



Front Range Passenger Rail

Chris Nevitt, FRPRD Chair

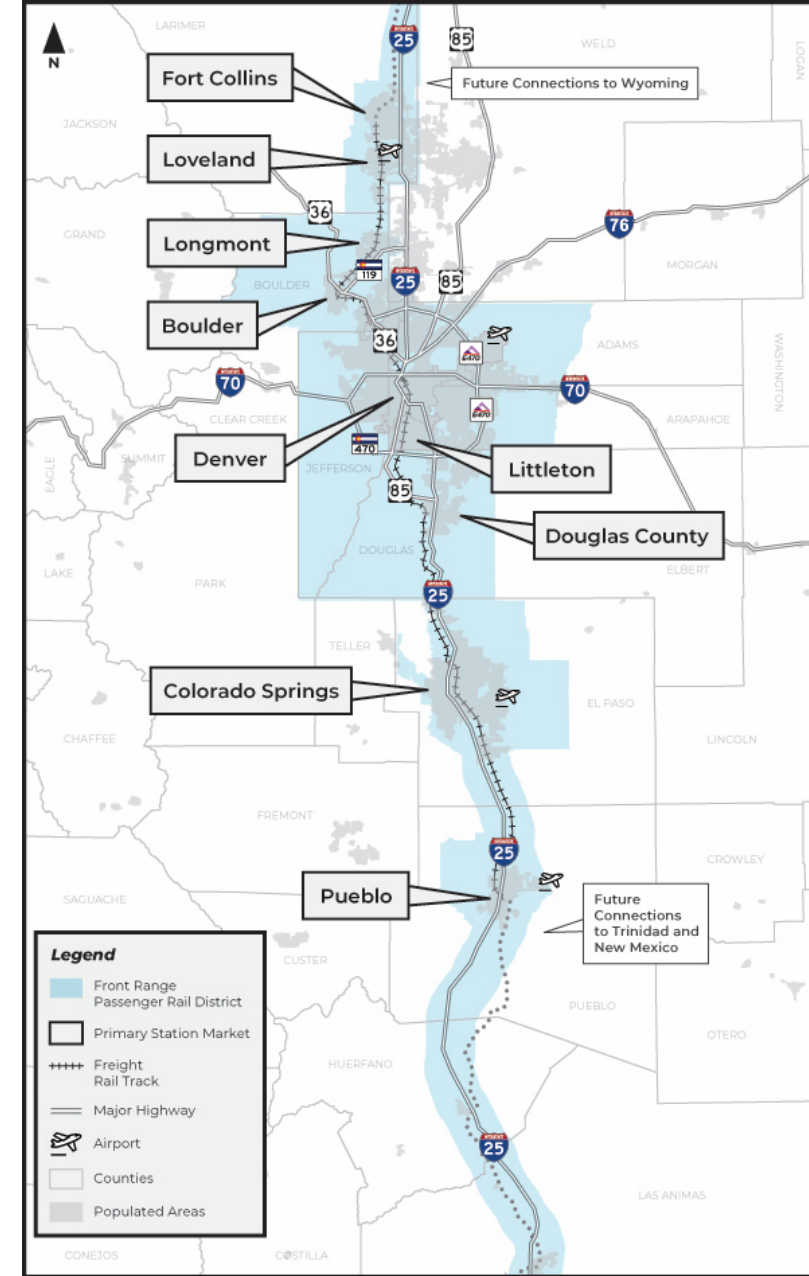
DRCOG Board Meeting
October 15, 2025

A New Transportation Option for Colorado's Front Range



What is the Front Range Passenger Rail District?

- Created by the Colorado General Assembly in SB21-238
- Largest special district in Colorado
- Statutory direction to plan, finance, construct and operate intercity passenger rail
- Empowered to levy taxes upon voter approval



FRONT RANGE PASSENGER RAIL

Who is FRPR? District Board of Directors

10 Appointments from Local Communities

- **DRCOG**
- **Pikes Peak Area COG**
- **North Front Range MPO**
- **Pueblo Area COG**
- **South Central COG**

6 Governor Appointments

1 Appointment from CDOT

7 Ex Officio Appointments from Key Partner Entities

- **BNSF Railway**
- **Union Pacific Railroad**
- **Amtrak**
- **RTD**
- **I-70 Mountain Corridor Coalition**
- **State of New Mexico**
- **State of Wyoming**



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Our Current Intercity Transportation Strategy

