

FRONT RANGE PASSENGER RAIL ALTERNATIVES ANALYSIS ONLINE OPEN HOUSE PROCESS AND COMMENT THEMES SUMMARY June 2025

1. INTRODUCTION

The Front Range Passenger Rail project team held an Alternatives Analysis (AA) Online Open House (OOH) from May 12 to June 15, 2025. The AA is a comprehensive report that pulls together the study's Purpose & Need, Route, Service Options and Investments analyses to arrive at a recommended service option to achieve the full vision of intercity passenger rail service along the entire corridor.

The OOH was a self-guided opportunity for participants to learn about the recommended alternative, what full service could look like by 2045 and expected train frequency, travel times and maximum speeds. The public was able to provide comments that will help shape future planning decisions.

2. METRICS

Between May 12 and June 15, 2025, 2,102 people visited the OOH. There were 1,050 registered attendees and 916 anonymous attendees, as well as 136 additional parties who joined registrants. There were 601 comments received about the AA and about how people would use FRPR. Comments were provided through the AA OOH and the FRPR District’s website.

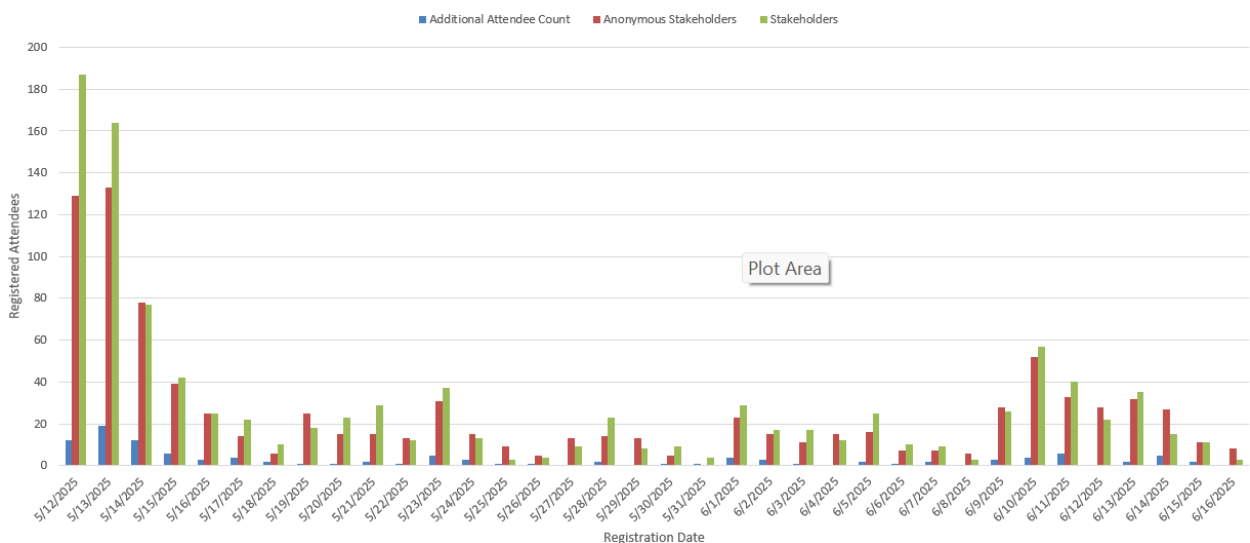


Figure 1: Registered Attendees by Registration Date- Clustered

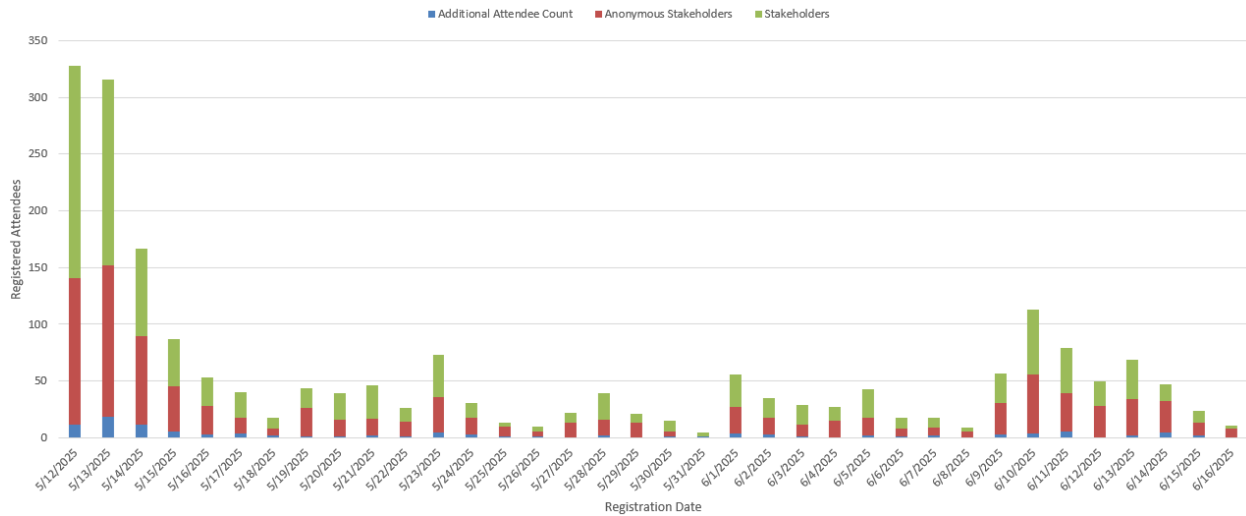


Figure 2: Registered Attendees by Registration Date- Stacked

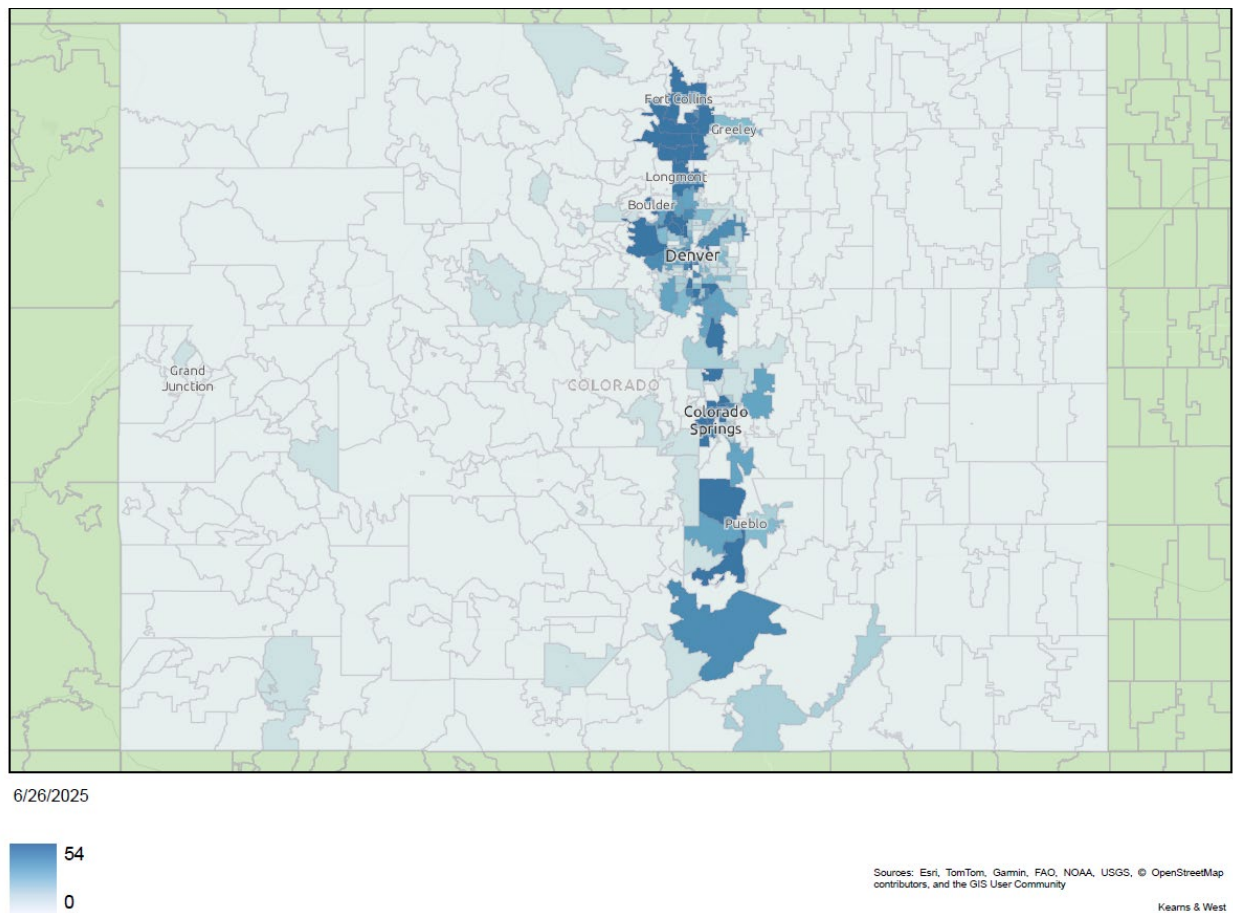


Figure 3: Geographic Distribution of Visitors to the 2025 Alternatives Analysis Online Open House

