RESOLUTION NO. 2026-18
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
EXPRESSING SUPPORT FOR THE CITY OF LONGMONT'S RCE GRANT APPLICATION

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation ("Front Range Passenger Rail"); and

WHEREAS, Section 32-22-105(2)(d), C.R.S. authorizes the Board of Directors of the District (the "Board") to pass resolutions for the government and management of the affairs of the District and the execution of the District's powers and duties; and

WHEREAS, the City of Longmont ("Longmont") has partnered with BNSF Railway to pursue grant opportunities for the potential future grade separations of two railroad crossings, State Highway 66 and State Highway 119; and

WHEREAS, Longmont has applied for the Federal Railroad Administration's ("FRA") Railroad Crossing Elimination ("RCE") Program, a program authorized under the federal Infrastructure Investment and Jobs Act, to secure a federal grant to pay for its future grade separations; and

WHEREAS, Longmont will use the RCE grant for feasibility studies, concept design, and environmental review with the primary goal of analyzing how additional overpasses or underpasses can eliminate train-related delays and maximize access for emergency vehicles and to complement Longmont's ongoing, locally funded surface upgrades, localized closures, and quiet zone safety installations; and

WHEREAS, the District supports Longmont's efforts to enhance rail safety and supports its RCE grant application with the FRA.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Front Range Passenger Rail District that the Board hereby expresses its formal support for Longmont's RCE grant application with the FRA.

APPROVED this 29th day of May 2026.



Chair

ATTEST:

Joan Peck

Secretary

CITY OF LONGMONT

BNSF GRADE SEPARATION PROJECT STATE HIGHWAY 66 & STATE HIGHWAY 119



PROJECT APPROACH

The City of Longmont is preparing an **RCE Grant Application** for **Project Planning** and **Project Development** activities. The estimated timeline is below:

