



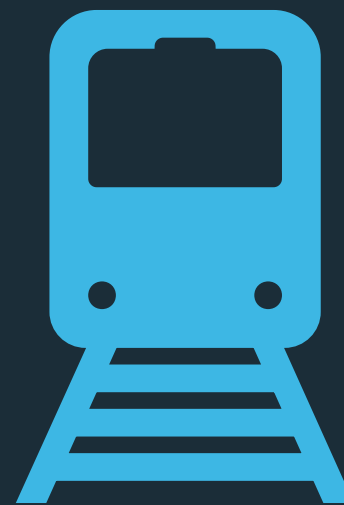
Front Range Passenger Rail Segment-Specific Stakeholder Meeting

Summer 2024

www.ridethefrontrange.com



Welcome



Segment-Specific Meetings

South Segment
Tuesday, June 25
1 – 2:30 p.m.

Central Segment
Wednesday, June 26
1 – 2:30 p.m.

North Segment
Thursday, June 27
1 – 2:30 p.m.

Introductions

CDOT



David
Singer

District



Andy
Karsian

HNTB



Dominic
Spaethling

Peak Consulting



Mandy
Whorton

Kearns & West



Angela Jo
Woolcott



Nancy
Burke



Lisa
Sakata



Morgan
Lommele



Duane
Sayers



Caitlin
Sheridan



Agenda



Welcome and Introductions



Service Development Plan Update



District Update



Q&A and Discussion



Look Ahead and Adjourn

Guidelines



Be considerate of all perspectives.



Actively listen.



Frame questions that represent your constituent's interests.



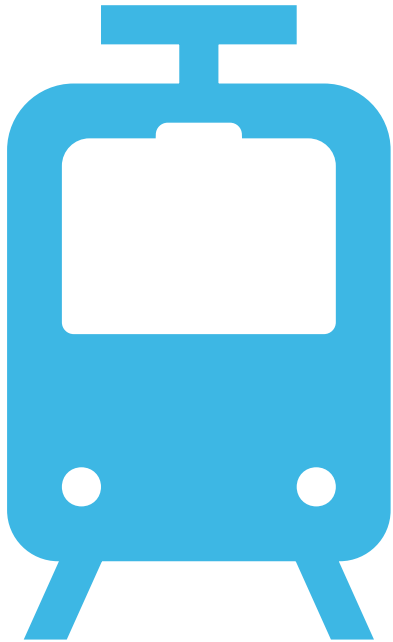
Commit to the entirety of the process and stay engaged following today's meeting.

South Segment Roster

- Action22
- Colorado Department of Transportation (CDOT)
- City of Colorado Springs
- City of Colorado Springs/Fort Carson
- City of La Junta
- City of Pueblo
- City of Trinidad
- City of Walsenburg
- Colorado Competitive Council
- Colorado Springs Chamber and EDC
- Colorado State University – Pueblo
- Downtown Partnership of Colorado Springs

- El Paso County
- Fort Carson
- Fountain Valley Chamber of Commerce
- Huerfano County
- Larkspur Chamber of Commerce
- Las Animas County
- Mountain Metro Transit
- Pikes Peak Area Council of Governments (PPACG)
- Pueblo Chamber of Commerce
- Pueblo County
- Pueblo Memorial Airport
- Pueblo Transit

- Regional Transportation District
- Town of La Veta
- University of Colorado – Colorado Springs
- U.S. Air Force Academy



South Segment – What We Heard

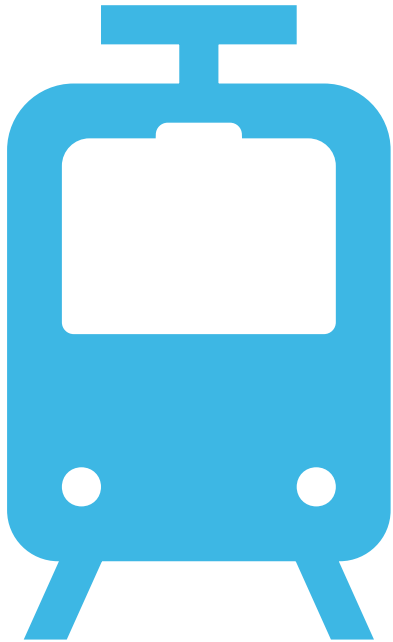
- Develop a border-to-border rail service that stops in each county.
- Encourage multimodal transportation options, station access, and service to rural communities.
- Explain how FRPR helps Colorado's transportation system and the environment.
- Explain operational opportunities and challenges.
- Use models of existing intercity rail corridors to guide planning.
- Position Colorado and FRPR as a top contender for federal funding and eligibility.

Central Segment Roster

- Amtrak
- Auraria Higher Education Center
- Bike JeffCo
- Boulder Chamber of Commerce
- Boulder County
- Broomfield Chamber of Commerce
- Colorado Department of Transportation (CDOT)
- CDOT Transportation Commission
- City & County of Broomfield
- City & County of Denver
- City of Boulder
- City of Castle Pines
- City of Centennial
- City of Lone Tree

- Clear Creek County
- Colorado Department of Local Affairs
- ColoRail
- Commuting Solutions
- University of Colorado - Boulder
- Denver International Airport
- Denver Metro Chamber of Commerce
- Denver South EDP
- City & County of Denver Department of Transportation and Infrastructure (DOTI)
- Douglas County
- Downtown Denver Partnership
- Denver Regional Council of Governments

- DSTMA
- Jefferson County
- Metro Denver
- NATA
- Regional Transportation District (RTD)
- Skytran
- South Metro Denver Chamber of Commerce
- Town of Castle Rock
- Transportwriter.com
- Westminster Chamber of Commerce



Central Segment – What We Heard

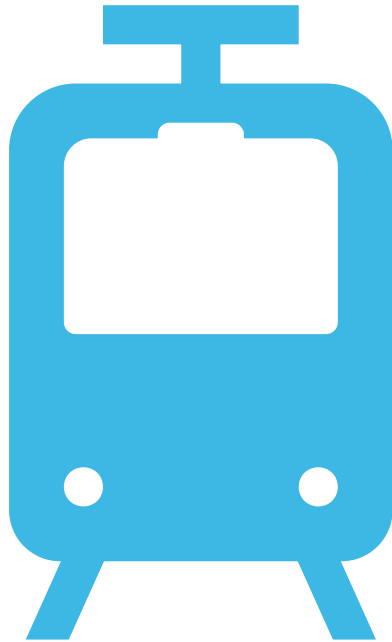
- Describe how FRPR can operate and integrate with local transit.
- Consider how FRPR will affect communities without stations or transit.
- Understand where people want to travel to have an attractive service, including college students.
- Develop a safe, efficient, and timely rail system that is competitive with car travel.
- Coordinate closely with RTD.
- Collaborate with local jurisdictions' public work staff.
- Increase support for public transit support.
- Be transparent about right-of-way considerations.

