RESOLUTION NO. 2026-26
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
ADOPTING THE DISTRICT'S PLAN FOR
DEVELOPING PASSENGER RAIL SERVICE

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 ("Front Range Passenger Rail") that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, pursuant to Section 32-22-105(2)(d), C.R.S., the District's Board of Directors (the "Board") is vested with the power to make and pass resolutions necessary for the execution of the District's powers and duties; and

WHEREAS, pursuant to Section 32-22-106(1)(n), C.R.S., the District has the power to establish timelines for the development and construction of the Front Range Passenger Rail system; and

WHEREAS, pursuant to Section 32-22-109(1)(a), C.R.S., before submitting a question to establish any tax to the registered electors of the District, the District must "publish a plan for developing the passenger rail service" that identifies the route and phasing of the passenger rail system that would be funded by the tax;

WHEREAS, in furtherance of its statutory powers and duties outlined in this resolution, the District has prepared its delivery plan (the "Delivery Plan"), attached hereto and incorporated herein as **Exhibit A**, to deliver Front Range Passenger Rail service, which the District has branded the "Colorado Connector"; and

WHEREAS, the Delivery Plan describes the District's plan to develop the Colorado Connector and summarizes the planned equipment, innovative approaches, stations, routes and estimated travel times, funding and financing plans, safety measures and environmental impacts, expected ridership, and concept for ultimate delivery of the Colorado Connector; and

WHEREAS, the Delivery Plan identifies the route along the Front Range with stops in Trinidad, Pueblo, Colorado Springs, North Colorado Springs, Sterling Ranch, Littleton, Denver, including special event stops at South Broadway and at Burnham Yard, Westminster, Broomfield, Louisville, Boulder, Longmont, Loveland, and Fort Collins; and

WHEREAS, the Delivery Plan establishes multiple phases for delivery of the Colorado Connector with "Initial Service" beginning in 2029, "Full Service" that extends the Initial Service to the south, introducing daily service for the entire core segment from Fort Collins to

Pueblo within five years of receiving new dedicated funding, and "Expanded Service" to add frequency over a twenty-year planning horizon; and

WHEREAS, the Delivery Plan fully incorporates planned joint service as Front Range Passenger Rail's Initial Service as envisioned in the Intergovernmental Agreement for the Joint Service Executive Oversight Committee entered into by and among the District and the Regional Transportation District, the Colorado Department of Transportation, the Colorado Transportation Investment Office, the Clean Transit Enterprise, and the Governor of the State of Colorado, including providing for the initiation of Front Range Passenger Rail Service no later than January 1, 2029, as contemplated in Section 32-22-109(5)(c), C.R.S.; and

WHEREAS, adoption of the Delivery Plan establishes a framework to guide the District's development of Front Range Passenger Rail service and fulfills the District's statutory obligation to publish a plan for developing the passenger rail service under the Act; and

WHEREAS, Section 32-22-109(1)(a), C.R.S. also requires the District to publish a detailed financing plan that identifies committed and potential financial partners, including but not limited to the regional transportation district, the federal government, Amtrak, and private partners, as well as a certification that the District has made every reasonable effort to secure federal, state, or special purpose authority funding to support the development, financing, construction, operation, or maintenance of Front Range Passenger Rail; and

WHEREAS, the Board anticipates considering separate resolutions adopting the detailed financial plan, making the requisite certifications regarding the District's pursuit of funding opportunities, and approving submission of a ballot question, at its August 2026 regular meeting; and

WHEREAS, the District recognizes that adopting the Delivery Plan does not commit the Board to referring a measure to the 2026 ballot; and

WHEREAS, the Board's Executive Committee has reviewed the Delivery Plan and recommended its adoption to fulfill the District's statutory obligation and to guide the District in delivering the Colorado Connector.

NOW, THEREFORE, BE IT RESOLVED that the Board approves and adopts the Delivery Plan in the form attached hereto as the District's framework to guide the District's development of Front Range Passenger Rail service; directs the General Manager to cause publication of the Delivery Plan as the District's "plan for developing the passenger rail service" in accordance with Section 32-22-109(1)(a), C.R.S.; and authorizes the General Manager to make non-material modifications to the Delivery Plan prior to its final publication.

APPROVED this 31st day of July 2026.

Chair

ATTEST:

Joan Peck

Secretary

32-22-109(1)(a)

EXHIBIT A
(Delivery Plan)

[*Separately attached.*]

Delivery Plan for Colorado Connector - CoCo

Powered by the Front Range Passenger Rail District

COCO

IS GOOD
TO GO



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A VISION THAT IS READY TO BE IMPLEMENTED

Executive Summary

Colorado is Rail Ready.

An intercity passenger train for the Front Range – and the plan to deliver it.

HELLO, COCO!

Colorado Connector (CoCo) is a new regional train - specifically an intercity passenger train - built to connect people, places, and opportunity along the Front Range.

Powered by the Front Range Passenger Rail District (FRPR District), it will link 12 communities between Fort Collins and Pueblo – mostly on existing tracks. Service will start in 2029 between Denver and Fort Collins, and expand south to Colorado Springs and Pueblo within five years after securing new voter-approved funding.

THE FUTURE IS ON TRACK

Passenger rail helped build the West, and in Colorado, it fueled the growth of communities like Denver, Colorado Springs, and Pueblo. Colorado is booming again, but our transportation hasn't kept up. I-25, US 36, and US 287 are more congested and less predictable, and the lost time adds up: Front Range drivers lose an average of 68 hours per year to traffic. CoCo brings passenger rail back to the role it played best: connecting Coloradans and helping communities grow.

WHY COCO?

- **Gets cars off the road.** CoCo is a reliable transportation option that takes cars and drivers off highways, helping reduce delays from traffic, accidents and weather.

- **A smart, careful approach.** CoCo avoids mistakes made by other states by building on mostly existing tracks and decades of planning, partnerships, and investment. That means Colorado can deliver rail sooner, more affordably, and with less risk. And ongoing conversations with the host railroads will help make this delivery plan a reality.

- **More access and connections.** CoCo is an easy alternative connection to jobs, school, healthcare, sports arenas and entertainment hubs – the places Coloradans want to go (and already are...just in traffic) – with plenty of options from stations to connect: walk, bike, bus, and more.

- **A better way to travel.** CoCo is comfortable alternative to driving, so you can work, rest, or just enjoy the ride instead of fighting traffic.

- **Improves air quality.** CoCo is one more option that helps lower emissions and energy use.

Let’s Get Colorado Moving.

An intercity passenger train that’s ready to go.

$0 No new taxes or federal funding required for Starter Service

3 Daily Round Trips to start from Denver to Fort Collins

2029 Starter Service Begins

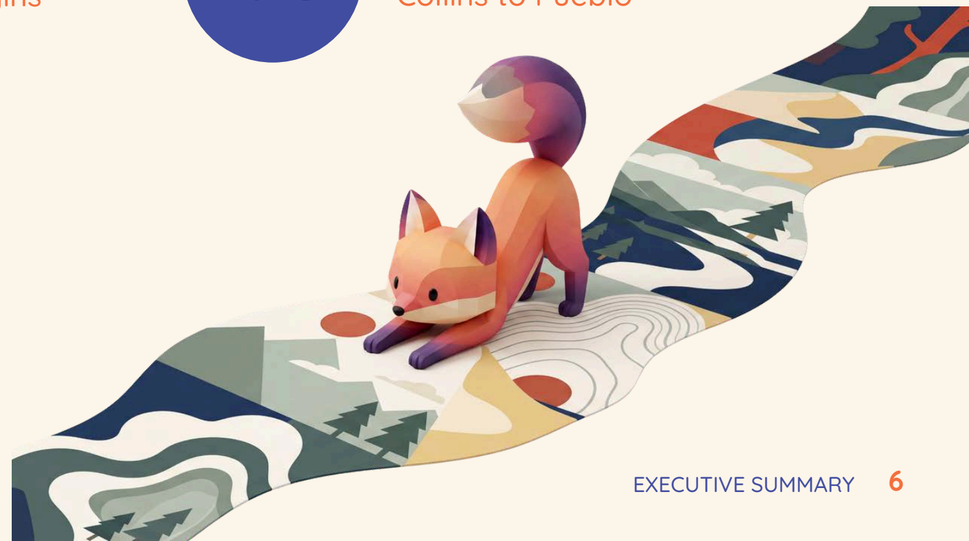
69 Miles, from Fort Collins to Denver

12 Front Range Communities Connected

5 Service to each station within 5 years of new voter-approved funding*

2032 Full Corridor Service Begins

190 Miles, from Fort Collins to Pueblo



*Pending ongoing conversations with host railroads.

