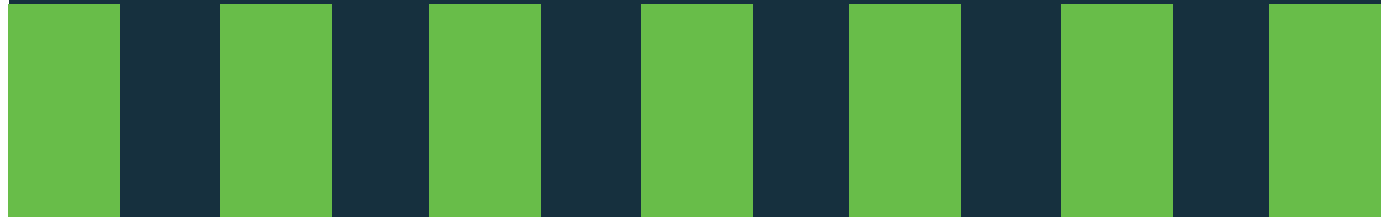




Front Range Passenger Rail District Update

Chris Nevitt, FRPRD Chair

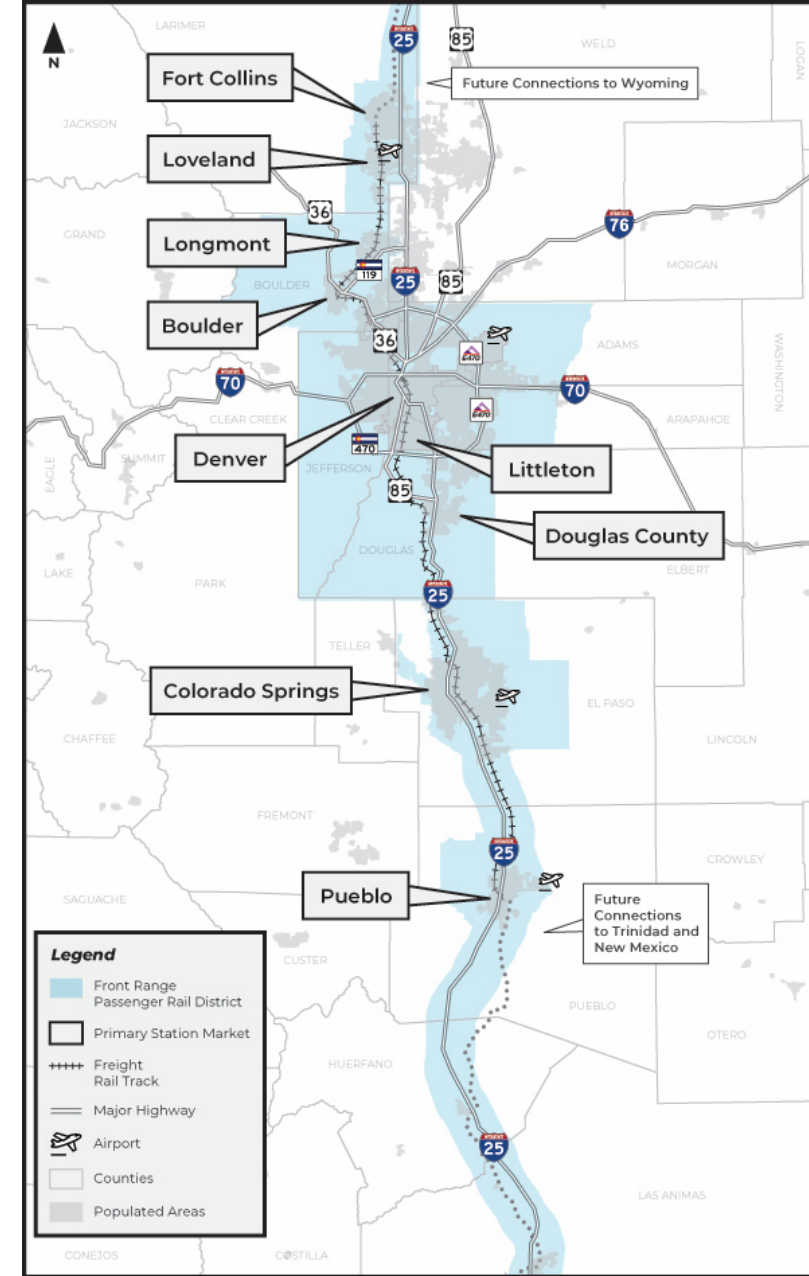


A New Transportation Option for Colorado's Front Range



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
- 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