North Segment Roster

- Association for Colorado County Administrators (ACCA)
- Carbon Valley Chamber of Commerce
- City of Fort Collins
- City of Greeley
- City of Loveland
- Colorado State University – Fort Collins
- Fort Collins Chamber of Commerce
- Larimer County

- Longmont Chamber of Commerce
- Mead Chamber of Commerce
- North Area Transportation Alliance
- North Front Range Metropolitan Planning Organization (NFRMPO)
- Northern Colorado Regional Airport
- PRO 15
- Regional Transportation District (RTD)
- Town of Firestone
- Town of Johnstown

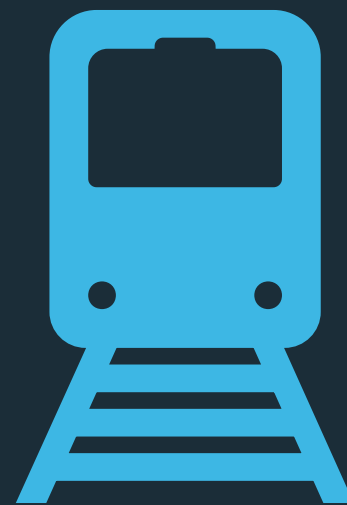
- Town of Mead
- Town of Windsor
- University of Northern Colorado
- Weld County



North Segment – What We Heard

- Encourage multimodal transportation options, station access, and service to rural communities.
- Consider future growth and changing demographics in the planning stage.
- Message the larger vision, cost, timeline, and execution.
- Consider how FRPR will affect communities without stations or transit.
- Consider ROW impacts as part of the evaluation process.
- Message how FRPR can connect communities and promote economic development.
- Develop a safe, efficient, and timely rail system that is competitive with car travel.

Service
Development
Plan (SDP)
Update



Preliminary Purpose and Need

Purpose

To introduce intercity passenger rail service along Colorado's Front Range urban corridor between Pueblo and Fort Collins along existing freight railroad corridors.

Needs

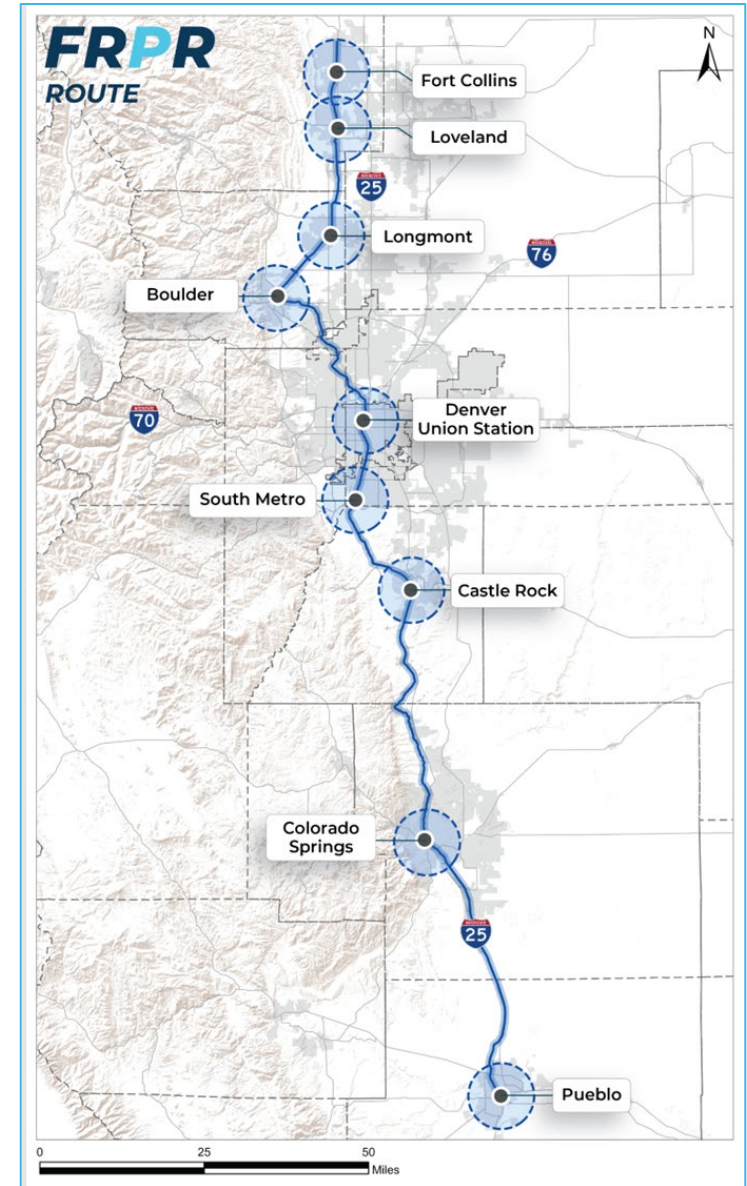
- Improve mobility and multimodal travel options
- Connect communities
- Foster economic vitality and improve transportation equity
- Support environmental and sustainability goals



Route Options Analysis

The primary factors used to evaluate the route options represent the key requirements of the FRPR project described in the preliminary Purpose and Need:

- ▶ Ability to serve the major markets—specifically population and employment centers—along the Front Range.
- ▶ Location within an intact rail corridor.



