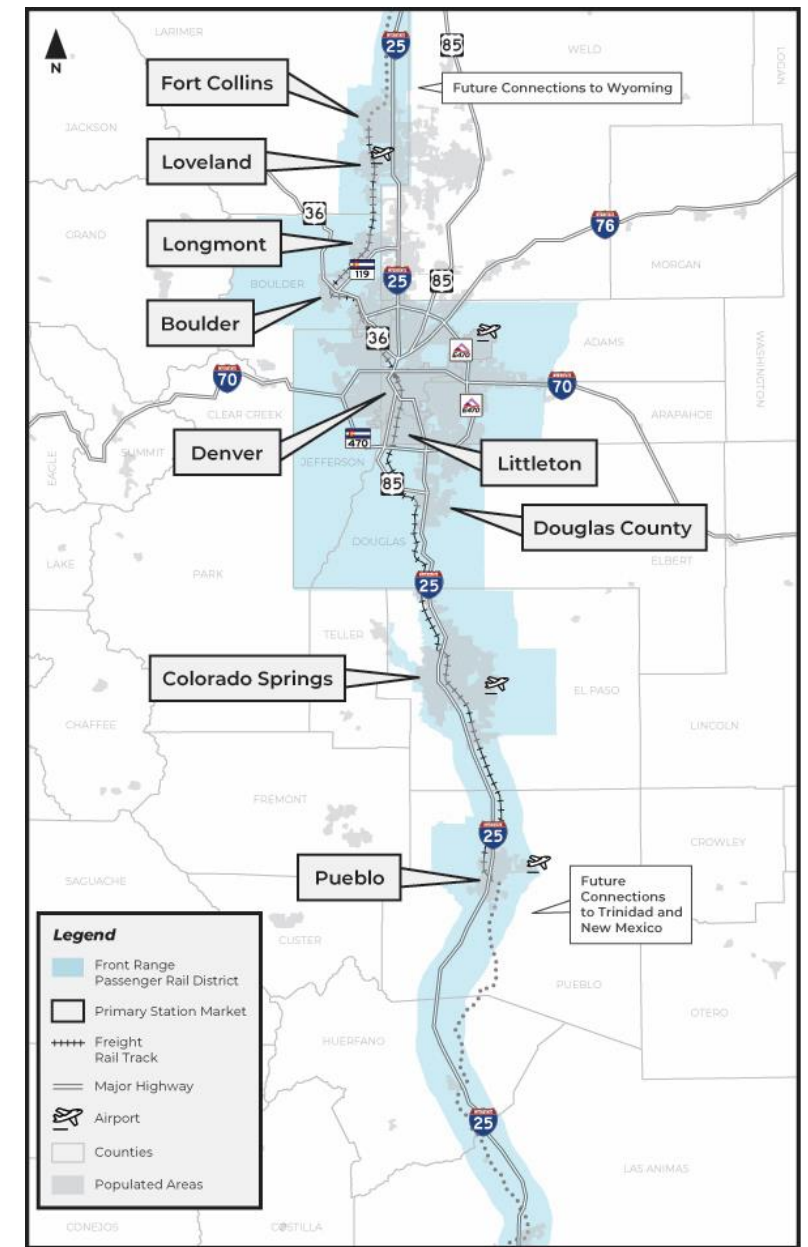


What is the Front Range Passenger Rail District?

- Created by the legislature through SB21-238
- Largest special district in Colorado
- Statutory direction to plan, finance, construct and operate passenger rail service
- 24 Board members across the 13 counties
- Upon voter approval, can levy taxes to fund the service
- Working with local communities to support station development; has authority to create station area improvement districts



**FRONT RANGE
PASSENGER RAIL**

Every Community Can Benefit



Connectivity

Increasing accessibility to economic centers, higher education, medical care and services



Job Creation

Investing \$1 billion in public transportation supports 36,000 jobs according to USDOT



Local Economic Impact

Spending by visitors supports businesses and increases local sales tax base



Sustainability + Safety

Reducing pollution, fewer traffic crashes and fatalities, and lower maintenance costs