FRONT RANGE PASSENGER RAIL

District Board of Directors

MPO/TPR

Representatives (10)

- Denver Regional Council of Governments
- Pikes Peak Area Council of Governments
- North Front Range Metropolitan Planning Council
- Pueblo Area Council of Governments
- South Central Council of Governments

Governor Appointments (6)

CDOT (1)

Ex Officio (7)

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



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PASSENGER RAIL

Cost of Congestion

Coloradans spend 54 hours stuck in traffic every year

- **Congestion:** I-25 experiences 8+ hours of daily traffic congestion
- **Economic Cost:** \$3.5 billion annually in lost time and fuel costs
- **Population Growth:** 3 million additional Colorado residents projected by 2050
- **Infrastructure Limitations:** Adding highway lanes is expensive and constrained by space



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PASSENGER RAIL

Passenger Rail Benefits

Sustainability and Safety:

- Reduced pollution supports Colorado's air quality goals
- Reduced highway congestion results in fewer traffic crashes and fatalities
- Less traffic reduces road maintenance costs

Connectivity

- Increased accessibility to economic centers, higher education, medical care and services

Local Economic Impact

- Additional spending by visitors supports businesses and increases local sales tax base

Job Creation

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



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PASSENGER RAIL

Intercity Classification and Requirements

Directive:

- **Statutory Directive** – to implement *intercity* service (not commuter)
- **Statutory Directive** – competitive with the car
- **Federal Railroad Administration Policy** Station areas prioritized in downtown/high activity walkable areas



Front Range Passenger Rail Overview

- Using existing freight rail saves on costs and expedites service start time
- Intercity rail service; max speed of 79 MPH
- Nine primary stations from Fort Collins to Pueblo
- 6-10 daily roundtrips (full build)
- 470 passengers per train means fewer cars on the highways
- Long-term vision of connecting to New Mexico and Wyoming
- Starter service in 2029
- Travel time estimate from Fort Collins to Pueblo is ~4 hours (includes station stops)



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PASSENGER RAIL

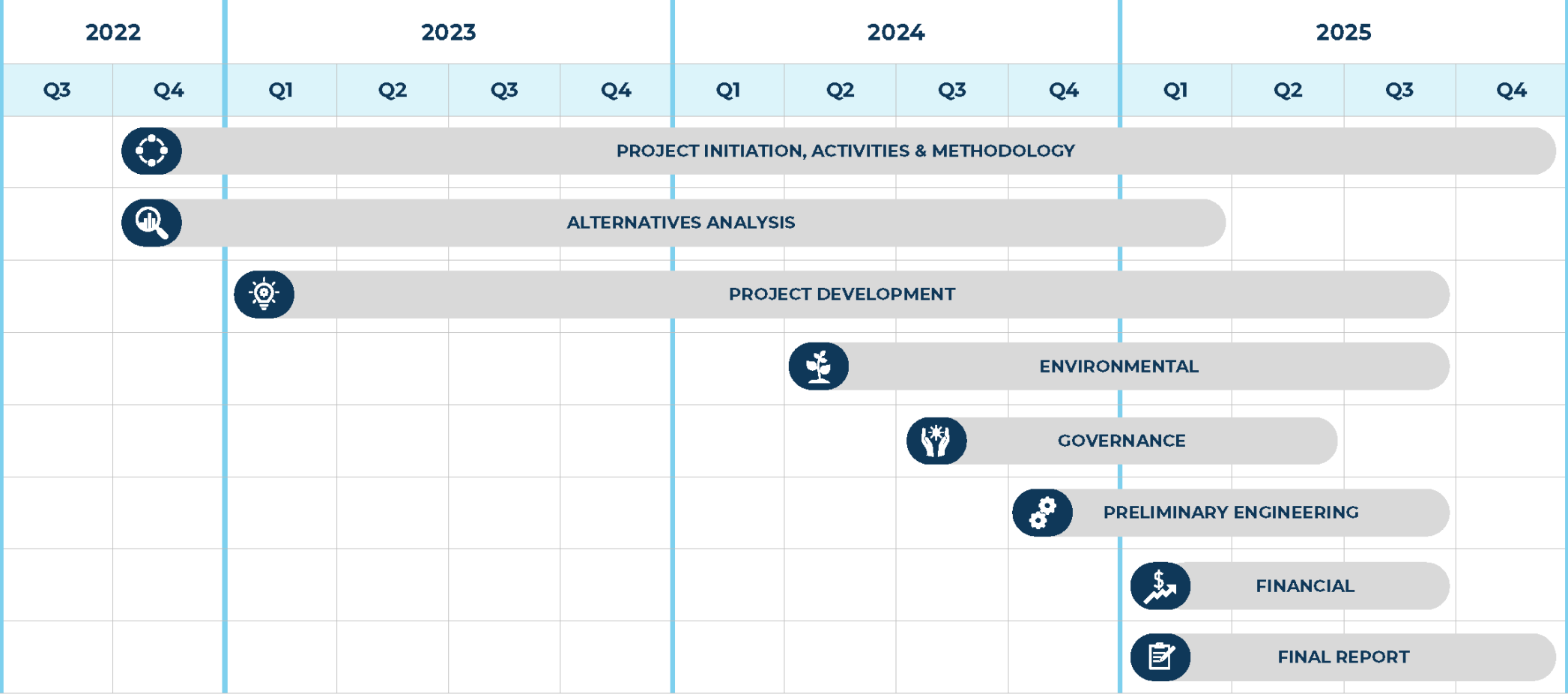
Front Range Passenger Rail *Service Development Plan*

