

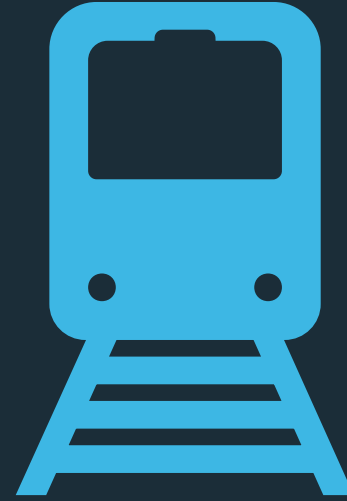


Front Range Passenger Rail Alternatives Analysis Stakeholder Briefing

May 2025

RideTheFrontRange.com

Welcome



Agenda



Welcome



FRPR Updates



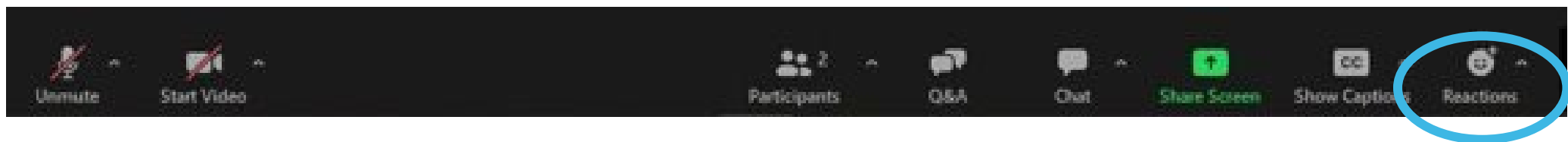
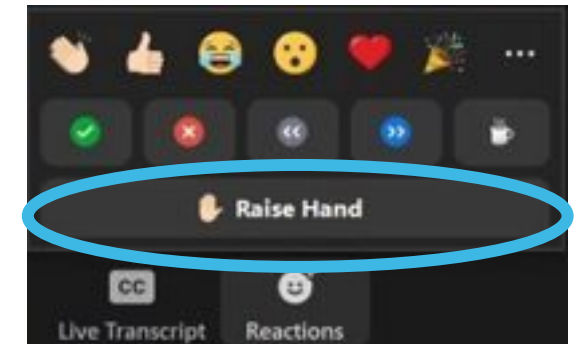
Online Open House Preview



Q&A and Discussion

Technology Overview

- Feel free to ask questions in the chat, and we will facilitate a discussion during today's meeting as well.
- If you are participating by phone, raise your hand by dialing *9.
- If you have technical issues, please contact Caitlin Sheridan through the chat or e-mail csheridan@kearnswest.com.



Introductions



Jeff Dawson
Colorado Department of
Transportation (CDOT)