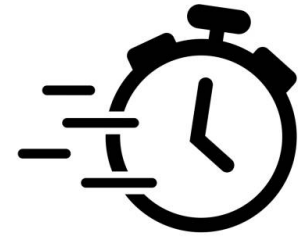
Service Planning



Ridership



Revenue



Travel time



Frequency

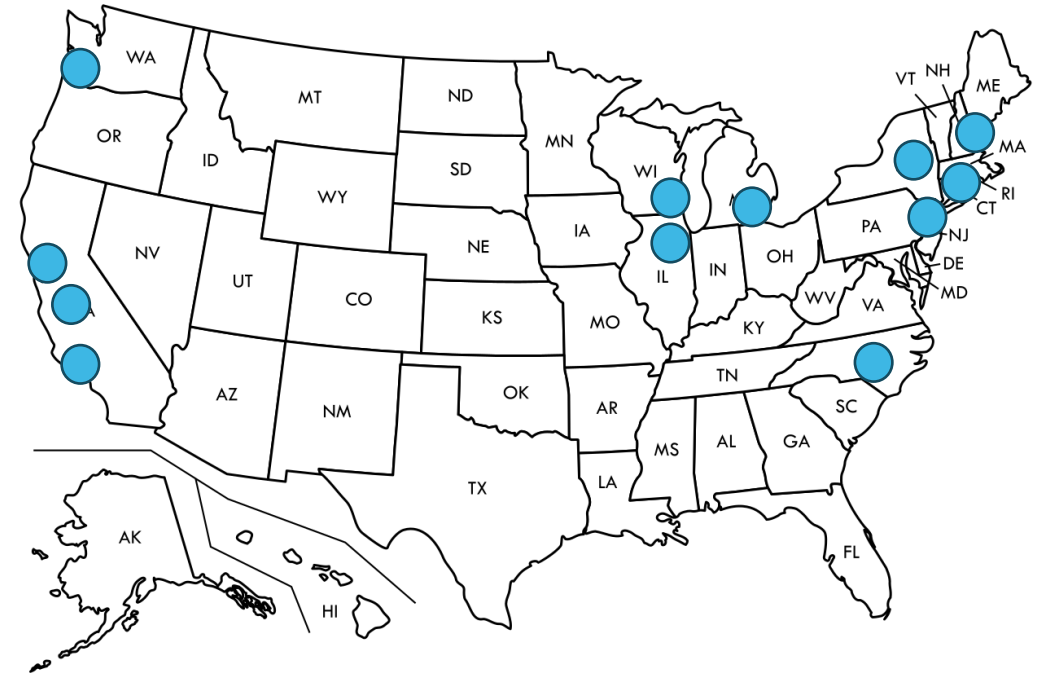
What might success look like?

Peer System Benchmarks

Benchmarking focuses on existing Amtrak services.

State-supported services	3 or more trains per day in each direction
Capitol Corridor	Keystone
Cascades	New Haven – Springfield (Hartford Line)
Chicago-St Louis (Lincoln Service)	Pacific Surfliner
Downeaster	Piedmont
Empire	San Joaquin
Hiawatha	Wolverine

States of California, Virginia and Washington Amtrak cost data used for financial modeling



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

Illustrative location of benchmark services only

What might success look like?

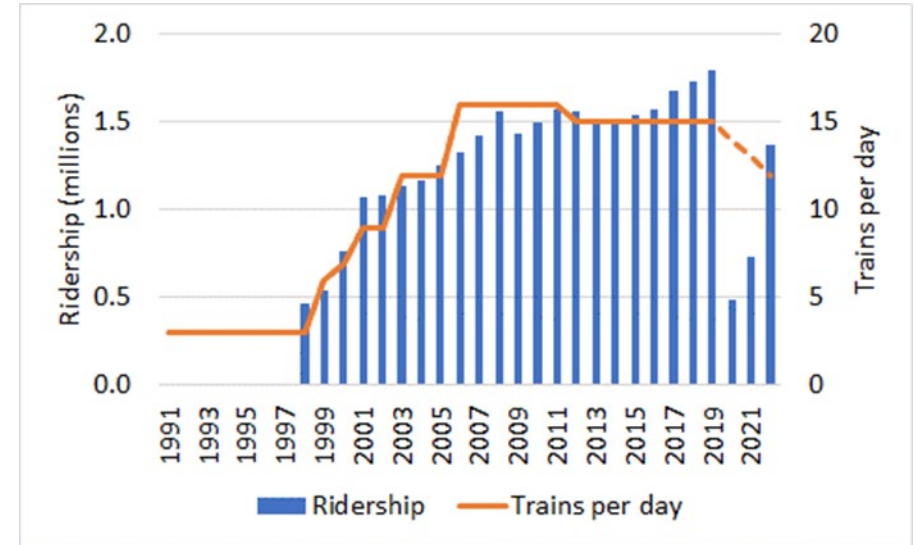
Peer System Performance

Peer system	Route Pairs**	Weekday frequency (round trips per day)*	Number of stations	Approximate corridor length (miles)	Ridership (2019 million one way trips)	Operations and Maintenance (\$2019 millions)
Wolverine	Pontiac, MI – Chicago, IL	3	16	301	0.5	33
Piedmont	Raleigh, NC – Charlotte, NC	4	11	180	0.2	9
Chicago-St Louis	Chicago, IL – St Louis, MO	5	11	282	0.6	33
Downeaster	Portland, ME – Boston, MA	5	11	145	0.6	18
Cascades	Vancouver, BC – Eugene, OR	6	17	470	0.8	70
Empire	New York, NY – Niagara Falls, NY	6	18	466	1.2	65
San Joaquin	Bakersfield, CA – San Francisco, CA	6	13	282	1.1	98
Hiawatha	Chicago, IL – Milwaukee, WI	7	5	86	0.9	23
NH – Springfield	New Haven, CT – Springfield, MA	8	8	62	0.4	24
Keystone	New York, NY – Harrisburg, PA	10	20	197	1.6	56
Capitol Corridor	San Jose, CA – Colfax, CA	12	18	170	1.8	73
Pacific Surfliner	San Luis Obispo, CA – San Diego, CA	12	27	349	2.8	138

* Weekday frequency will be higher than average frequency in many cases

** Variations exist across some of these routes

Peer System Spotlight: Capitol Corridor



* Ridership data not available prior to 1998

** All service changes during COVID not detailed

- Service commenced in 1991 with 3 round trips per day
- Increased to 9 round trips in 2001

- Maximum of 16 round trips in 2006
- Currently 12 round trips on weekdays between SAC and OAK. Lower frequencies elsewhere on system.