A Uniquely Innovative Approach.

More than a plan on paper.

CoCo builds on years of work and will start running on rails that already exist. That means this is real and ready – an approach that leads the country on how to plan, fund, and deliver passenger train service the right way.

ANSWERING THE CALL

The FRPR District is the public entity the State of Colorado created to plan, fund, and deliver the service, working alongside the State, the host (freight) railroads, and regional transit partners. We, the District, have spent years laying the groundwork to move the project from vision to reality, and now, it's go time.

THE FOUNDATION IS IN PLACE

The State of Colorado and the District have been working diligently to set a foundation for the planning and implementation of CoCo, a process that led the federal government to fund over half a million dollars to facilitate its development, design and planning.

Separately, CoCo has advanced to the second step of the Federal Railroad Administration's (FRA) Corridor Identification and Development Program, placing it among the more advanced projects in the national pipeline and opening the door to potential future federal funding.

KEY PARTNERS ARE AT THE TABLE

The State signed a term sheet with BNSF Railway establishing key terms of a 25-year access agreement to run passenger service between Denver and Fort Collins; Amtrak is the planned operator for Starter Service (note: the operator for Full Service and beyond is not yet confirmed); and the Regional Transportation District (RTD) and Colorado Department of Transportation (CDOT) are financial partners. Union Pacific is also a partner as the host railroad for Full Service south of Denver.



A Smart Approach with No Tax to Start.

Phasing that uses current funding commitments to begin.

CAREFUL PLANNING AND THOUGHTFUL INTENTION
CoCo is designed to be delivered in phases, allowing service to begin sooner while building toward a long-term vision. There are three core phases - and the first is already well underway:

- **Starter Service (Joint Service, Phase 1)** will begin in 2029 with three daily round trips between Fort Collins and Denver using existing funding commitments. It requires no new taxes.
- **Full Service (Phase 2)** will extend daily service south to Colorado Springs and Pueblo within five years of receiving new voter-approved funding.
- **Expanded Service (Phases 3-5)** would add frequency over a 20-year planning horizon, building the corridor step by step.

Full service will be funded by a sales tax, which will be on the ballot in November 2026. Importantly, the tax will apply only to the communities with the closest proximity to permanent stations and only those communities would vote on it.

And as mentioned, ongoing conversations with the host railroads will continue to help make this a reality for Phase 2 and beyond.



A Roadmap to Reality.

This Delivery Plan lays the foundation.

The FRPR District is ready to bring CoCo to Colorado, and this Delivery Plan presents the roadmap for making it happen: what the service is, where it runs, what it costs, how it's funded, our intentional planning approach and more. **Colorado isn't just dreaming of passenger rail; it's preparing to build it. It's Go Time, so let's dive in.**

Don't have time to read the full plan? We get it. We're built to move, too.



Top 10 Things to Know about CoCo:

1. **It's an intercity passenger train for the Front Range** connecting 12 communities as an enjoyable, reliable alternative to driving.
2. **It starts with tracks that already exist** so there's no new route to build or land to acquire, meaning lower cost and less disruption.
3. **The first trains arrive in 2029,** with Starter Service between Denver and Fort Collins.
4. **It grows in phases,** providing service to all stations within five years of receiving voter-approved funding and adding frequency over a planned 20-year time period based on rider demand.*
5. **No new federal funding or tax is needed for Starter Service.** The first phase will be built with existing State and RTD funding commitments; any new tax will go toward funding Full Service.
6. **Key partners are at the table:** the State signed a 25-year access term sheet with BNSF, Amtrak will begin as the operator (operator is TBD on later phases), RTD and CDOT are financial partners; Union Pacific is a host railroad for Full Service south of Denver.
7. **A smart approach.** With four years of planning and coordination with the FRA and private freight railroads, CoCo is Colorado led and also a nationwide leader in delivering passenger rail.
8. **Built for comfort, not just commuting,** featuring a more relaxed ride with amenities like food and beverage, bike racks, restrooms, luggage storage and more.
9. **Gets cars off the road.** It is a reliable transportation option that takes cars and drivers off highways.
10. **It's the start of something bigger:** beyond stations, CoCo will help create community hubs, and link with local systems, Bustang, Amtrak, and the planned Mountain Rail, as the spine of a growing network.

*pending ongoing conversations with host railroads.

01
HOW WE GOT HERE

The Path to CoCo

Key Questions Covered in This Section:

Why do we need a passenger train?

What is the Front Range Passenger Rail (FRPR) District?

Running out of Road.

The need for rail to meet growth.

Colorado's Front Range is one of the fastest-growing regions in the country, home to the vast majority of the state's people and jobs. The highways that hold it together (I-25, US 36, and US 287) are carrying far more traffic than they were built for, and expanding them has practical and financial limits. As congestion grows, Coloradans pay the price through time lost in traffic, poorer air quality, and a transportation system under increasing strain.

- **Congestion is climbing.** Front Range drivers lose an average of 68 hours per year to traffic (76 in Denver and 61 in Colorado Springs), and highways are increasingly crowded and less reliable.
- **The population is climbing.** Roughly 85% of Coloradans and 86% of the state's jobs are concentrated along the Front Range with growth to come: the Colorado State Demography Office projects Colorado will add about 1.5 million people between 2023 and 2050, with roughly 90% of it projected along the Front Range.
- **Air quality is on the line.** Vehicle traffic is one of the largest contributors to pollution; every trip shifted off the highway helps.
- **We can't pave our way out.** Recent highway investment hasn't kept pace with demand, and added lanes tend to fill right back up.
- **Not everyone can (or wants to) drive.** Older adults, students, and people without a car need real options beyond the highway.

Sources: Colorado State Demography Office, 2025 Urban Mobility Report

20 gallons

of fuel burned just sitting in congestion

↑ up from 19 in 2023

$1,718

in congestion costs per commuter, per year

↑ up from $1,607 in 2023

76 hours

lost to traffic in Denver 2024 – nearly two full work weeks

↑ up from 72 in 2023

An Investment in Communities.

Rail builds more than connections.

CoCo isn't only a way to get around, it's an investment in the places it connects. Across the country, communities that have invested in passenger rail have often seen benefits that reach well beyond the platform.

$1 → $5

economic return on every dollar invested in transit and rail

50,000

jobs created per $1B invested: 30%+ more than roads

+24%

up to 24% higher home values for properties near transit

80%+

less pollution per trip vs. driving

~$10,000

saved per year by households that drop from two cars to one

Sources: American Public Transportation Association (APTA); Alliance to Save Energy; Home Value Uplift; Amtrak 2023 Sustainability Report; Amtrak 2021 Sustainability Report

From Vision to Reality.

The FRPR District and path to CoCo.

The idea of bringing passenger rail to Colorado to help solve these issues isn't new. What's different now is that the pieces to make it real are actually in place: a public entity tasked to deliver the train, committed partners at the table, a detailed plan built hand-in-hand with the host railroads, and early funding commitments to start the work.

That coordination with the host railroads is foundational; the proposed service is grounded in their infrastructure and projected growth. Their buy-in helped get Colorado this far, and continued coordination will be what carries CoCo beyond Starter Service. So Colorado isn't starting from scratch; it's building on years of planning, coordination, and investment.

Here's how a longtime idea moved from concept to reality.

A DISTRICT CREATED TO DELIVER

In 2021, the Colorado General Assembly created the Front Range Passenger Rail District through Senate Bill 21-238 with a clear mandate: to plan, design, finance, build, operate, and maintain passenger rail along the Front Range. Its long-term vision stretches from the Wyoming line to New Mexico, with Fort Collins–to–Pueblo as the first and planned priority. The legislature also gave the District the tools to fund the work – including the ability to ask voters to approve dedicated funding – and required it to publish the plans a project this size demands. This Delivery Plan is part of keeping that promise.

FROM PLANNING TO IMPLEMENTATION

In 2024, Senate Bill 24-184 directed CDOT, RTD, and the FRPR District to work together to launch passenger rail between Denver and Fort Collins. That is the first phase, Starter Service (also known as Joint Service), and is set to begin in 2029.