Chrissy Breit
Front Range Passenger
Rail District

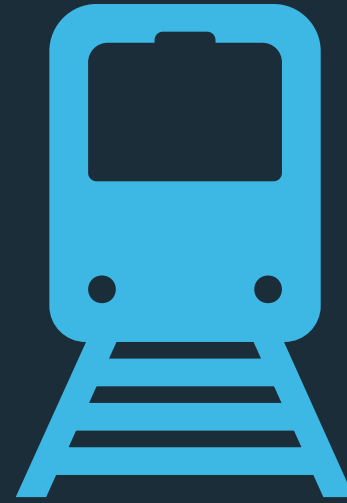


Aaron Bowe
HNTB



Morgan Lommele
Kearns & West

FRPR Updates



Exciting Developments in Passenger Rail



**CORRIDOR
IDENTIFICATION
AND
DEVELOPMENT
PROGRAM**



**DEMONSTRATION
TRAIN**



**NEW
LEGISLATIVE
FUNDING
SOURCES**



**COLLABORATION
TOWARDS STARTER
SERVICE**



**GRANT
FUNDING**



**HOST
RAILROAD
COORDINATION**

Demonstration Train



2024 New State Funding for Passenger Rail

SB24-184

SB24-230

Funding Source

Congestion impact fee on vehicle rentals

Fees on oil and gas production

Expected Use

Bustang, FRPR, Mountain Rail

Expand transit and support new passenger rail projects

Revenue

Collections begin late 2025
\$58M/year

Collections begin July 2025
\$36M/year to fund passenger rail

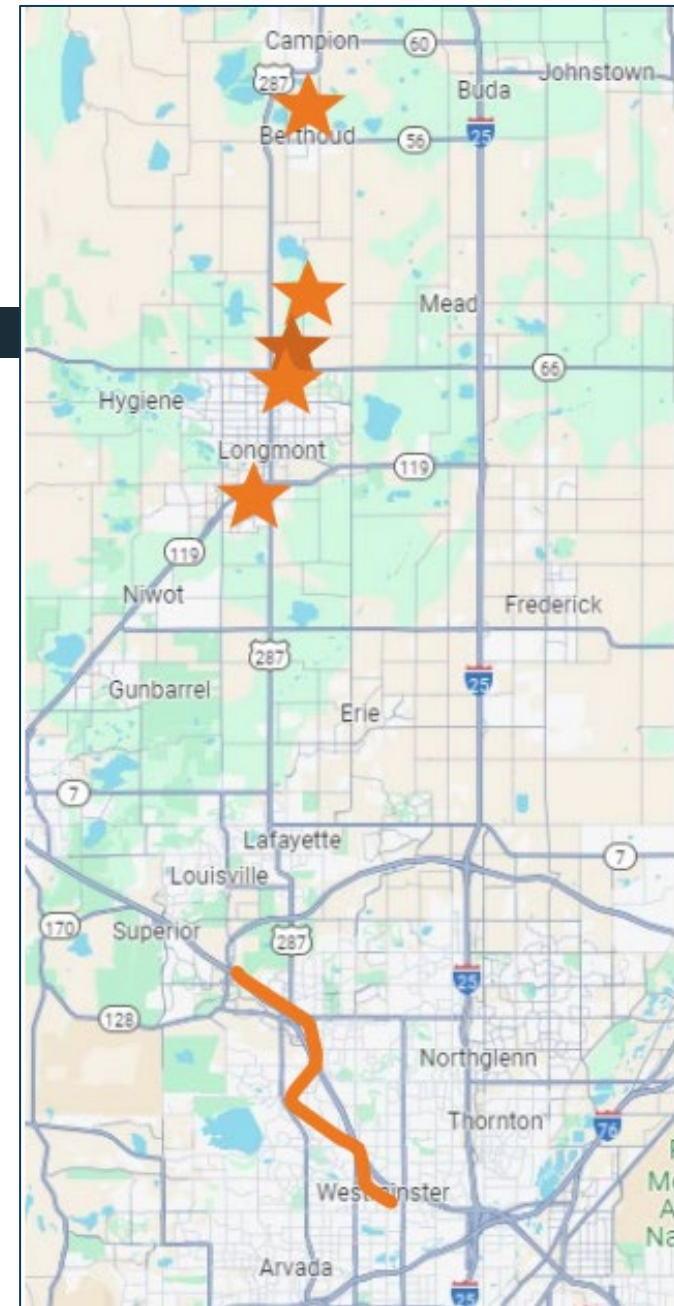
Federal Funding for Passenger Rail

- CDOT's Modernizing Rail on the Front Range was awarded federal funding via a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in **Spring 2024**.
- Improvements:
 - Federally mandated Positive Train Control
 - Extended freight siding (necessary for passenger rail)
 - 5 RR crossing improvement projects