What might FRPR service look like?

Ridership Trends

Denver Metro area is by a distance the largest single producer/attractor

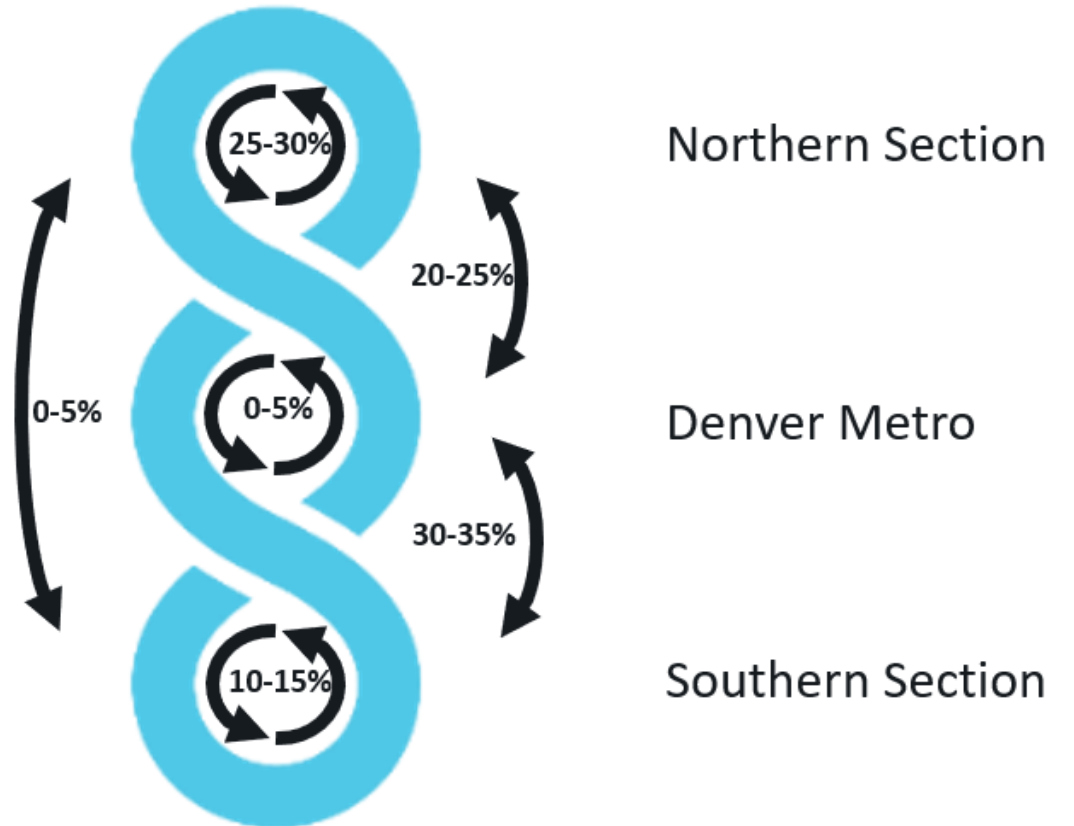
50-65%

of forecast trips are to, from, or within the Denver Metro area

2045 forecast 580-1,200 (thousands)

Potential ridership depends on frequency and maximum speed

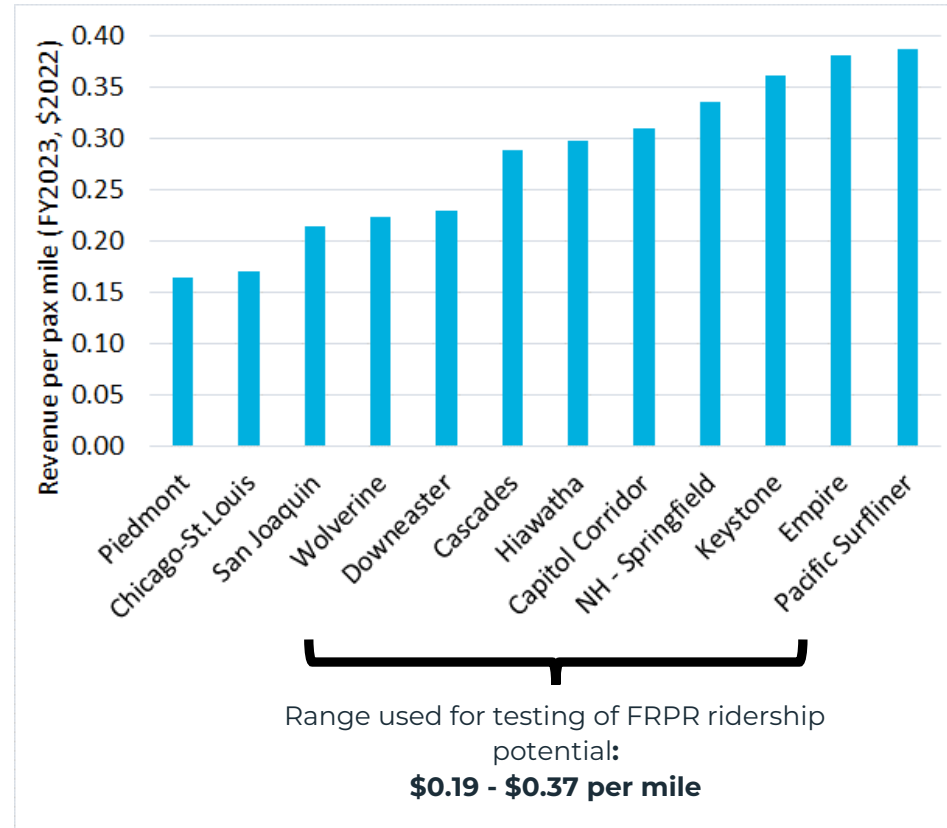
DRAFT forecast passenger trips



What might success look like

Revenue Assumptions

Estimated average fares for benchmark services



The SDP is not committing to a fare policy.