Momentum has only built since: the State signed a term sheet with BNSF outlining key terms of a 25-year access agreement to run three daily round trips between Denver and Fort Collins. Together, these mark the shift from studying passenger rail to delivering it. And importantly, Starter Service moves forward with existing State and RTD funding commitments, **with no new tax.**

There is more detail on Starter Service in Section 3.

Building Momentum.

Colorado leading the way.

INNOVATIVE AND COLORADO DRIVEN

The State of Colorado and the District set a foundation for the planning and implementation of CoCo, laying out a vision for the corridor and showing it can actually be built. Working through those practical details is what will help make CoCo a tangible reality.

Additionally, this approach allowed the federal government to fund over half a million dollars to help facilitate its design and planning.

CoCo has also been selected for the FRA's Corridor Identification and Development Program (CIDP), the national pipeline for advancing new intercity passenger rail. CoCo is far ahead of new service planned in other states by achieving the second step of the program. That federal standing opens the door to future grants, but CoCo's plan doesn't depend on federal dollars to get built: federal funding could accelerate the work, but it isn't required to deliver it.

With the District established, the implementation plan written, partners aligned, and initial funding commitments secured, the question stops being "could this happen?" and becomes "what are we building?"

So, let's meet the train: how it will work, where it will go, and what riders can expect.



02
Experience and Equipment

Meet CoCo: A Different Kind of Train

Key Questions Covered in This Section:

What kind of train is CoCo?

What will the experience feel like when riding CoCo?

How comfortable will it be for riders with disabilities?

What kind of train equipment will CoCo be?

Meet CoCo, A Different Kind of Train.

A more enjoyable way to travel.

When Coloradans picture "taking the train," they might imagine a quick commuter hop. CoCo is different. It's built for longer trips along the Front Range with the room and comfort the journey calls for.

WHAT KIND OF TRAIN IS COCO?

CoCo is an intercity passenger train, a type of regional train similar to what is common on the East Coast, designed for city-to-city journeys along the Front Range rather than short, stop-and-go commuter runs.

Amtrak is the planned operator for Starter Service, bringing its national platform of trained crews, reservations and ticketing, established maintenance, and federal safety compliance. Note: the operator for Full Service and beyond is yet to be confirmed.

The trains will feel more spacious and comfortable than a typical commuter train, with amenities designed for working, relaxing or enjoying the scenery along the way.





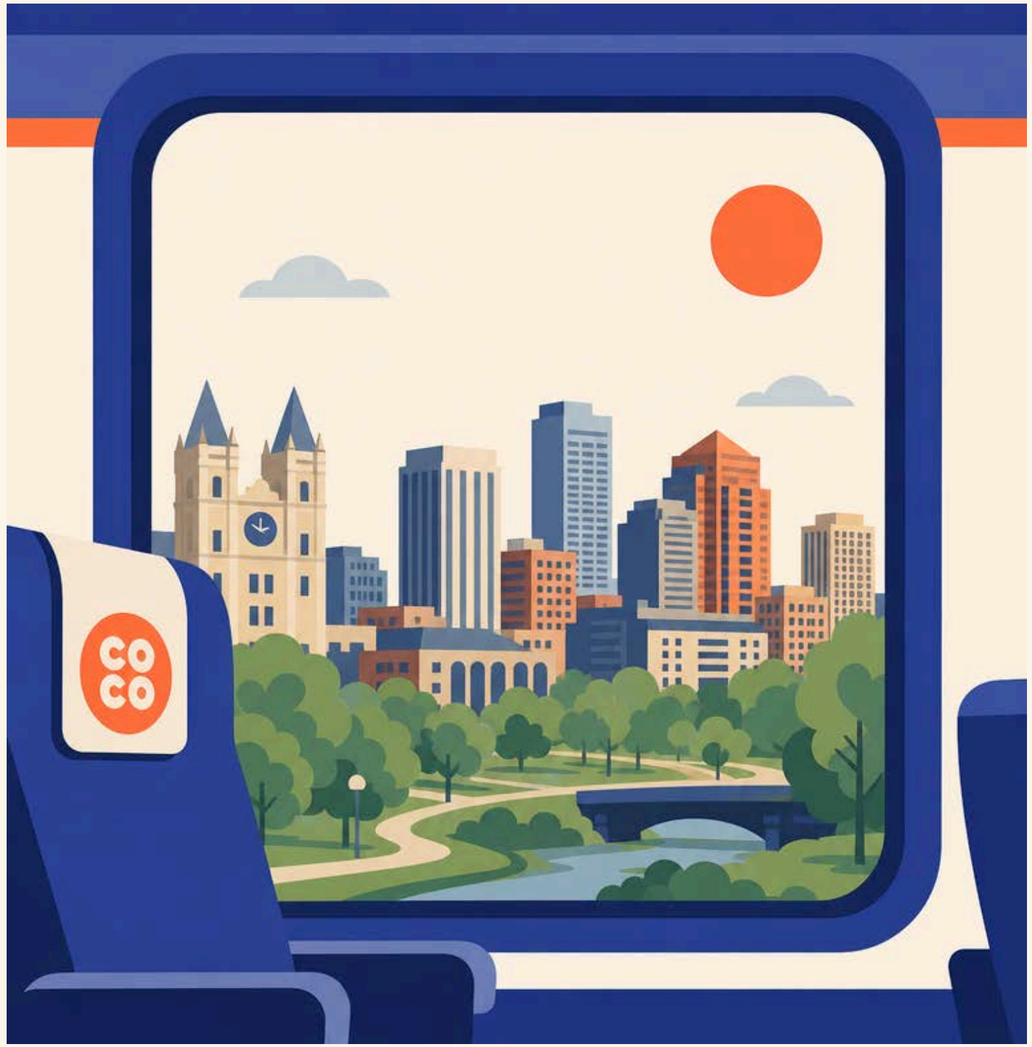
INTERCITY PASSENGER RAIL		COMMUTER RAIL
Comfort	**Interior Design**	Density / Seat Capacity
Serves 2+ metro areas	**Service Pattern**	Serves 1 metro area
100-500+ miles	**Service Length**	10-100 miles
10-25+ miles	**Station Distance**	2-10 miles

Designed for the Journey.

Less stress, more time for you.

CoCo's trains will put comfort, convenience, and accessibility front and center from the moment you step aboard. Based on typical trains like CoCo, common amenities may include:

- **Comfortable seating.** Wide seats with more legroom and tray tables that make room to work, share a meal, or travel together.
- **Onboard restrooms.** Fully enclosed onboard restrooms.
- **Accessible by design.** Accessibility is built in from the first step aboard.
- **A smoother ride.** Advanced suspension, quiet propulsion, and enclosed connections between cars make for a smooth, steady ride.
- **A nice ambiance.** Warm lighting, large windows, and climate control create a welcoming space that feels more like a getaway than a daily commute.
- **Room for your stuff.** Storage for luggage, bikes, gear and anything you need for a business trip or a weekend getaway.
- **Food and drink.** Trains may offer café service, including beer and spirits, or at-seat options to round out the city-to-city experience.
- **Stay connected.** Wi-Fi and power outlets, more customer-facing staff and trip updates to keep you in the know.



Imagine Getting There Without the Drive.

What that means for you.

Beyond comfort, CoCo's appeal is simple and personal, and is designed with trips Coloradans already make in mind. Riding CoCo would offer:



TAKING CARS OFF THE ROAD: CoCo provides one more option along I-25, US 36 and US 287, taking cars off the road with each and every ride.



RELIABLE AND PREDICTABLE SERVICE: vs. the traffic guessing game, plan your day around a schedule and arrive on time.



TURNING TRAVEL TIME INTO YOUR TIME: work, read, watch a show, catch up with someone or just rest, instead of white-knuckling traffic.



EASY TO USE: straightforward stations and connections.



DESIGNED TO BE AFFORDABLE: fares are planned to stay in line with services like Bustang and Winter Park Express (and that doesn't even count worrying about costs like gas and event parking).



A Closer Look at the Fleet.

A quieter ride with equipment that evolves over time.

CoCo's approach to equipment is built to get trains running sooner and to keep getting better over time.

RUN BY AMTRAK (TO START)
Amtrak will begin operating CoCo, and that's a real head start that brings experienced crews, established maintenance practices, a national reservations and ticketing system, and federal safety compliance, all in place before the first train leaves the station. The District is still in conversations to confirm the operator for Full Service and beyond.