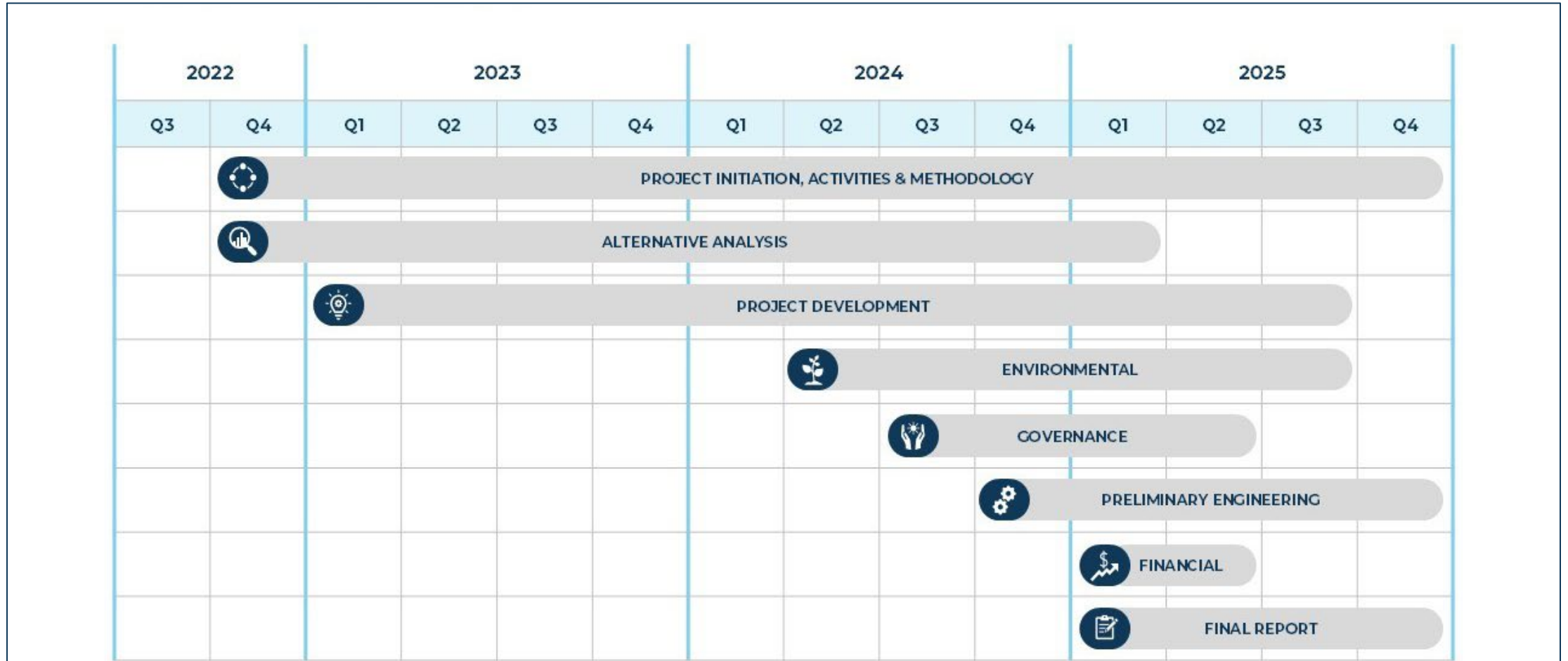
\$28M
30% state

+

\$66M
70% federal



Service Development Plan Concluding this Year!