3. ALTERNATIVES ANALYSIS COMMENT THEMES

a. General AA Comments

Among 289 respondents, nearly 50% of people expressed support for FRPR, 5% expressed opposition, and 45% indicated that they have concerns. Participants shared the following comments and questions.

Speed

- 79 mph is not fast enough to encourage people to ride the train rather than drive a car. Travel times need to be shorter than traveling by car.
- This should be high speed rail.
- Electric trains should be considered.

Schedule

- It would be helpful to see a mock schedule, including night and weekend service. Consider that many people who want to use the service aren't just Monday-Friday commuters.
- The trains should run late enough to serve people attending evening sports games and concerts.
- There needs to be a way to track train delays in real time.
- Passenger rail will often be delayed because of freight trains.

Frequency

- The frequency should be increased from 10 trips/day.
- The trains should be frequent enough to encourage riders to choose this option over cars.
- Some participants expressed a preference for the trains to run every 30 minutes.

Route

- There is a desire to know where the specific station locations will be.
- More information is needed about efforts to connect riders to local transit services at the train stops.
- It would be helpful to know the plan for extending the route past Pueblo.
- There should be a stop near Ken Caryl, Sterling Ranch, or Highlands Ranch given the new developments in these areas.
- Smaller communities along the entire corridor should be considered for stations.
- Routing through Boulder is a diversion and will increase travel times.

Cost/Funding

- Who is the operator?
- Where is the funding coming from?
- What will the total cost be?
- Why will it take so long to build FRPR if the funding is secured?
- What is the cost of fares (between stops and for the whole line)?

- Will a monthly pass be available?

Miscellaneous

- Will bikes be allowed on the train?
- Will pets be allowed on the train?
- There is an interest in knowing more about the design of the train, including luggage storage and restrooms.
- Clean, user-friendly stations and amenities will elevate the rider's experience.
- The train cars should be modern and commuter-oriented and offer Wi-Fi.
- Include family friendly features on the trains, such as spacious bathrooms.
- Will there be security on the trains and at stations?
- Will there be parking structures at the stations?
- How will the trains and stations be made accessible for wheelchair users and people with disabilities?

b. Needed Clarification on the Recommended Alternative

Participants indicated that they would like clarification on the following:

- How is ridership projected? Is The 900,000 per year ridership volume for boardings or round trips?
- Why isn't there a stop included between Denver and Boulder (such as Broomfield or Westminster)?
- Why aren't the appendices published for the public to review?
- Why does Alternative 3 have an irregular timetable? For instance, of the 10 Fort Collins departures, 7 are at :05 past the hour, and 3 are at :35 past the hour. That will be complicated for passengers to remember. All trips in the same direction should depart at the same time each hour.
- What does the finance structure look like, including any bond yields, grants, district taxation, etc.?
- What are targets for costs per boarding (not ticket prices per boarding)?
- When is the start date of service? While 2045 is specified as the deadline for the fully built system, it is stated that service will start earlier than that.
- Will some of the 10 daily roundtrips be "express trains" that only stop in the major cities?
- What is the starting frequency going to be?

c. Needed Information on the Recommended Alternative

Participants indicated that they would like more information regarding the following:

- Connectivity between stations and communities not served by the train, including rural areas, is important.
- Where will the specific stations be? How will sites be selected?
- Is there a chance that there could be more than one station in larger communities?
- Will train service be extended to the Denver airport?

- What will the impact be on residents along the proposed I-25 route?
- Was an alternative considered that is not scheduled around freight rail (i.e. a dedicated passenger rail line, even if only in certain segments)?
- What will coordination with freight look like? How will the District ensure that passenger rail isn't subordinate to freight?
- What are the details of the sales tax envisioned, including how much, on what, in which districts, and for how long?
- Will the trains be automatic or driven by people?
- What is the estimated travel time between stops?

FRPR COMMENT THEMES

a. Input on How FRPR Would be Used

Respondents shared that they would use FRPR in the following ways:

- Tourism (117)
- Commuting (69)
- Visiting friends and family (46)
- Special events (25)
- Other (19)
- Would not use (19)