WHAT YOU'LL BE RIDING
The District is still finalizing the exact equipment and as we consider the best path to Starter Service and beyond, without interrupting service, we are exploring contracts that let the service grow in frequency, destinations, and capacity.

Also mindful of air quality, we are exploring trains that can run on diesel, onboard battery, or overhead electric lines. It's quickly becoming the industry standard, and future-proofs the fleet: the trains stay compatible with today's tracks (including the overhead electric lines already in place between Westminster and Denver) while opening the door to cleaner power as it comes online.

At full build and with seating modeled on a Siemens Airo coach with 5-8 cars, seating is estimated at 300-450 seats per train.

QUIETER THAN YOU'D EXPECT
However they're powered, modern passenger trains are meaningfully quieter than freight trains, roughly 5 to 15 decibels less. Paired with shorter trains and a smoother ride, that's a real, noticeable drop in noise along the line.

That's the train, and the ride. Next up is just how close it is, and why this is actually real, and not a someday idea.

Sources: Siemens.



03
Innovative Implementation

The Pieces are in Place

Key Questions Covered in This Section:
Will this actually happen, or is this just another plan?
Who are the key partners involved in the approach?
How will the implementation be phased?
How is this funded?
How much will this cost?

A Unique Approach that’s Ready to Go.

A plan to make CoCo a reality.

Some big ideas never leave the page. CoCo is different. It's a smart, careful approach that learns from other states' mistakes and is built the right way from the start. This is a uniquely Colorado effort, and it's helping lead the country on how to plan, fund, and deliver passenger rail service.

We know what it takes to start a train and we've been working on exactly those things. Standing up new passenger rail isn't guesswork. The Federal Railroad Administration (FRA) lays out a clear set of readiness criteria for getting a service off the ground, and the District has been focused on each one, ready to move:

- **Stakeholder engagement:** bringing the host railroads, transit agencies, communities, and the public to the table early and keeping them there.
- **Governance:** a public entity built specifically to plan, fund, and deliver the service, with the tools to see it through.
- **Funding:** a credible, phased financial plan, starting with existing funding commitments for the first phase that need no new tax.
- **Independent utility:** a first phase that stands on its own and delivers real benefit to riders from day one, whether or not later phases follow.

On every one of these, CoCo is in strong shape. That's what makes a 2029 start realistic rather than wishful – and the rest of this section walks through how each piece comes together.



Key Partners are Already On-Board.

Years of collaboration yields tangible progress.

A project like this only works when the right players are aligned; and due to years of hard work and collaboration, they are:

KEY PARTNERS INCLUDE:

- BNSF Railway: a Class I carrier and host railroad. BNSF has been a hands-on partner throughout planning with a seat on the District's Board.
- Union Pacific (UP): also a Class I railroad. Like BNSF, UP has been a longtime planning partner, with a seat on the District's Board.
- Amtrak: the planned operator to start service, bringing a national platform of crews, ticketing, maintenance, and federal safety compliance.
- CDOT: the state agency behind Colorado's transportation network, CDOT has provided technical expertise throughout and will continue to partner on delivery and oversight.
- RTD: owner of the rail corridor between Westminster and Denver, and a core partner in launching Starter Service.



A Smart, Phased Approach.

With no new tax to start.

CoCo doesn't try to build everything at once. Instead, it grows step by step, proving the service and then extending and strengthening it as ridership builds and funding becomes available. Starting in 2029 and planning over a roughly 20-year horizon; that sequencing is what keeps the project realistic, affordable, and moving.

THREE KEY PHASES

- **Starter Service (Phase 1),** running between Denver and Fort Collins, is ready and will be built with existing funding commitments, launching in 2029 **with no new tax required.**

- **Full Service (Phase 2)*** completes the corridor, bringing daily trains to every station from Fort Collins to Pueblo. It depends on new dedicated funding, which is the question that will go before voters in the Funding Area (those living in the closest proximity to a station) in November 2026.

- **Expanded Service (Phases 3-5)*** keeps building from there, adding trains and frequency over time toward the full vision for the corridor.

The throughline is deliberate: every station along the corridor is planned to have service within five years of new voter-approved funding.

As CoCo moves forward, the District will assume responsibility for planning, design, and implementation of each phase in cooperation with these key partners.

The pages that follow walk through what each phase entails, including the roadmap from Starter Service to Full Service and beyond.



*pending ongoing conversations with host railroads.

1. Starter Service:

Funded with no new tax.

This isn't a proposal waiting for a green light: it is being implemented right now - the work has already begun for Starter Service (Denver to Fort Collins) and because of it, **CoCo will be ready to ride in 2029.**

In April 2026, CoCo took one of its biggest steps yet from plan toward delivery. All of the project's governing boards voted to support a term sheet with BNSF and approved funding to move the first phase into design.

ALL PARTNERS, ONE DIRECTION

The term sheet establishes the key terms for a 25-year access agreement and the vote brought together the project's public partners to pull it off – including CDOT, RTD, the Transportation Investment Office (CTIO), the Clean Transit Enterprise (CTE), and the FRPR District Board – each voting in support and committing funds to advance the work.

Aligning that many agencies behind a single agreement is rare, and it's a big part of what makes this milestone matter.

KEY DETAILS OF THE TERM SHEET INCLUDE:

- **Runs on existing tracks.** CoCo doesn't require carving a brand-new route, which means less construction disruption and a faster path to service. It will start running on existing tracks, upgraded for shared passenger and freight use, with capacity and safety improvements so passenger service can be added without slowing the freight that already operates here.
- **Connects Denver to Fort Collins.** Three daily round trips between Denver Union Station and Fort Collins – the Starter Service that launches the system.
- **A 25-year horizon.** Sets the key terms for a long-term, 25-year access agreement.
- **Shared use with freight.** Passenger and freight operations will be coordinated so both can run dependably.
- **A clear path to a formal agreement.** We have a term sheet, which locks in the major terms and sets the stage for partners to finalize the binding access agreement – the next step toward delivery.
- **Funded with no new tax.** The first phase will begin through existing State and RTD funding commitments so no new tax is required to get the first trains running. (More on how, next.)

1. Starter Service Funding:

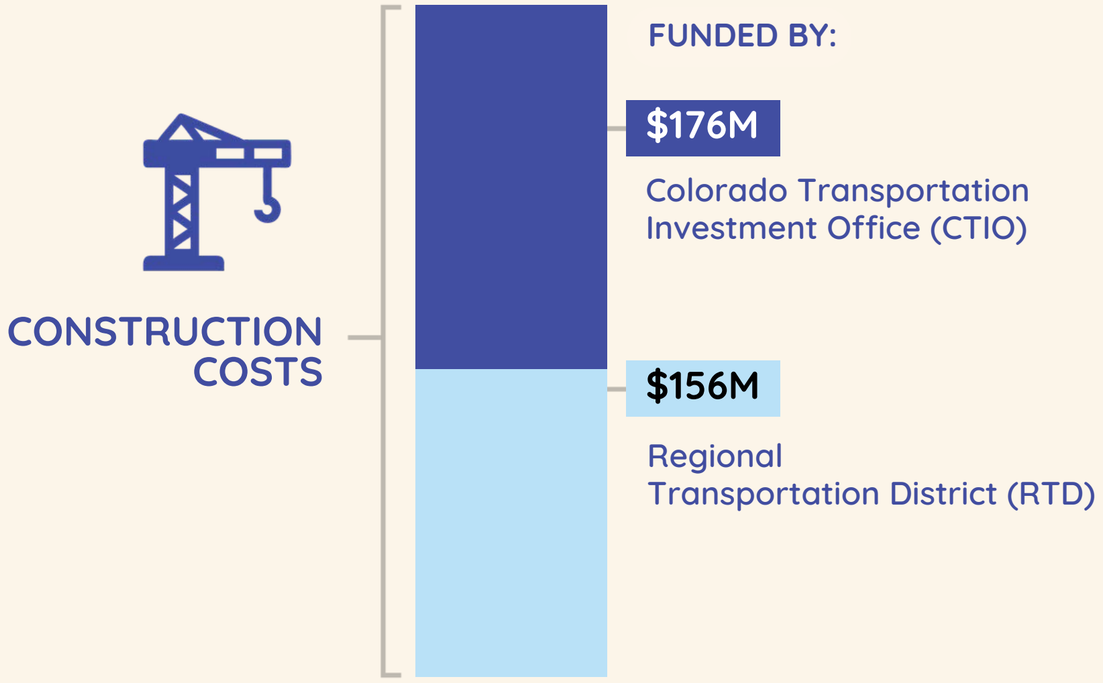
Initiated entirely with existing revenue commitments.