Joint Service

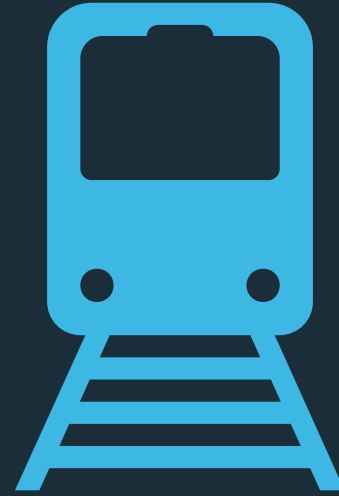


COLORADO
Department of Transportation
Clean Transit Enterprise



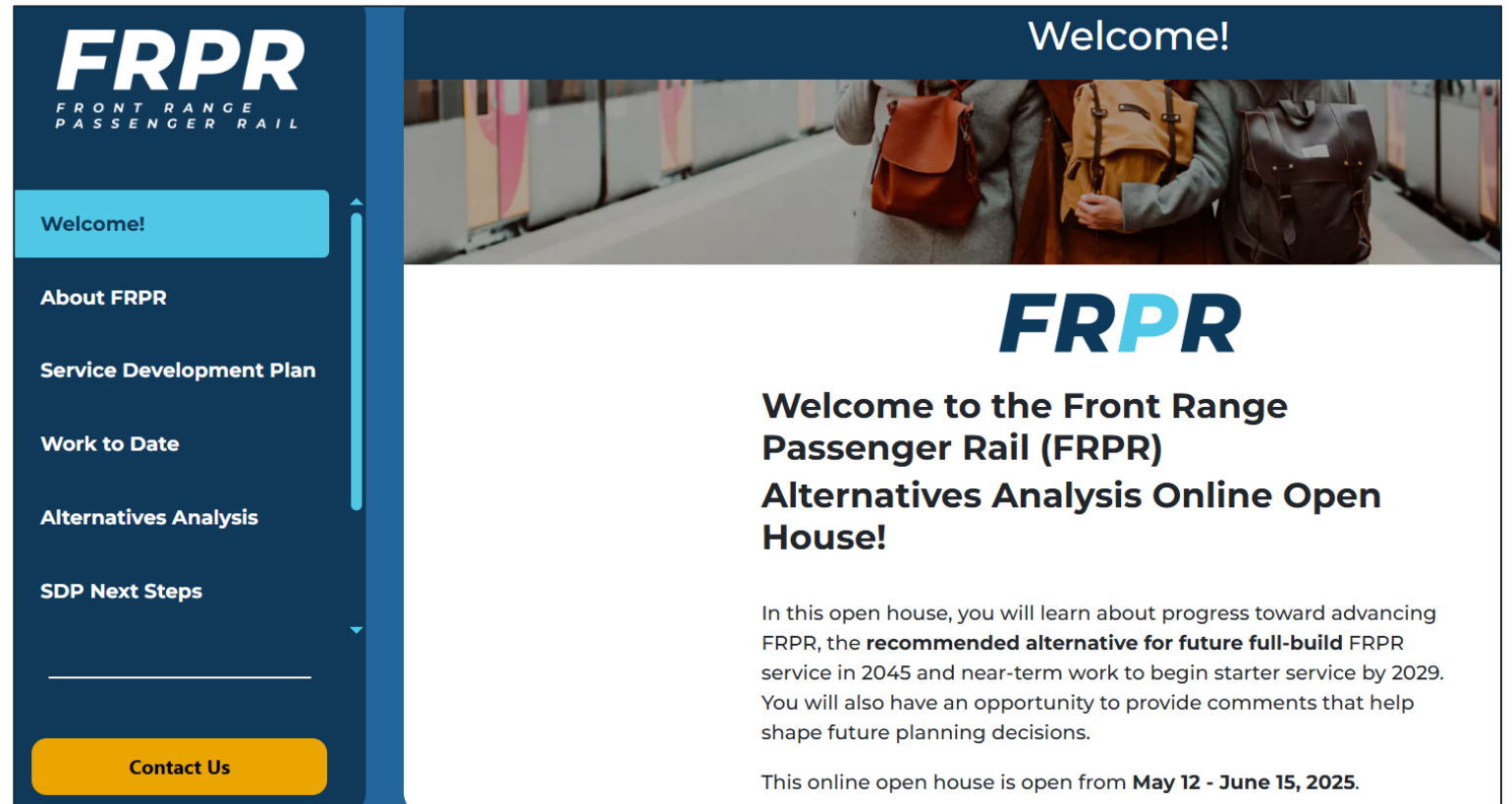
- **SB 24-184 directs partner collaboration toward the first phase** of passenger rail service from Denver to Fort Collins by 2029.
- Governor's Office, CDOT, CTE, CTIO, RTD and Front Range Passenger Rail District will enter into an agreement for governance and funding.
- Joint Service would run three round trips with eight stops daily from Denver Union Station to Fort Collins, leveraging RTD's B Line.
- Joint Service could be funded with existing resources today prior to going to voters.
- Nearly all infrastructure improvements would be required for future FRPR service.

**Alternatives
Analysis
Online Open
House**



Upcoming Public Engagement

- May 12 – June 15, 2025
- [FRPR Online Open House](#)
- Highlights recommended service alternative for future full build between Fort Collins and Pueblo.
- Can you help us promote the open house? Contact [Ashica Smith](#)



FRPR
FRONT RANGE
PASSENGER RAIL

Welcome!

About FRPR

Service Development Plan

Work to Date

Alternatives Analysis

SDP Next Steps

Contact Us

Welcome!

FRPR

Welcome to the Front Range Passenger Rail (FRPR) Alternatives Analysis Online Open House!

In this open house, you will learn about progress toward advancing FRPR, the **recommended alternative for future full-build** FRPR service in 2045 and near-term work to begin starter service by 2029. You will also have an opportunity to provide comments that help shape future planning decisions.

This online open house is open from **May 12 - June 15, 2025**.