Eased Congestion

Providing new mobility options can reduce the number of cars on highway



Transit Connections

Working with local and state transit providers to provide convenient transit access to rail stations



Construction + Infrastructure Jobs

Building and maintaining rail requires skilled technicians, trades, and construction workers



Operations + Maintenance Jobs

Operating and maintaining rail requires both entry and skilled labor



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Intercity Passenger Rail

- **District directive** – Travel times competitive with automobile travel
- **Intercity federal classification** – Approximately 10-25 miles between stops
- **Federal Railroad Administration (FRA)** – Station locations should be prioritized in downtown/high activity areas with multimodal connectivity



FRPR Project Overview

- Using **existing tracks** to **minimize costs** and **expedite service**
 - **Nine primary stations** from Fort Collins to Pueblo
 - **Three additional stations** proposed as part of Joint Service
 - **Long-term** vision of connecting to **Wyoming** and **New Mexico**
 - **Starter service** by **2029**; full build out by 2045
- **4 to 10 Daily Roundtrips**; scaling up service incrementally
 - **Intercity rail service is faster**; 79 MPH max speed
 - **470 passengers per train**; fewer cars on highways



Corridor Identification and Development Program (CIDP)

- Comprehensive intercity passenger rail planning program established through the FRA
- Creates a pipeline of projects ready for implementation
- Accepted into Program in December 2023
- Three step program; FRPR accepted on step 2
- Project eligible for 80/20 federal to local match for National Environmental Policy Act (NEPA)



*Governor Polis speaking at
CIDP Acceptance Event*



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Service Development Plan (SDP)

SDP Concludes This Year (2025)!

Partners

FRPR District – *Key funding initiation partner*

CDOT – *Plan lead (technical and administrative with consultant support)*

Federal Railroad Administration (FRA) – *Lead federal agency*

Host railroads – *Corridor owners and development partners*

Function

Comprehensive planning document – *Fort Collins to Pueblo*

Vision – *Defines a full-build vision*

Implementation – *Outlines the steps to passenger rail along the Front Range*

Funding – *Key step to secure future federal funding*

Outcomes

SDP defines –

Route

Major markets for stations

Service frequency

Onboard amenities

Fare structure

Infrastructure improvements

Costs and financing plan

Implementation plan



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Accomplishments

- **Advancing through Corridor ID Program** – *One of two projects nationwide on Step 2*
- **Defining primary route and station markets** – *Adopted by Board*
- **Finalizing station location criteria** – *Local coordination started*
- **Building understanding** – *Extensive outreach throughout the corridor*
- **Conducting demonstration train from Denver to Longmont** – *First passenger rail service since 1960s*
- **Polling public opinion** – *Showing strong support for project*
- **Modeling preliminary financial assumptions** – *Completed to evaluate costs and refine sales tax ask of voters*
- **Supporting new state funding sources** – *SB 24-184 and SB24-230 to support passenger rail*
- **Progressing a starter phase progress** – *Proof-of-concept*



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Progress Toward a First Starter Service

Senate Bill 24-184 directs partner collaboration toward first phase of passenger rail service from Denver to Fort Collins by 2029

- Also known as 'Joint Service'
- Partnership between the Governor's Office, CDOT, CTE, CTIO, RTD and FRPRD
- Bridges FasTracks and FRPR
- Joint Service can be implemented with existing resources prior to going to voters
- Three round trips daily from Denver Union Station to Fort Collins
- Infrastructure improvements support future FRPR service
- Agency Boards adopted IGA to form Joint Service Executive Oversight Committee



FRPR

RTD

CTIO



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Next Steps

Complete Service Development Plan

- Public Online Open House: December 2025
- Wrap up study at end of this year

Enter final step of CIDP

- NEPA/Preliminary Engineering

Advance Joint Service

- BNSF Railway Negotiations
- Financial Plan

In-person corridor conversations

- Community townhalls in primary station markets (late '25 – early '26)

Ballot initiative

- Voter approval for funding to implement full corridor, full-build service



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PASSENGER RAIL**