\$0.16 - \$0.39

Average Fares for Benchmark Service

\$0.19 - \$0.37

Range Adopted for Testing

Example Fares

\$5 - \$10

Boulder to
Denver Union
Station
(approx. 30 miles)

\$40 - \$70

Fort Collins
to Pueblo
(approx. 190 miles)

2045 forecast \$10.3-18.6 (million)

Potential revenue depending on fare structure

Preliminary Travel Times Summary

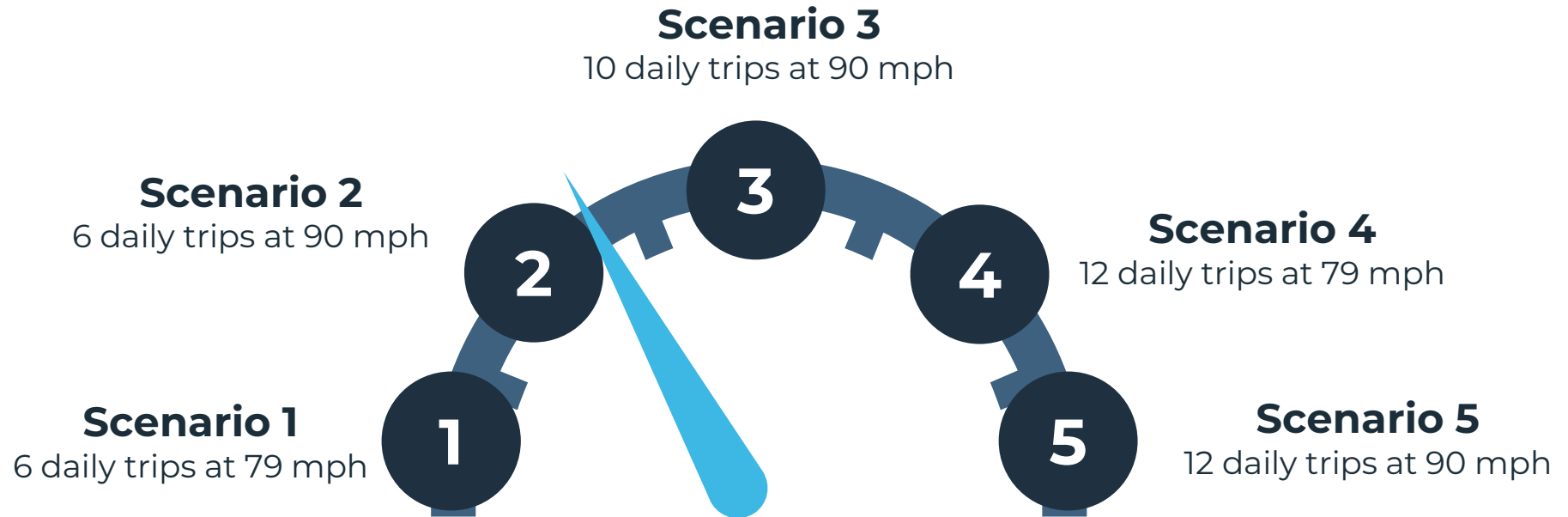
Mode	Travel Time (hr:min)
Rail @ 79-110MPH	3:20 – 3:10
Auto (2023)	2:30 – 3:30
Auto (2045)	3:00 – 4:00+

Rail travel times shown are preliminary and **based on ideal operating conditions: golden run.**

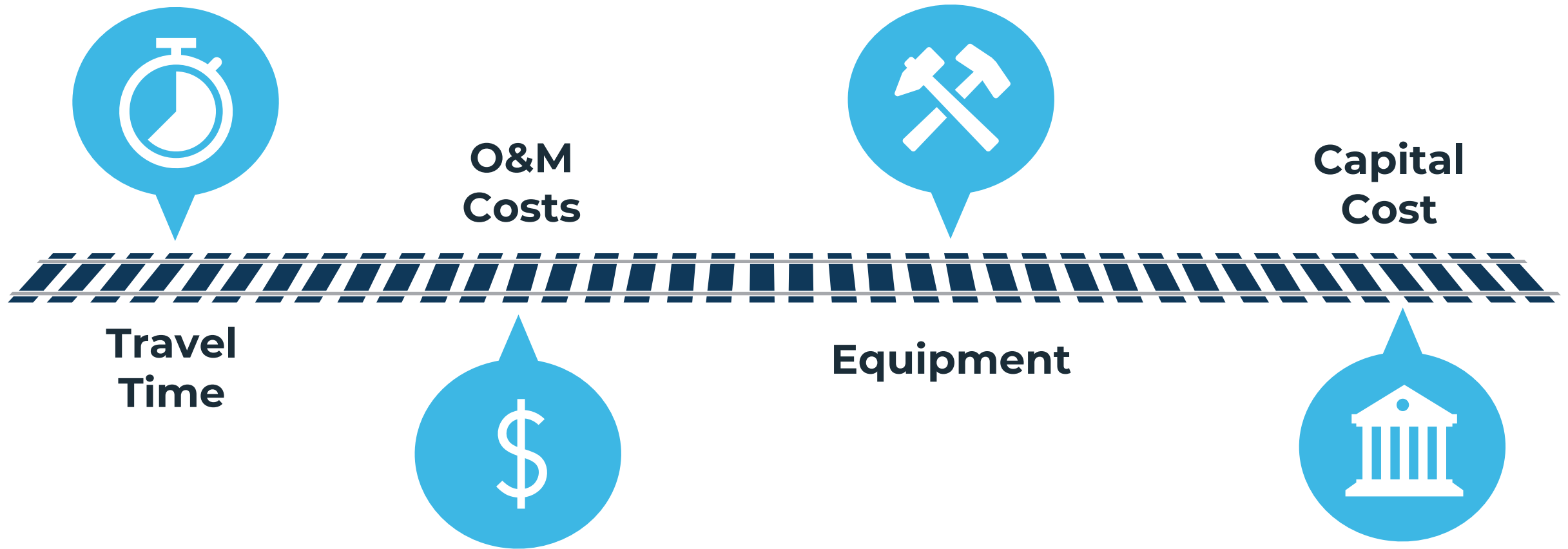
Current Auto Trip Time	
<i>AM Pueblo to Fort Collins</i>	<i>PM Pueblo to Fort Collins</i>
Median = 3:05	Median = 3:00
Peak = 3:30	Peak = 3:20