Average Coloradan now spend 54 hours stuck in traffic

- **Congestion:** I-25 now averages 8+ hours of traffic congestion every day
- **Economic Cost:** \$3.5 billion is lost annually from the economy
- **Human Toll:** Aggravation, lost time and wages, vehicle wear-&-tear, crashes
- **Population Growth:** 3 million additional Colorado residents projected by 2050
- **Infrastructure Limitations:** Highways are very expensive to maintain, even more expensive to expand



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Benefits of Intercity Passenger Rail

Personal Connectivity Options

- Expanded access to new housing and economic markets; to specialized health care; to higher education; to special events, recreation and tourism

Safety, Comfort, and Convenience

- Eliminates stress of driving. Reliable travel times. More productive personal time

Local Economic Impact

- Redevelopment around rail stations. Expanded job opportunities. Broader markets and customers for local business

Sustainability and Overall System Benefits:

- Reduced pollution and improved air quality
- Reduced growth in highway congestion
- Fewer crashes
- Lower maintenance and long-term infrastructure costs



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Intercity Passenger Rail is Not Local Transit

- **State Statutory Directive** – Implement fast *intercity* service with travel times competitive with driving
- **Federal FRA Classification** – Connect separate communities, not within communities. Focus on high density activity centers

BUT...

- **Force Multiplier with Local Transit** – Intercity mobility hubs integrate with local transit. Connect local transit systems into a multi-city network



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The FRPR Program

- Use existing freight rail lines – huge savings in cost and time
- Conventional rail technology - max speed 79 MPH (not California High-Speed Rail)
- Nine primary stations across 180 miles between Fort Collins and Pueblo, + 3 possible additional stations, + Trinidad
- Phased growth in frequency and quality from 3 to 6 and up to 10 daily roundtrips
- Long-term vision connects to New Mexico and Wyoming
- Joint Startup Service can begin as soon as 2029
- Full build-out requires voter approval of a district-wide taxing measure



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The FRPR

"Service Development Plan"

Service Development Plan Guides Total Build-Out

Developed with CDOT and Host Railroads
with Guidance and Approval by FRA

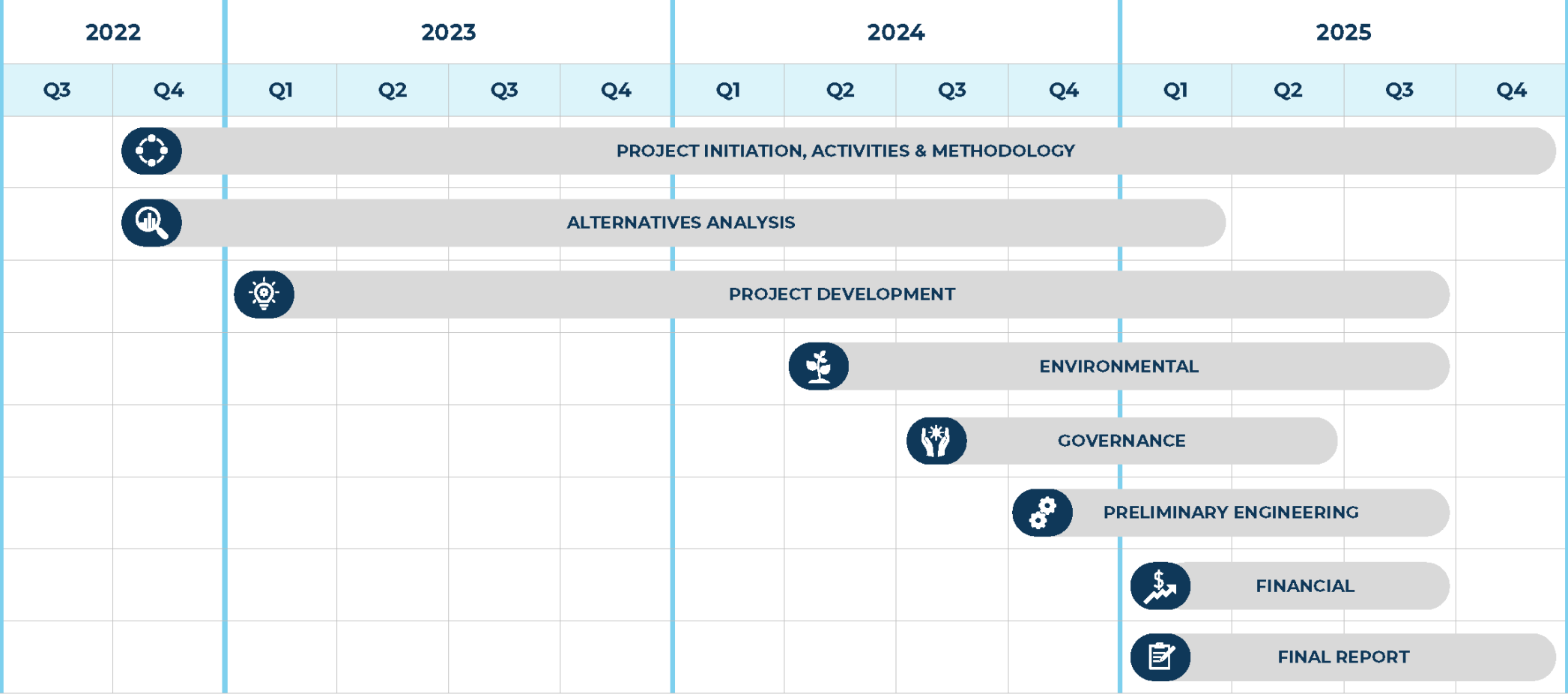
- Comprehensive planning document
- Defines full-build vision
- Outlines implementation phases and necessary projects
- SDP is critical to secure federal funding