2026

Apply

Early 2027

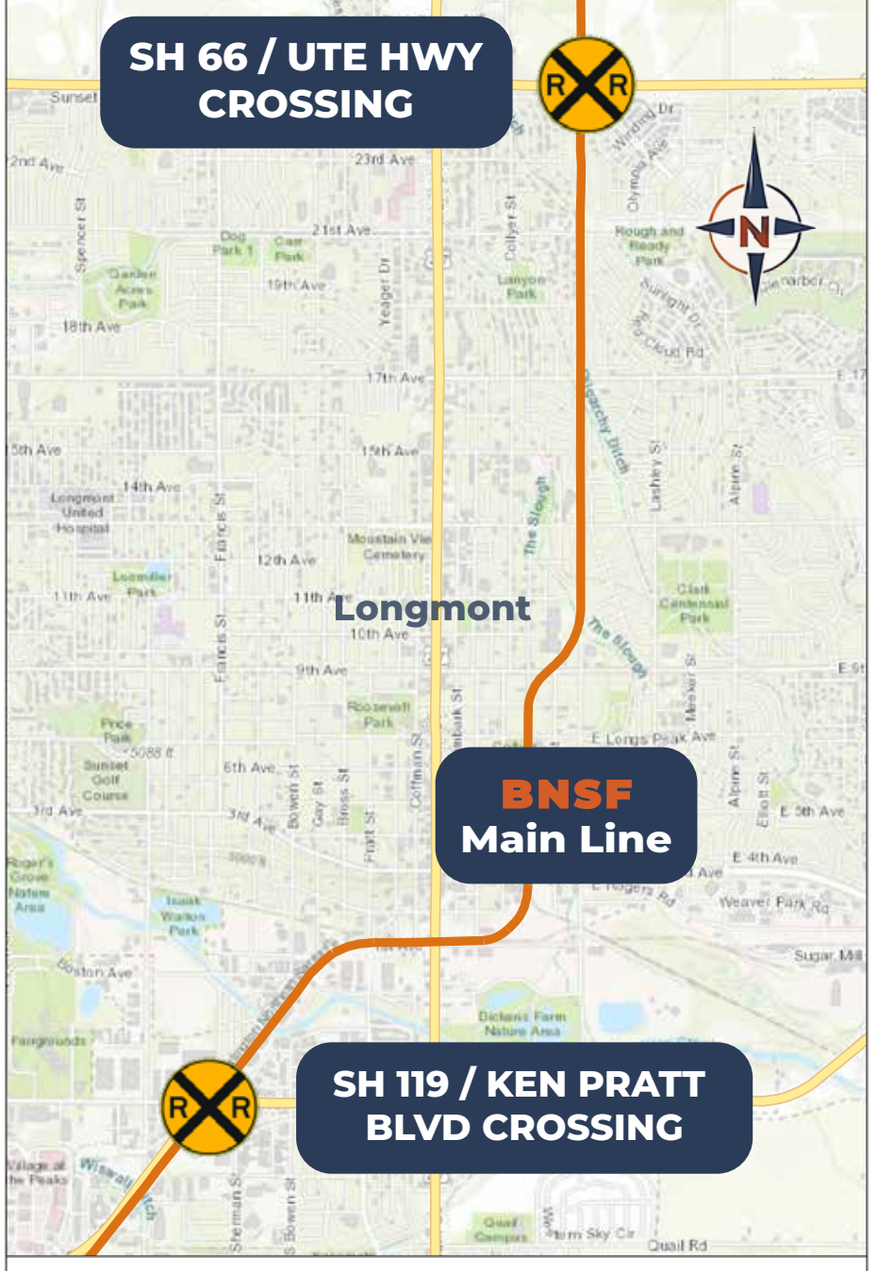
Project Kickoff

2027-2029

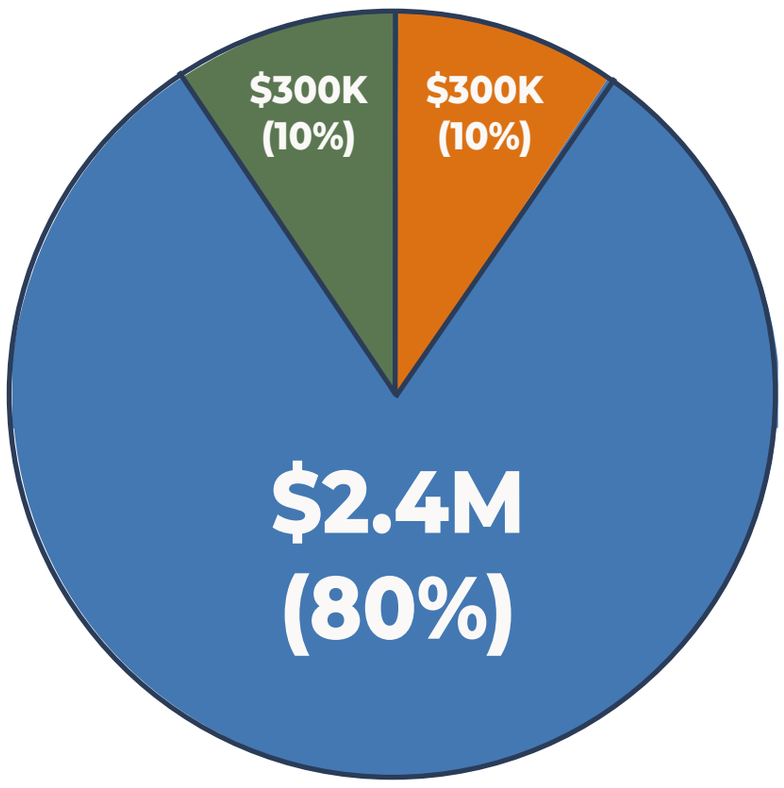
Project Planning & Development

Late 2029

Project Closeout



ESTIMATED PLANNING & DEVELOPMENT COST



PURPOSE & NEED

Safety, Congestion, and **Limited Emergency Access Concerns** at these crossings impact both critical state highways and regional travel mobility.



KEY BENEFITS

- **Enhances Safety -** Eliminates vehicle - train conflicts
- **Improves Mobility -** Reduces delay and congestion on key corridors
- **Boosts Reliability -** Supports emergency response, evacuation access, and future rail use

PROJECT OVERVIEW

The City of Longmont is applying for **RCE funding** to prepare the following two BNSF rail crossings for grade separation:

SH 66 / Ute Hwy



SH 119 / Ken Pratt Blvd



June 4, 2026

David Fink, Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Letter of Support – Safety, Operations and Reliability (SOAR) Rail Crossing Elimination (RCE) Project

Dear Administrator Fink,

The Front Range Passenger Rail District (FRPRD) is pleased to support the proposed Safety, Operations, and Reliability (SOAR) Rail Crossing Elimination (RCE) Project to advance planning and development for the grade separation for the two busiest highway-rail at-grade crossings in Longmont, Colorado.

FRPRD has recognized the significance of these improvements in supporting the future implementation of passenger rail service along the Front Range Corridor. The corridor is currently advancing through the Federal Railroad Administration's Corridor Identification and Development (Corridor ID) Program, and this project represents an important step toward future passenger rail service implementation. The **Colorado Connector** (named by a vote of Colorado residents, "CoCo" for short) is envisioned as a nearly 200-mile passenger route utilizing existing BNSF and Union Pacific railroad lines from Fort Collins to Pueblo, with Longmont as a primary stop. CoCo will directly link Longmont to major employment hubs in Fort Collins, Boulder, Denver, and Loveland, offering a viable alternative to the heavily congested I-25 and US-36 highway corridors.

Both rail crossings, at Colorado State Highways 119 and 66, already experience rail-related crashes, emergency response delays, school bus routing challenges, and broader community connectivity impacts. These issues are expected to intensify with the proposed future implementation of the Front Range Passenger Rail service. FRPRD recognizes the importance of this project in addressing critical safety risks, reducing crashes, and improving mobility for residents, businesses, and emergency services throughout the community. The proposed partnership also demonstrates strong local commitment and readiness to advance the project

FRPRD looks forward to continuing coordination with the City of Longmont on this valuable project, and we urge you to give it your highest consideration.

Sincerely,

General Manager