2045 auto trip times are based on the average increase between origin-destination pairs in the CDOT statewide model.

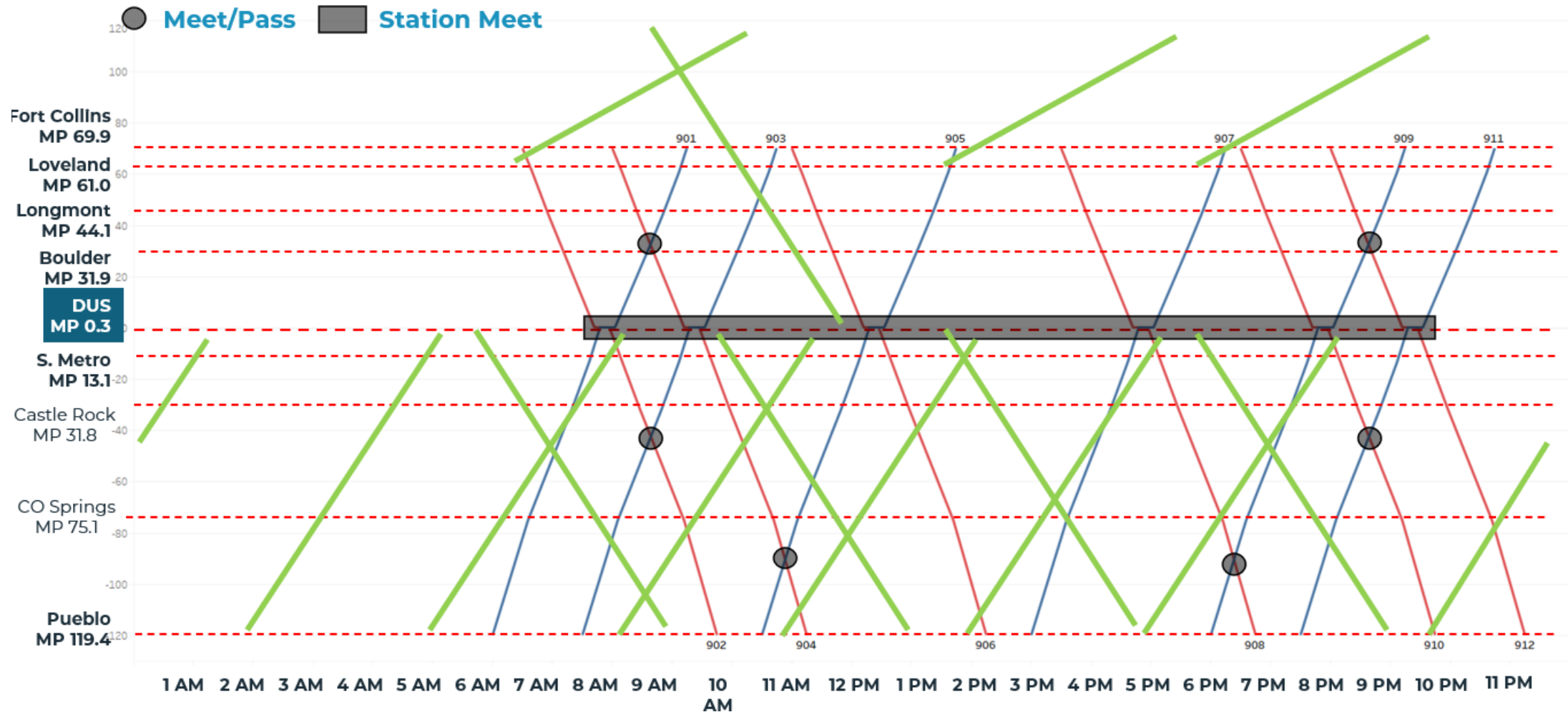
Service Planning Options



Service Planning Options



Illustrative Passenger Stringline Analysis (6RT)



Preliminary Conclusions

A daily FRPR service is viable and **comparable to other state supported corridors** in **Operations and Maintenance Costs**, and **Ridership and Revenue**

90 mph train travel time is comparable to current auto travel times and will be **very competitive – if not better than – 2045 auto travel times**

Train speeds faster than 110 **do not necessarily equate** to increased ridership or reduced travel times

These conclusions are contingent on both rail infrastructure improvements and operating agreements with host railroads.

Next Steps

1

Continue working with host railroads on simulation modeling to test operating scenarios.