Starter Service between Denver and Fort Collins will use existing revenue commitments. The Joint Service Executive Oversight Committee, the District, CDOT, Colorado Transportation Investment Office (CTIO), Colorado Clean Transit Enterprise (CTE), and RTD have committeed to a funding plan.

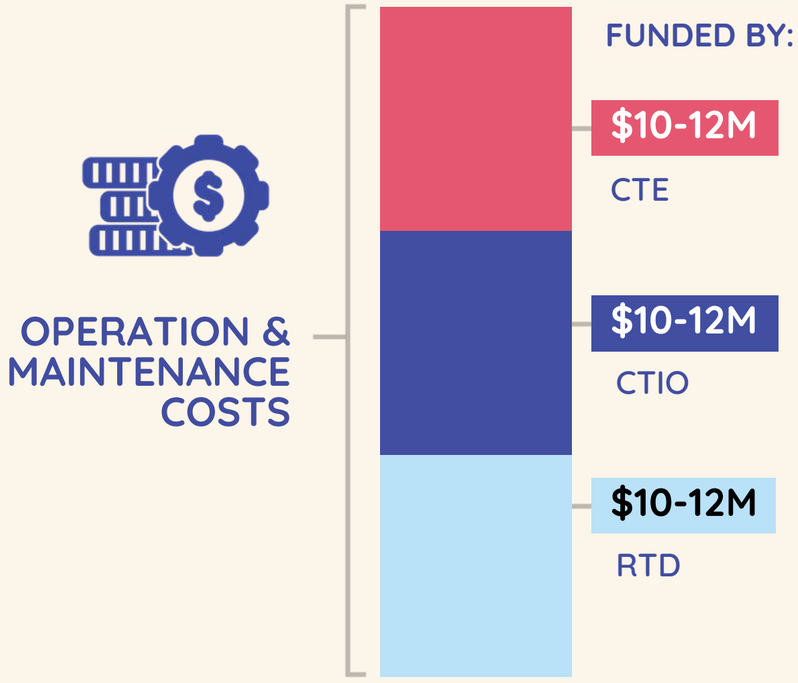
Both capital costs and operating and maintenance (O&M) costs will be covered by a combination of sources, conditioned on final approval of their Boards, including:

- State oil/gas production fees (under SB 24-230)
- Car rental fees (under SB 24-184)
- RTD FasTracks funds, which are limited to the territory overlapping with the Northwest Rail segment for the proposed B Line from Longmont to Denver, conditioned on final Board approval.

Capital Cost: $332M to construct



Operating Cost: $30-36M/yr to operate



1. Starter Service Investments:

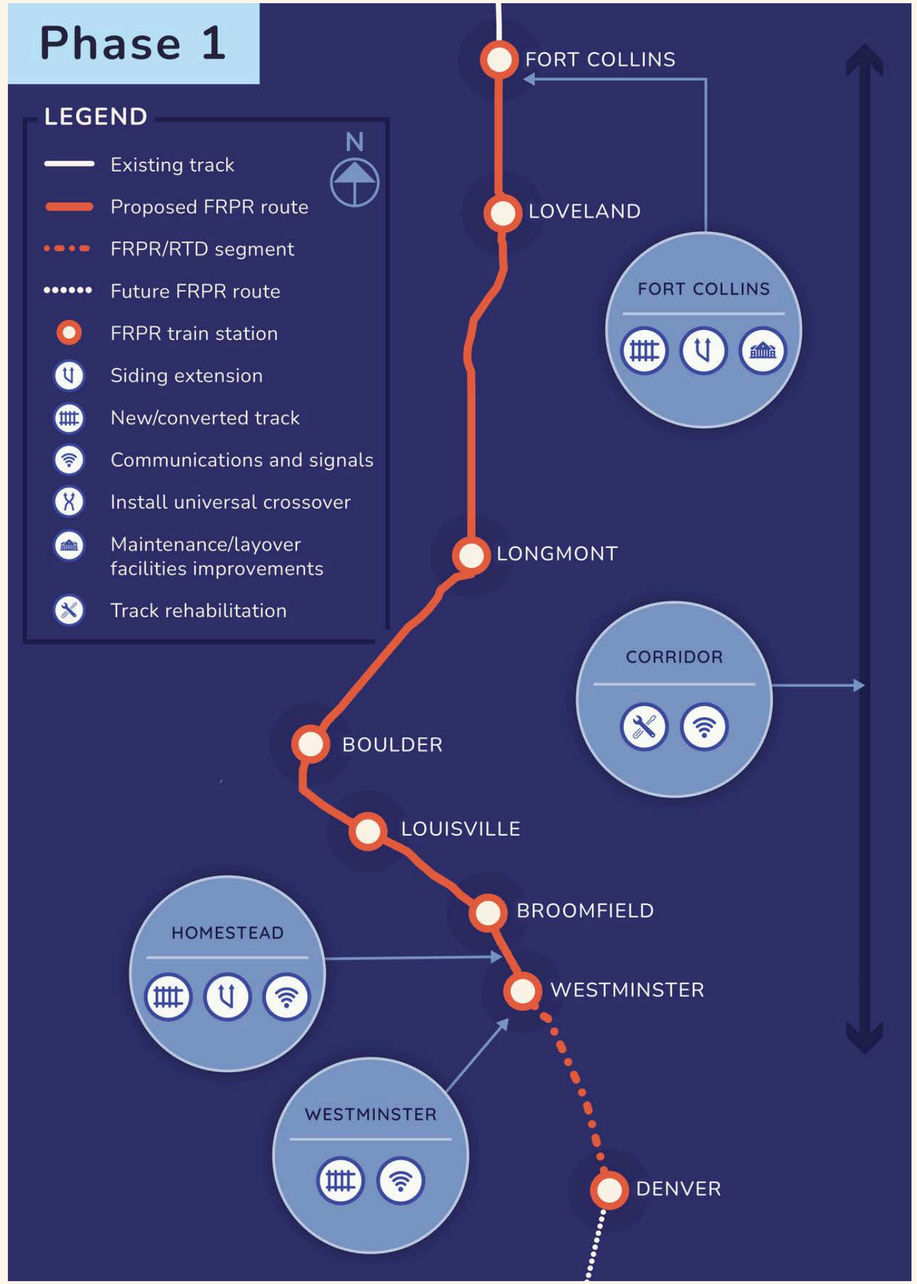
Planned capital improvement projects.

WHAT STARTER SERVICE BUILDS

Getting the first trains running takes real, concrete work along the corridor - and this phase has the funding commitments to do it. The figure maps the investments planned for Starter Service: three daily round trips between Denver and Fort Collins agreed to with BNSF. It covers what's needed to run safely and reliably, from track and signal upgrades to fully equipped stations.

Here's what that includes:

Between Westminster and Fort Collins, the freight corridor needs to implement a signal and communication systems. This phase also includes construction of the Homestead siding between Westminster and Broomfield and track roadbed improvements along the corridor to achieve the desired passenger service operating speeds. Each station location will have platforms adjacent to the main line, lighting and signage, canopies with wind screens, security cameras, and emergency call boxes. All stations will have Americans with Disabilities Act (ADA) access to/from the platform including sidewalks and ramps. Individual station communities will also have the ability to develop their station areas using funds from the local return program.



2. Full Service:

Funded by a new potential sales tax.

COMPLETING THE CORRIDOR

With Starter Service running, Full Service (Phase 2) completes the corridor. It extends the line south from Denver to Colorado Springs and Pueblo, so that every station from Fort Collins to Pueblo has daily passenger service. This is the phase, pending ongoing conversations with the host railroads, that delivers on CoCo's central promise: not just a train between two cities, but a connected Front Range across all 12 communities, end to end.

The timing is deliberate. The phases are planned so that every station along the corridor is served within five years of new voter-approved funding, which means Coloradans up and down the Front Range would be within reach of a station in the not-too-distant future, not decades away.

Full Service depends on new dedicated funding, which would come from a ballot question in November 2026; this would be decided only by the communities closest to the permanent stations. Those are the residents who would be asked to approve it. The next page lays out how that funding works.