- Route
- Major Markets for Stations
- Service Frequency
- Onboard Amenities
- Fare Structure
- Infrastructure Improvements
- Costs and Financing Plan
- Implementation Plan



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SDP Completed This Year

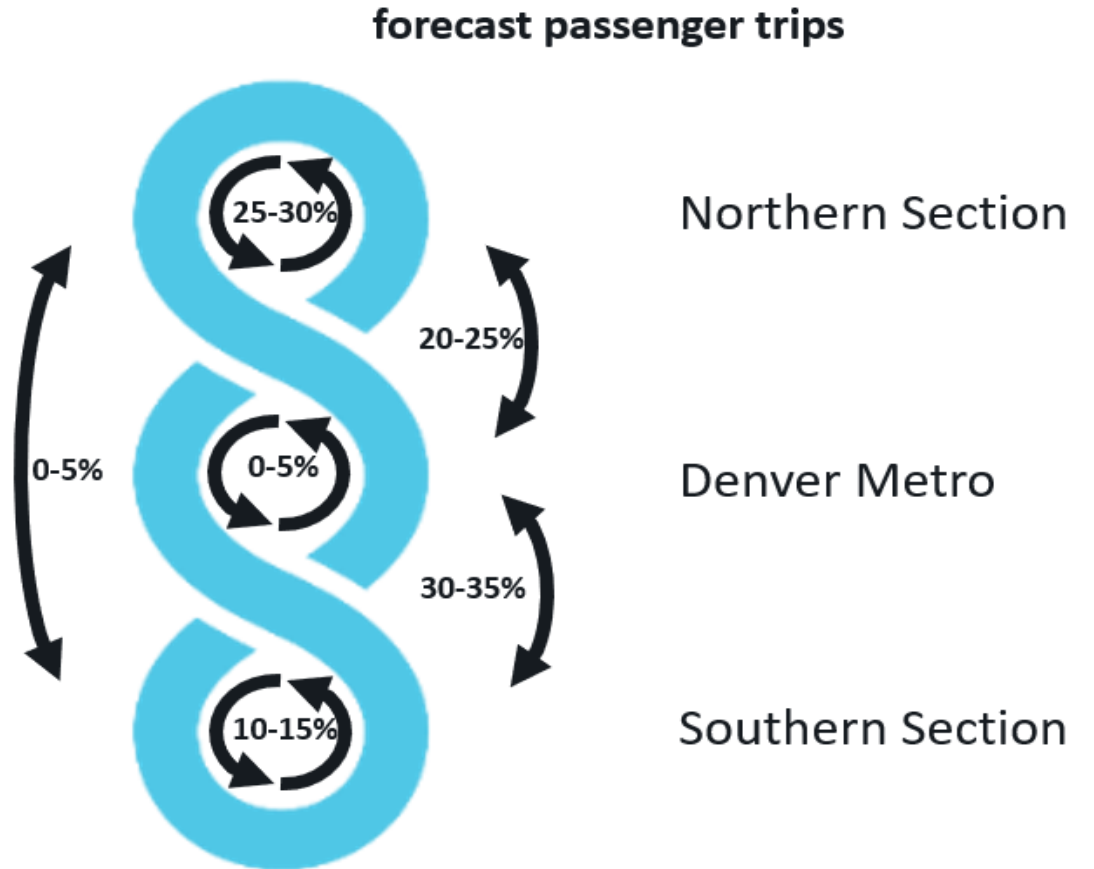


FRPR Ridership Modeling: Demand Across the Front Range, Not Just Denver-Centric

Denver is the
dominant market

50-65%

forecasted trips are to and from or within the
Denver Metro area



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***Joint State/RTD/FRPR
Startup Service***