2

Assemble information for Preliminary Alternatives Analysis

3

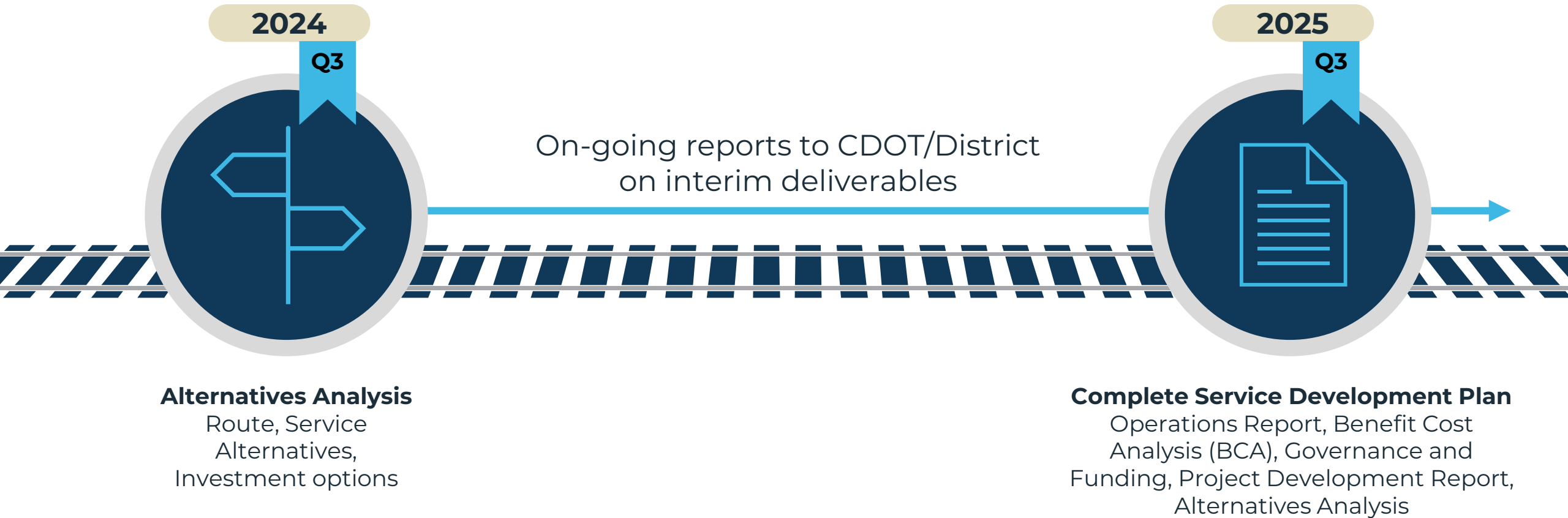
Recommend project/service for Service Development Plan

Complete the Preliminary Alternatives Analysis this fall

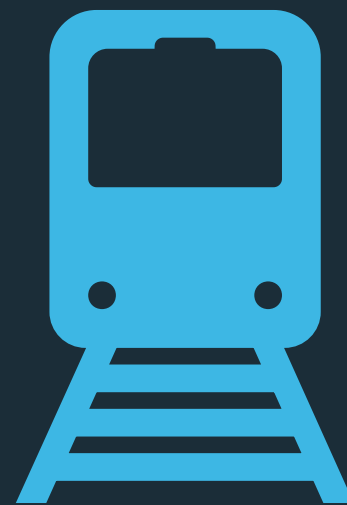


Stay tuned for upcoming information and engagement related to the Alternatives Analysis.

Project Timeline



District Update



District Data Gathering

- ▶ EY Financial and Service Modeling
- ▶ Workshops
 - ▶ Surveys and polls
 - ▶ Financial analysis/service modeling scenarios
 - ▶ Outreach and education
 - ▶ Operator presentations

2024 Legislative Session

HB 1012

- ▶ Front Range Passenger Rail District Efficiency Clean-Up Bill
 - ▶ Clarify Board terms and nominating timeline for MPOs
 - ▶ Quorum clarification
 - ▶ More efficient elections
 - ▶ Board delegation of authority
 - ▶ Service plan for ballot
 - ▶ Boundary clean-up

SB 184

- ▶ New funding for transit and rail capital needs
- ▶ Financing opportunities important for federal grant funding and early capital construction
- ▶ Advancing joint operations/authority with FRPRD, RTD, and CDOT around passenger rail service from Denver to Fort Collins

SB 230

- ▶ Three new funds for transit
- ▶ Supports operations and capital needs
- ▶ Funding designed to connect existing and new transit services statewide

Ballot Timing

- 1) The Board evaluated information presented through workshops, survey data, modeling reports, presentations, community input, and committee reports to determine next steps for ballot measure timing.
- 2) The Board is focused on creating a viable transportation project before going to the voters for a sales tax approval. The Board serves as fiscal stewards to best use the recently passed state funding mechanisms, leverage resources by continuing to work with partners, and consider opportunities to buy down the ask to the voters.
- 3) The District will continue education and outreach to community and business leaders and local government officials.
- 4) The project is completing the SDP and continuing with service and financial modeling analysis.

SB 24-184 Next Steps/Process

- Continue collaboration conversations on the Northwest rail line with CDOT RTD, and community leaders.
- Discussions include coordination on leveraging capital and creating options for both commuter and intercity service.
- The District is preparing a plan to present to the state this fall outlining a proposal for implementation.

Station Planning

- ▶ The Board passed Resolution No. 2024-12 at its May 31 Board Meeting.
 - ▶ Approved nine primary station markets.
 - ▶ Outlined the process for developing secondary stations.
- ▶ This enables the District to:
 - ▶ Distribute Station Location Criteria to primary locations.
 - ▶ Begin station area planning and site location conversations.
 - ▶ Provide a Station Location Study Scope of Work template to jurisdictions looking for assistance in creating a station area study.