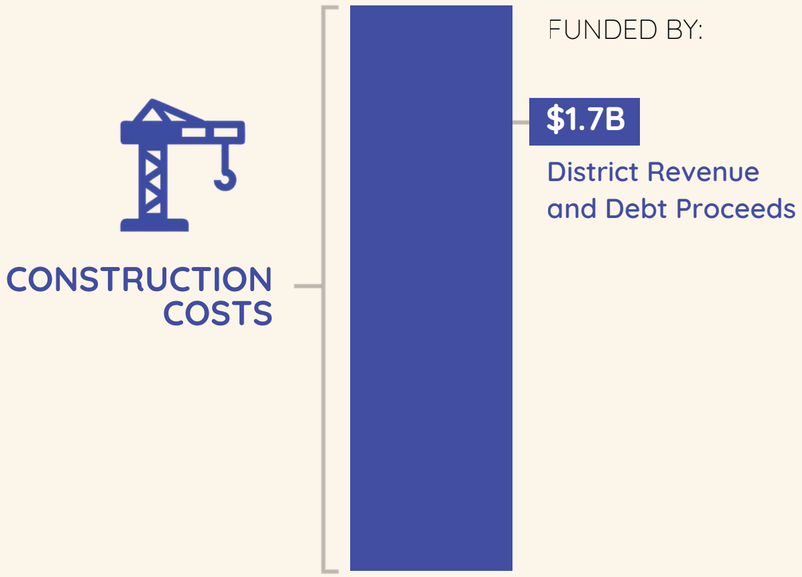
2. Full Service Funding:

Requires successful ballot initiative in November 2026.

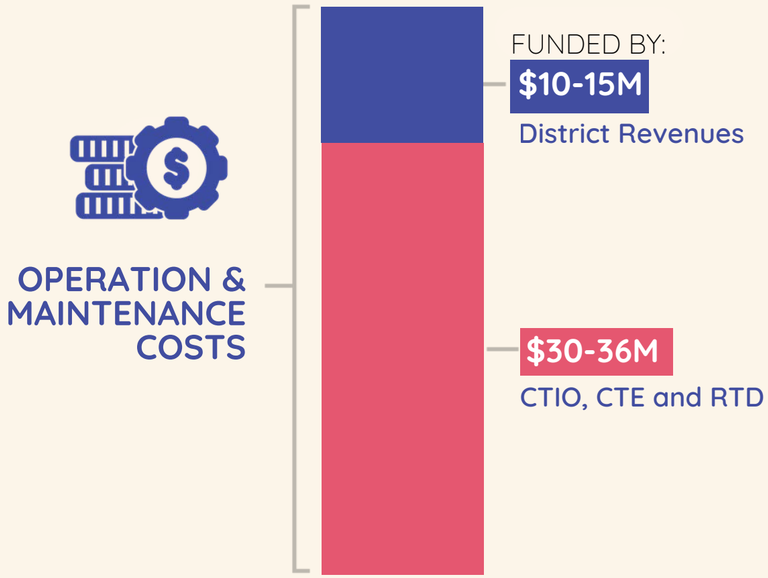
Capital and O&M costs associated with Full Service will require the FRPR District to successfully obtain permanent new funding from a ballot question that will be placed before voters in November 2026. The District has modeled a 0.333% sales and use tax to fund Full Service and future expansion of the Colorado Connector system. The financial strategy also contemplates debt financing to accelerate project delivery, allowing Full Service to be implemented within five years of securing voter-approved funding. Operating funding commitments for Starter Service from CTIO, RTD, and CTE are intended to continue in perpetuity, subject to final approval by each governing board, and will be incorporated into future phases of the program.

Phase 2 Overview: Majority funded through tax revenue to **deliver service by 2032**.

Capital Cost: $1.7B to construct



Operating Cost: $40-51M/yr to operate



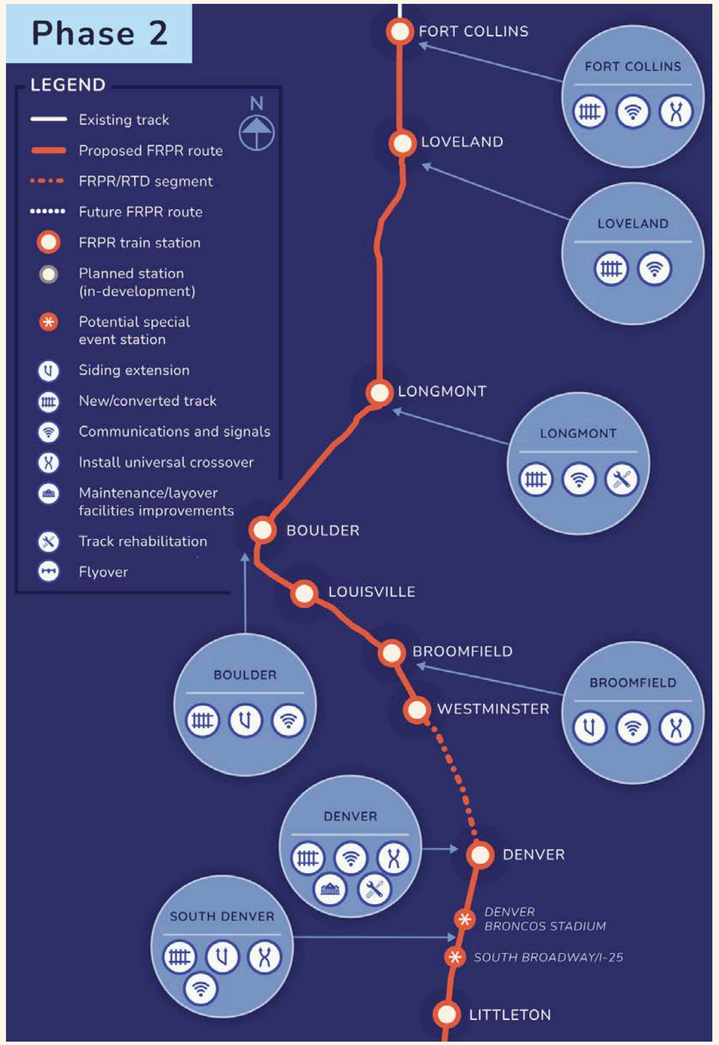
2. Full Service Investments:

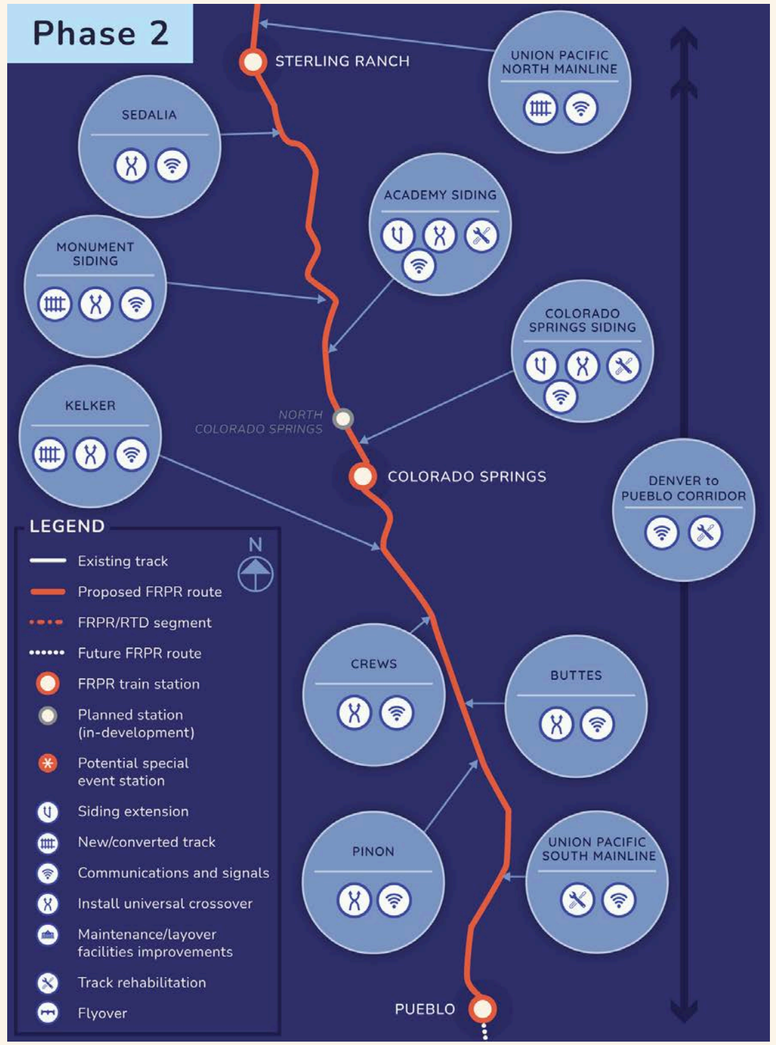
Planned capital improvement projects.