Service Development Plan



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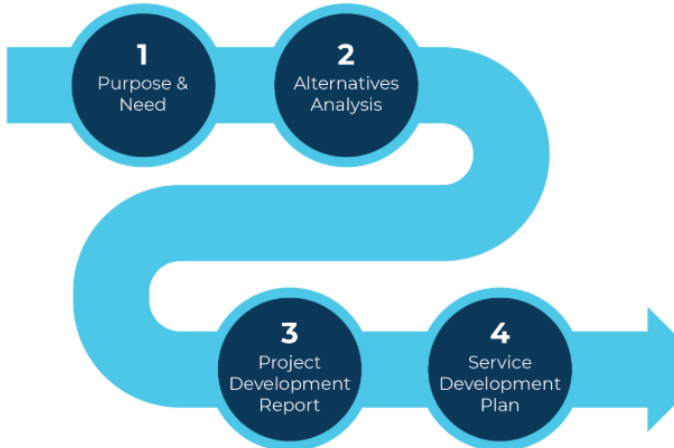
Colorado Department of Transportation (CDOT) and the Front Range Passenger Rail (FRPR) District are working to develop a Service Development Plan (SDP).

The SDP is a comprehensive document that outlines a full-build vision for passenger rail in 2045 for the entire corridor from Fort Collins to Pueblo, centering on the planning, development and implementation steps to realize passenger rail along the Front Range. The SDP process defines:

- Route
- Major markets for stations
- Service frequency
- Onboard amenities
- Fare structure
- Infrastructure improvements
- Costs and financing plan
- Implementation plan

Completing the SDP is the first major federal planning milestone for FRPR. It provides the documentation for the project to move into the National Environmental Policy Act (NEPA) process. After NEPA approval, FRPR can begin final design and construction.

Service Development Plan Process



```
graph LR; 1((1 Purpose & Need)) --> 2((2 Alternatives Analysis)); 2 --> 3((3 Project Development Report)); 3 --> 4((4 Service Development Plan));
```

The flowchart illustrates the four-step process for developing the Service Development Plan. It begins with '1 Purpose & Need', followed by '2 Alternatives Analysis', then '3 Project Development Report', and finally '4 Service Development Plan'. The steps are connected by a blue line that curves around the numbers, ending in an arrow pointing to the right.

Work to Date



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←

Work to Date

English

Work to Date

The following is an overview of the Service Development Plan (SDP) documents produced to date.

Purpose and Need

The purpose of the Front Range Passenger Rail (FRPR) project is to introduce intercity passenger rail service along Colorado's Front Range urban corridor between Fort Collins and Pueblo, using predominantly use shared track with the Burlington Northern and Santa Fe Railway (BNSF) and Union Pacific Railroad (UPRR).

Based on recommendations from the 2020 Alternatives Analysis, the FRPR project focuses on initial operation of the system within existing freight railroad corridors. The FRPR project would address the following four [Purpose & Need](#) statements:



Increase mobility choices for safe, efficient and reliable travel along the Front Range now and in the future.

Supporting Planning Documents

Other planning documents have been developed as part of the Service Development Plan process.

- [Route Options Analysis Memo](#) recommends a route for FRPR along an existing railroad corridor.
- **Service Options Memo** analyzes service options with different train frequencies and operating speeds along the recommended route.
- **Investment Options Memo** describes the different infrastructure investments required to accommodate the service options for the full-build in 2045.
- **Operations Analysis Report** provides data and insights on existing rail infrastructure, operations and costs. It is the culmination of extensive coordination with the host railroads. This analysis forms the basis for infrastructure improvements and operational strategies. Anticipated in Summer 2025.

Alternatives Analysis (AA)

Full-Build Vision: Alternatives Analysis

The Alternatives Analysis (AA) evaluates the performance of different service options and recommends one to carry forward into the final [Service Development Plan \(SDP\)](#).

Having a recommended alternative to carry forward in the planning process is an important milestone for FRPR as it defines the service frequency, travel time and maximum train speed to facilitate planning and design of the full-build FRPR service in 2045.

The AA contains an evaluation of five potential service alternatives that would achieve the full-build vision of frequent service along the entire corridor.



Operation Considerations

- Ridership
- Travel Time

Why Was Alternative 3 Selected?

The alternative selected to move into further analysis is Alternative 3 - a full-build vision of 10 round trips at a maximum speed of 79 mph along the full Pueblo to Fort Collins corridor.