Stronger and Faster Together

Governor's Leadership + Senate Bill 24-184:

Directed agencies to collaborate on swift first-phase startup service and creates new fee revenue to make it possible

- Partnership between Governor's Office, CDOT, CTE, CTIO, RTD and FRPRD executed with IGA in June 2025
- Negotiations begun with BNSF. Development of service plan and financial plan for Joint Startup Service in 2026

Joint Startup Service Program:

- Three daily round trips between Denver and Fort Collins
- Minimum necessary infrastructure upgrades
Bare-bones - temporary station platforms
- Delivery of first-phase startup service in 2029
- Financed entirely with existing resources and revenue



FRPR

RTD

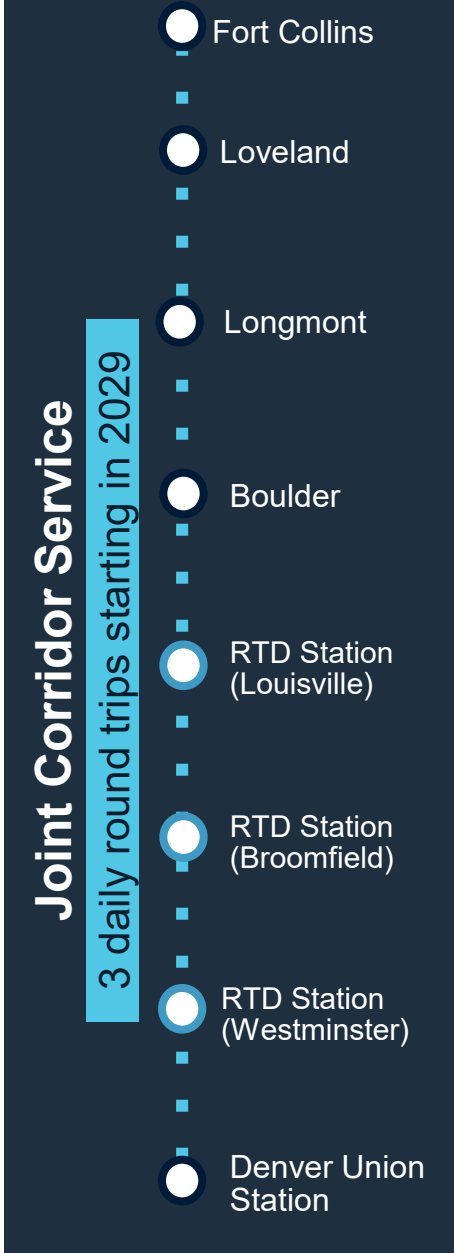
CTIO



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Best Option for the Soonest Rail Service: RTD "Peak Service" vs. FRPR vs. Joint Service

	RTD NWR Peak Service	Front Range Passenger Rail	Joint Service
What	Commuter Rail	Intercity Passenger Rail	Hybrid Intercity Passenger Rail
Where	Denver to Longmont	Fort Collins to Pueblo	Denver to Fort Collins
Stops	10 stops	5 stops between Denver and Fort Collins; 4 additional stops south of Denver	8 stops
Frequency	3 daily (3 AM in, 3 PM out)	4 – 10 round trips; frequency based upon demand	3 true daily round trips
Funding	RTD FasTracks Sales Tax only	FRPRD Ballot Measure Federal Grants State Fees	RTD & State Fees
Timing	Projected 2050 earliest	Initiate Following Successful Ballot Measure	Start by 2029



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Where We're Going

Next Steps for Intercity Rail on the Front Range

Front Range Passenger Rail

- Complete Service Development Plan for full corridor FRPR Service and phasing
- NEPA clearance for federal funding
- Public education and coalition building for successful ballot initiative

Joint Startup Service

- BNSF negotiations
- Finance and Implementation plan
- Begin construction for 2029 delivery



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It's Time to Invest in a Comprehensive Transportation Future for Colorado

- New options for connectivity to business, housing, jobs, health care, education, special events, tourism
- Safe, convenient, and reliable travel
- More personal time and productivity - Less stress
- Mitigate traffic congestion - Improve air quality
- Reduce maintenance and long-term infrastructure costs
- Stimulate local economic development and job creation
- Support and enhance local transit networks



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Stay in Touch Get Involved

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