The investments required for Full Service in Phase 2 are shown on these figures. To extend passenger rail service south to Colorado Springs and Pueblo with two (2) round trips, the investments include communication and signal system upgrades, new track infrastructure to minimize passenger and freight train meets, track roadbed improvements to accommodate faster speeds, and station construction at multiple locations south of Denver.

As with Starter Service, each new station includes the same core features - platforms, lighting and signage, canopies, security cameras, emergency call boxes, and full ADA access - and communities can further shape their station areas through the local return program.

Phase 2 also increases Denver–Fort Collins service from three (3) to four (4) round trips, which calls for additional trackwork and maintenance and layover improvements at Denver Union Station. These investments will continue to be refined through ongoing coordination and discussion with the host railroads.





3. Expanded Service:

Grows with demand and funding.

ADDING FREQUENCY WITH INTENTION

With Full Service in place and every station connected, Expanded Service (Phases 3–5) augments what CoCo does. These phases aren't about reaching new places, they're about depth: more trains, more often, so riding CoCo fits more trips and more schedules up and down the Front Range.

Over the roughly 20-year horizon, frequency builds toward the full vision for the corridor – ultimately up to 10 daily round trips between Denver and Fort Collins and eight between Denver and Pueblo. Service grows in step with demand and funding, so capacity is added as it proves out.

Like Full Service, these phases would be funded through dedicated funding within the corridor. The specifics are still taking shape and depend on continued coordination with the host railroads and partners, which is why Expanded Service is best understood as the direction CoCo is heading, with the details sharpening as each phase approaches.



3. Expanded Service Funding:

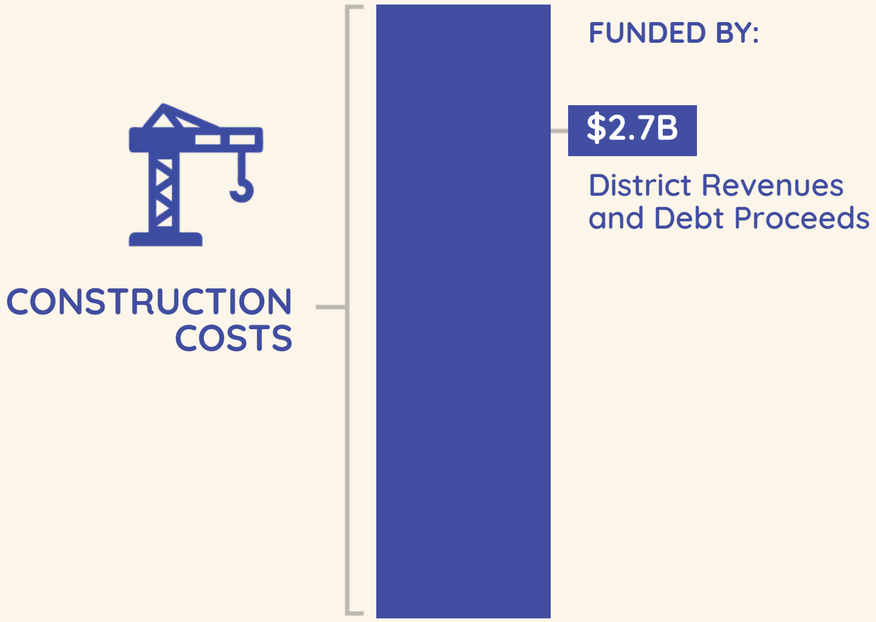
Funding in perpetuity allows the project to expand.

Expanded Service will be funded by the ongoing sales tax revenues associated with the ballot in November 2026. Operating funding commitments for Starter Service from CTIO, RTD, and CTE are intended to continue in perpetuity, subject to final approval by each governing board, and will be incorporated into future phases of the program.

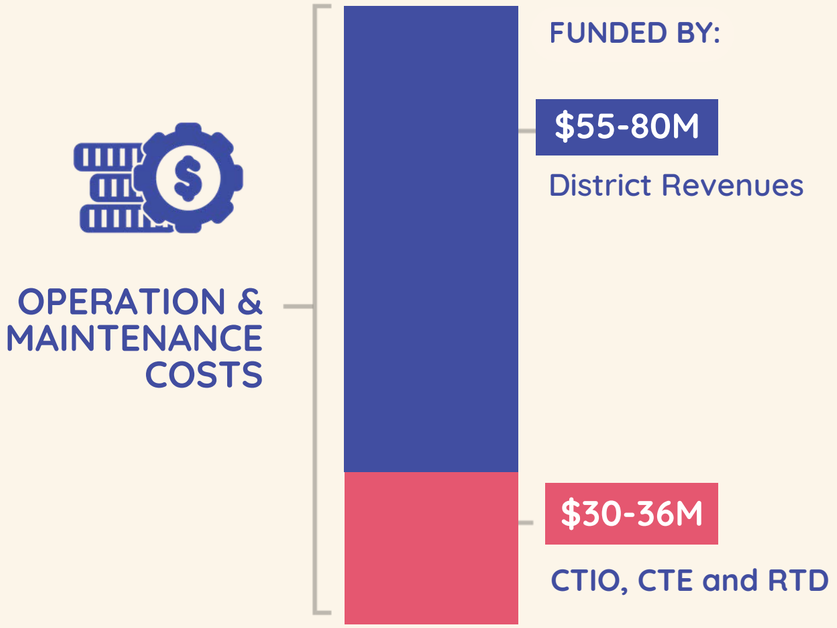
Phases 3-5 and Beyond Combined Overview:

Constructed by ongoing tax revenue and debt proceeds to continue expanding service within the District.