10 trips is an ideal frequency because:

- Optimal frequency based on anticipated ridership demand
- It likely has little to no negative impact on existing and future freight operations

79 mph selected makes sense because:

- Existing track alignment geometries prevent higher speeds for most of the corridor
- There are minimal time savings with higher speeds



The speed reflected in the alternative, 79 mph, is the train's maximum speed. The average operating speed is slightly lower due to stops and safety precautions.

The service alternatives reflect “full-build vision,” the level of service that the corridor could reach over time. This service will likely be phased by starting with a smaller geography and less frequent service levels and scaling up to reach full-build by year 2045.

	Service Frequency	Max Train Speed
Alternative 1	6 daily roundtrips	79 mph
Alternative 2	6 daily roundtrips	90 mph
✓ Alternative 3	10 daily roundtrips	79 mph
Alternative 4	12 daily roundtrips	79 mph
Alternative 5	12 daily roundtrips	90 mph

SDP Next Steps

Service Development Plan (SDP) Next Steps

The selected alternative will be subject to detailed operations modeling that will help refine the infrastructure improvements needed to make the service a reality. This requires close coordination with Burlington Northern and Santa Fe Railway (BNSF) and Union Pacific Railroad (UPRR).

The results of that analysis will be used to draft a Project Development Report that will include more refined information on operations, ridership, revenue and station locations.

The planning team is conducting additional analyses to inform the SDP. Because no service starts with the full vision, another important deliverable is the phased Implementation Plan, which will describe potential phasing of the project from a geographic and frequency standpoint. Ongoing efforts to develop starter service in 2029 would be included in the Implementation Plan. To learn more about joint service, please visit [this presentation](#).

Over the next few months, you can stay engaged in the SDP process by:



Here are some links to learn more about FRPR:



[FRPR Website](#)



[Frequently Asked Questions](#)



[Sign Up for the Project Mailing List](#)

Progress Towards Starter Service

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PASSENGER RAIL

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Progress Toward Starter Service

Share Your Thoughts



Progress Toward Starter Service

As the District advances the long-term vision for the corridor through the Service Development Plan's (SDP) full-build federal planning process, the state and local partners are working together to advance starter service between Denver and Fort Collins.

Using a process and funding sources established by the Colorado Legislature through State Senate Bills 24-184 and 24-230 and potential contributions from local partners, the state has an opportunity to introduce a near-term, proof of concept service that is a collaborative effort among the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), the Colorado Transportation Investment Office (CTIO), the Clean Transit Enterprise (CTE) and the District. These entities are collaborating on a governance framework, financial plan and service plan for starter service.

Passenger rail corridors typically begin on a smaller scale and expand in geography and frequency as demand increases and resources grow. With existing resources, starter service is intended to bring passenger rail service in the corridor where voters approved Northwest Rail in 2004. It is being designed as a passenger rail service that can stand alone or be expanded if additional funding becomes available. Starter service will be included in the SDP's Implementation Plan and contribute to the full-build vision for the corridor.