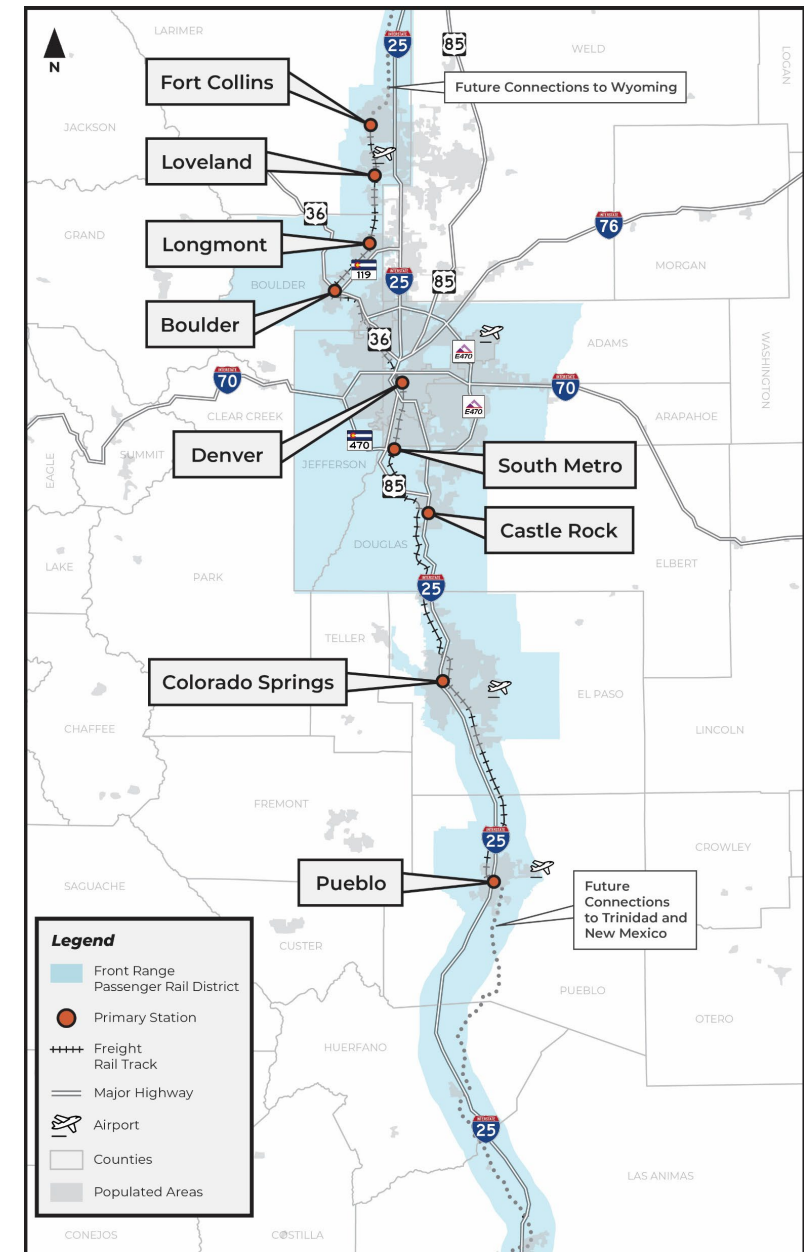
Station Location Criteria

Criteria were developed to create a standard for future Front Range Passenger Rail stations, assist local jurisdictions in selecting a location that meets that criteria, fit into the fabric of the community, and create a welcoming environment for those who pass through it.



Key Components

- This policy qualifies the first nine major market stations as meeting the criteria to become a primary station.
- Outlines the criteria and requirements to establish secondary station locations.
- Allows the District to start working with local jurisdictions to consider potential station sites and development.
- Offers local jurisdictions District assistance with general or technical questions throughout the process.



Station Location Criteria Summary

What it does:

- Establishes District guidelines for station criteria.
- Provides local jurisdictions with considerations for developing a station location.
- Explains how the primary stations were selected.
- Provides a path for developing secondary stations.
- Describes the FRPR platform and District responsibilities.
- Describes moving into the Station Location Study for local jurisdictions.
- Offers District help to local jurisdictions throughout the selection process.
- Offers information on possible funding sources and grant opportunities.

Station Location Criteria Summary

What it does not do:

- Dictate to a local jurisdiction where the exact station location will be.
- Describe what type of station facility should be built by the local jurisdiction.
- Mandate specifications for parking lots or structures.

Next Steps...

- Reaching out to the nine primary markets to discuss station location siting.
- Meeting with local jurisdictions for on-site visits.
- Facilitating station planning meetings.
- Continuing work planning toward a 2026 ballot measure.
- Developing an economic impact study.
- Continuing education and outreach across the entire corridor.

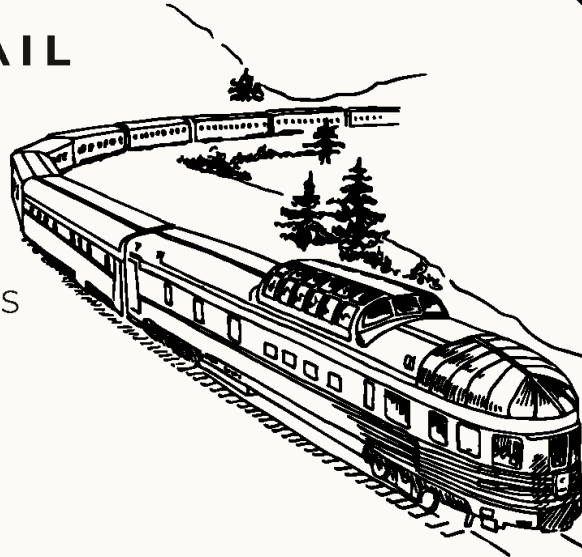
FRONT RANGE PASSENGER RAIL TRAIN RIDE

FORT COLLINS	BOULDER	CASTLE ROCK
LOVELAND	DENVER	COLORADO SPRINGS
LONGMONT	SOUTH METRO	PUEBLO



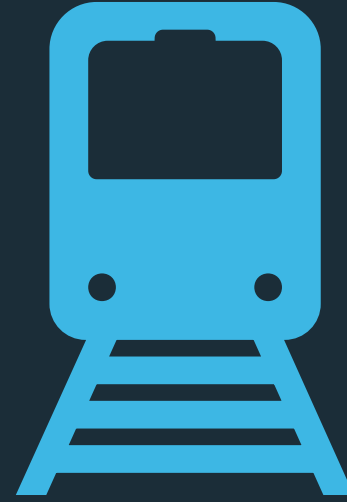
ADMIT ONE

RideTheFrontRange.com



**HOW WILL YOU
USE THE TRAIN?**

Look Ahead &
Adjourn



Contact Us



*Stay tuned for upcoming information
and engagement related to the
Alternatives Analysis.*



David Singer
david.singer@state.co.us



Nancy Burke
nancy.burke@frprdistrict.com



Duane Sayers
duane.sayers@frprdistrict.com

www.ridethefrontrange.com