Service Development Plan

Developed with the Federal Railroad Administration, CDOT and host railroads

- Comprehensive planning document
 - Defines a full-build vision and outlines the implementation steps to realize passenger rail along the Front Range
 - First major federal planning phase for project
 - Key step to secure federal funding for implementation
- Route
 - Major Markets for Stations
 - Service Frequency
 - Onboard Amenities
 - Fare Structure
 - Infrastructure Improvements
 - Costs and Financing Plan
 - Implementation Plan

Service Development Plan Concludes This Year



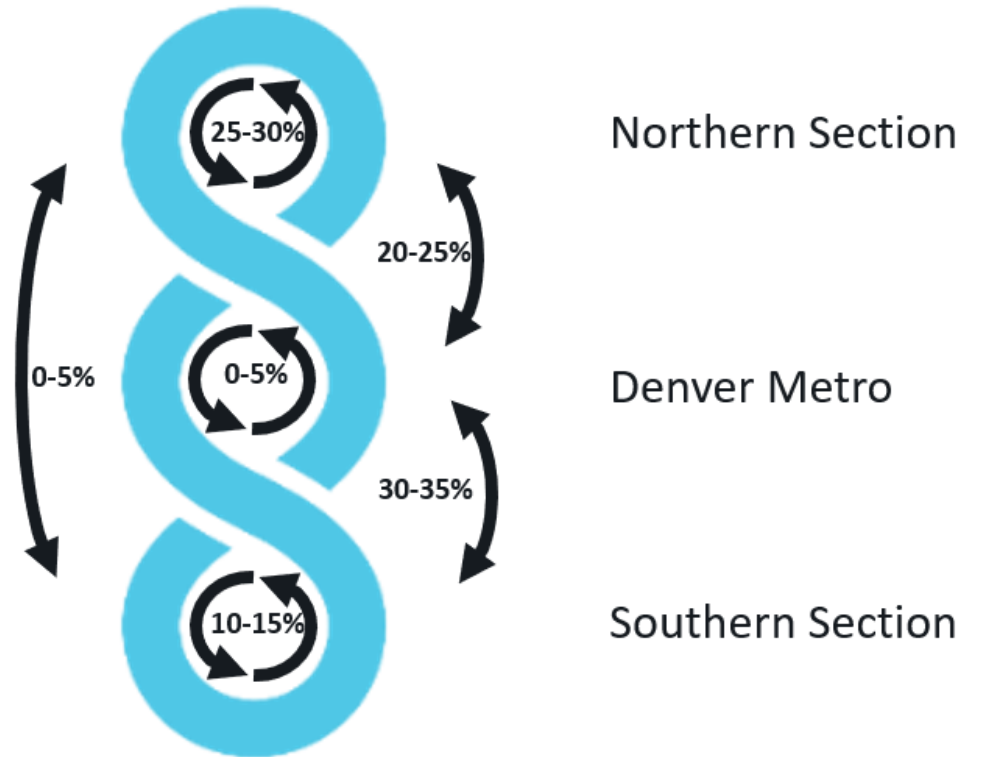
Full Buildout (2045) Ridership Modeling

Denver Metro area is the
dominant market

50-65%

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

DRAFT forecast passenger trips



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PASSENGER RAIL

Recommended Alternative: 10 Trips at 79 mph

10 trips identified as ideal frequency:

- Based on preliminary operations analysis
- Fits anticipated ridership demand

79 mph maximum operating speed:

- Alignment geometries prevent higher speeds for most of the corridor
 - *Only 14 miles of the 180-mile corridor could achieve higher speeds*
 - *90 mph maximum speed reduces end-to-end journey time by only 4 minutes, yet costs significantly more to construct*



Action on the First Phase

Joint Service

Progress Toward a First Phase Starter Service

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

- Partnership between the Governor's Office, CDOT, CTE, CTIO, RTD and FRPRD