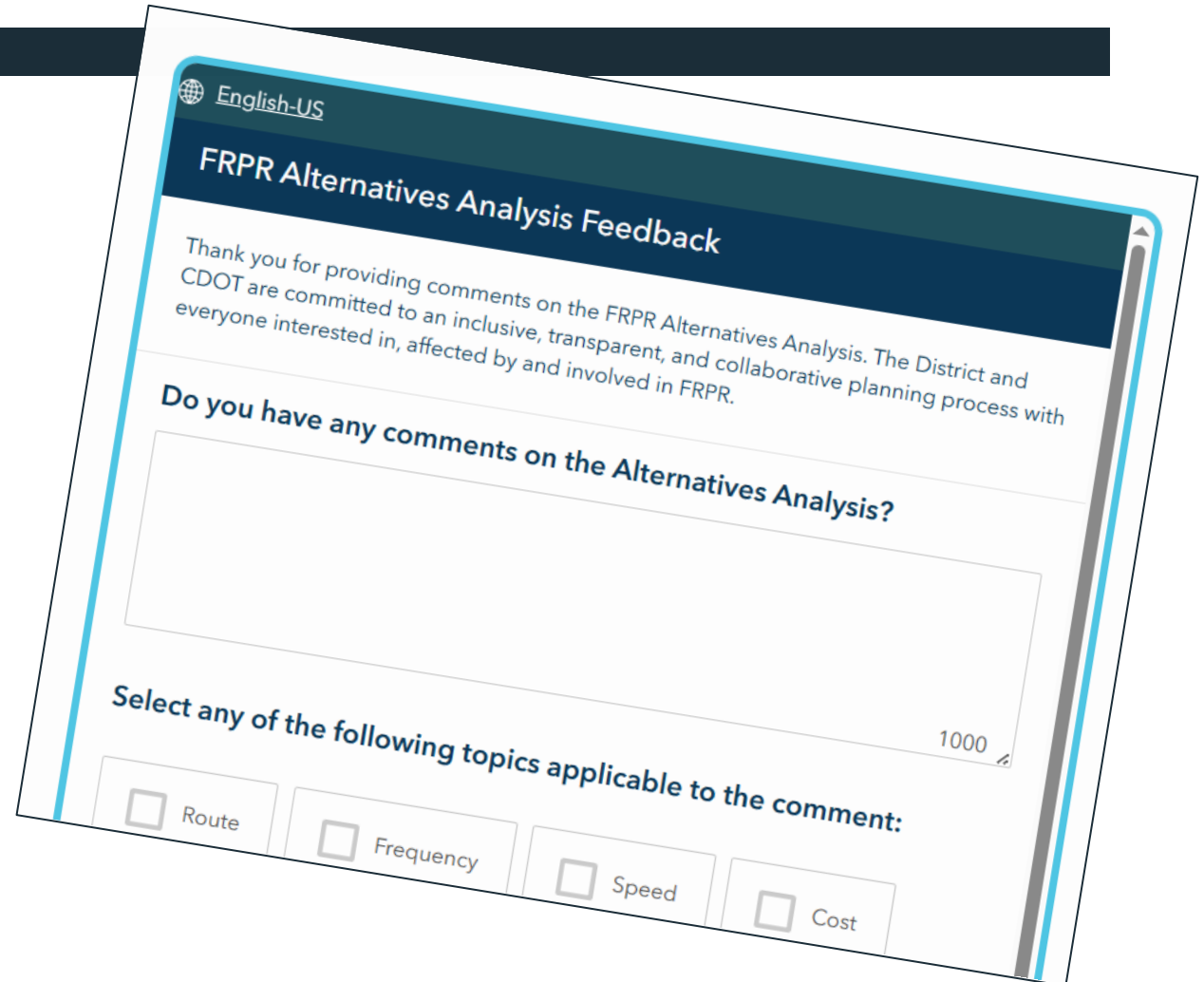
To learn more about starter service, please visit [this presentation](#).



How Feedback Will Be Incorporated

Feedback will help shape future planning and lead to more informed decisions.

- Is anything in the recommended alternative not clear? If yes, please specify.
- Are there any parts of the recommended alternative that you would like to learn more about?
- What should the team know about how you plan to use the future FRPR service that may inform planning?
- What else would you like to share about the process?



The image shows a digital feedback form titled "FRPR Alternatives Analysis Feedback". At the top left, there is a language selector showing "English-US". The form includes a thank-you message: "Thank you for providing comments on the FRPR Alternatives Analysis. The District and CDOT are committed to an inclusive, transparent, and collaborative planning process with everyone interested in, affected by and involved in FRPR." Below this is a question: "Do you have any comments on the Alternatives Analysis?" followed by a large text input area with a "1000" character limit indicator. At the bottom, there is a section titled "Select any of the following topics applicable to the comment:" with four checkboxes: "Route", "Frequency", "Speed", and "Cost".

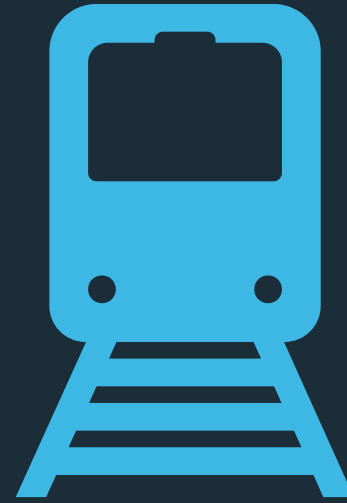
Help Spread the Word!

Help promote the AA Online Open House by:

- Including the news in a newsletter
- Posting on social media
- Printing and distributing flyers
- You will receive a digital promotional toolkit with a flyer and e-blast and social media copy on May 8.
- The press release will go out on May 12.
- Keep an eye out for District's posts for easy sharing.



Thank you!
Discussion



Contact Us



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