- Three round trips daily from Denver Union Station to Fort Collins
- Joint Service could be funded with existing resources
- Infrastructure improvements support passenger rail service
- June 2025 – Agency Boards adopted IGA to form Joint Service Executive Oversight Committee



FRPR

RTD

CTIO



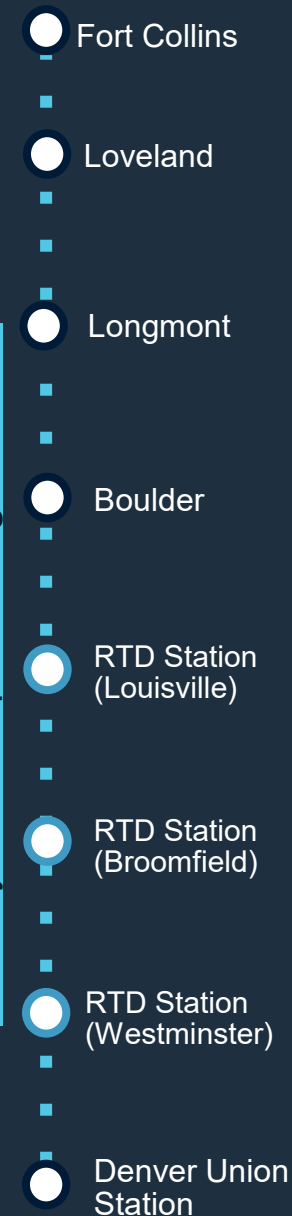
**FRONT RANGE
PASSENGER RAIL**

Service Comparisons of RTD's NWR Peak, Front Range Passenger Rail and 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 (3AM, 3 PM)	4 – 10 RT; frequency based upon demand	3 daily RT
Funding	RTD FasTracks Sales Tax	FRPRD Ballot Measure Federal Grants State Fees	RTD & State Fees
Timing	Projected 2050 earliest	Initiate Following Successful Ballot Measure	Start by 2029

Joint Corridor Service

3 daily round trips starting in 2029



FRONT RANGE
PASSENGER RAIL

Where We're Going

Next Steps

Front Range Passenger Rail

- Service Development Plan completion for full corridor FRPR Service
- NEPA
- Public Education and Coalition Building

Joint Service

- BNSF Negotiations
- Finance Planning



FRONT RANGE
PASSENGER RAIL



It's Time to Invest in Colorado's Future

Next generation seeks sustainable alternatives to
personal automobile

Mitigates traffic congestion to assist with better
air quality

Enhances local economic development and
provides workforce opportunities and job
creation

Opportunity to invest and serve Coloradans'
transportation needs now and, in the future

Pay it forward



**FRONT RANGE
PASSENGER RAIL**



Stay in Touch

Info@FRPRDistrict.com

RideTheFrontRange.com