Capital Cost: $2.7B to construct



Operating Cost: $85-116M/yr to operate

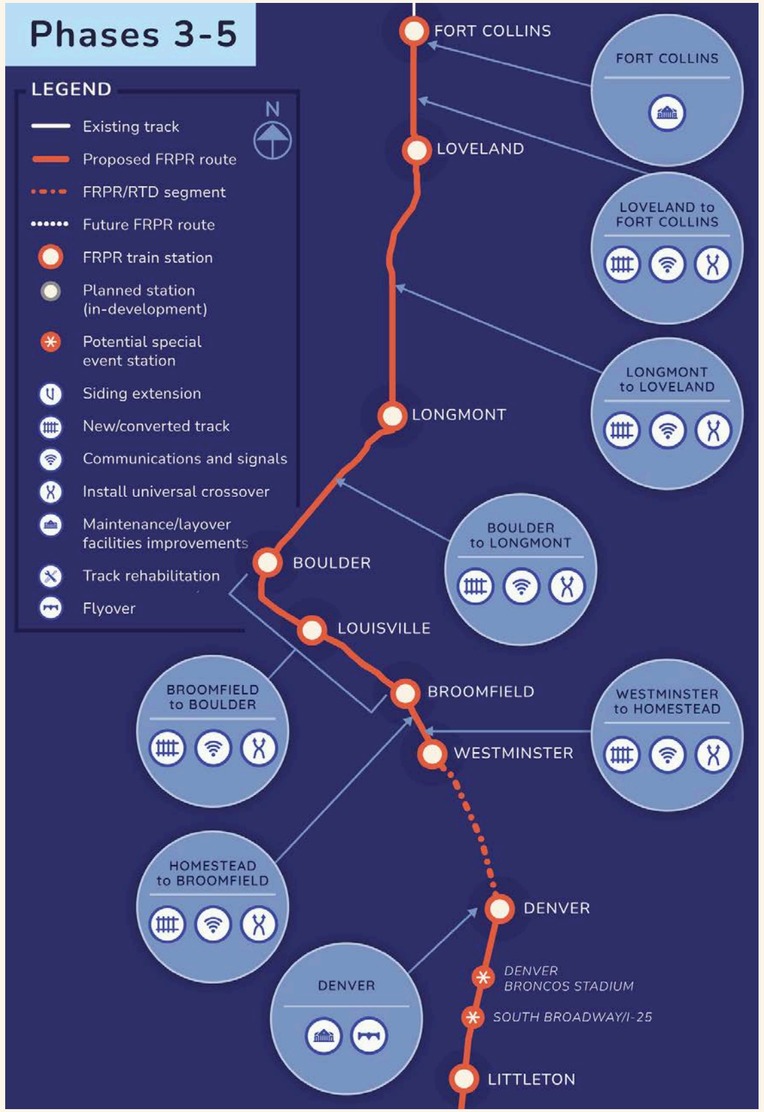


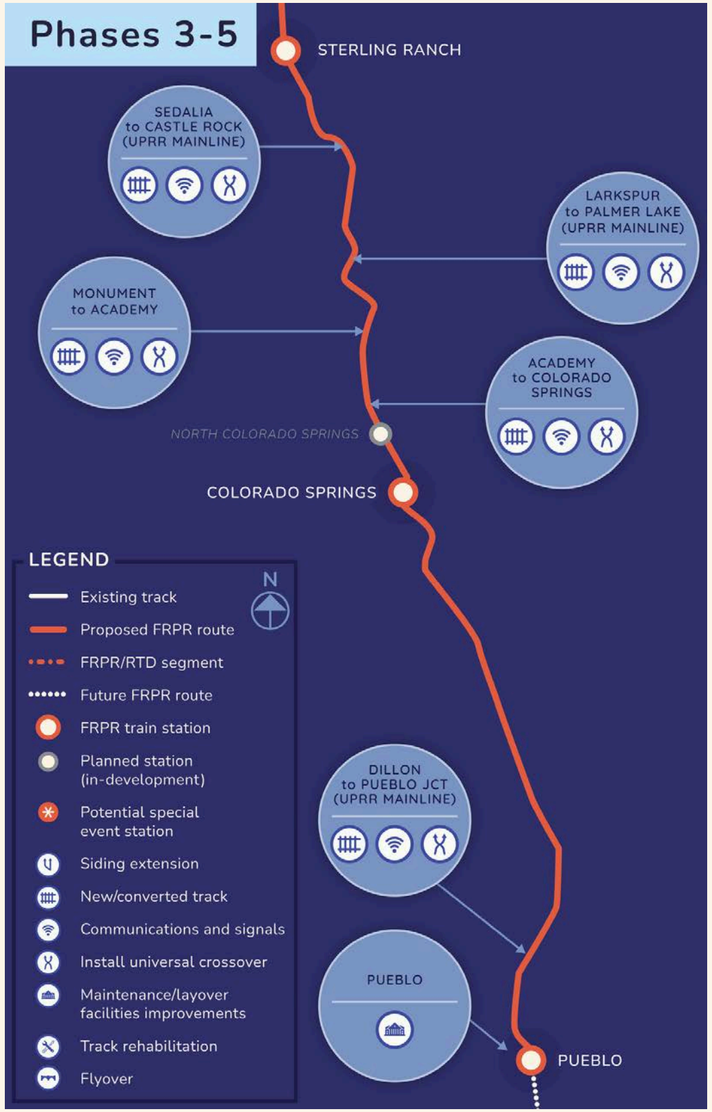
3. Expanded Service Investments:

Planned capital improvement projects.

The investments required for Expanded Service are shown on these figures. To achieve the District's vision of ten (10) round trips between Denver and Fort Collins as well as eight (8) round trips between Denver and Pueblo, additional track infrastructure is required to expand the capacity of the corridor for passenger rail service.

Additionally, the Expanded Service will require a flyover for service operations in Denver, facility expansion of Denver Union Station, and maintenance/layover facility improvements in Fort Collins and Pueblo. Investments shown will continue to be refined through ongoing coordination and discussions with our host railroad partners.





Phased Approach Routes & Stations.

Phase 1 Starter Service: Ready in 2029

- 3 round trips Fort Collins to Denver
- 8 station stops including: Denver Union Station, Westminster, Broomfield, Louisville, Boulder, Longmont, Loveland and Fort Collins

Phase 2 Full Corridor Service: Ready in 2032

- Increases frequency of service between Fort Collins and Denver to 4 round trips
- Adds stations (Littleton, Sterling Ranch, North Colorado Springs, Colorado Springs, and Pueblo) to extend service to Pueblo with 2 round trips and complete the corridor (Fort Collins to Pueblo)
- Funds construction of Trinidad's new station serving the existing Southwest Chief route

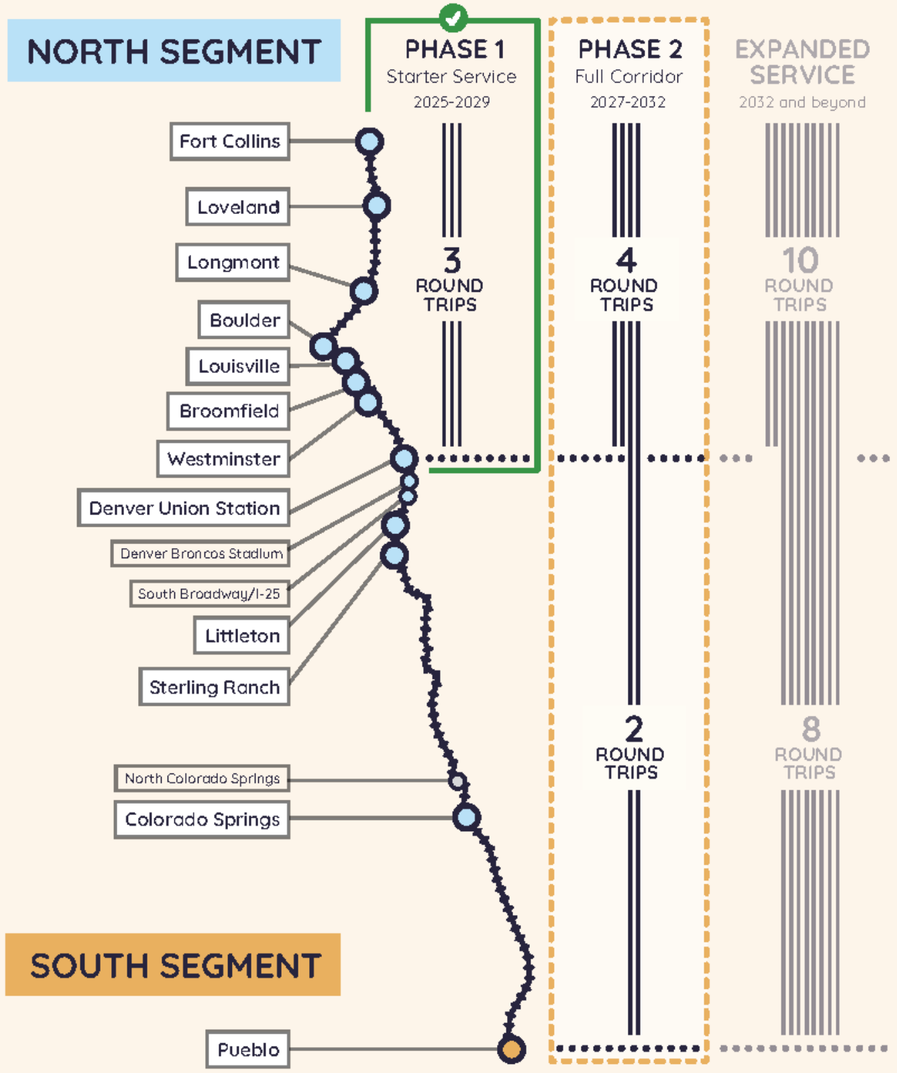
Expanded Service: Beyond 2032

Incrementally adds service along the full corridor (Fort Collins to Pueblo) to achieve 10 round trips daily between Fort Collins and Denver and 8 round trips daily between Denver and Pueblo. Increases in service would continue to be phased over time, as described:

- 2 additional round trips Fort Collins to Denver and 2 additional round trips Denver to Colorado Springs and Pueblo
- 4 additional round trips Fort Collins to Denver and 4 additional round trips Denver to Pueblo
- Future connections to Wyoming, Trinidad, and New Mexico

*pending ongoing conversations with host railroads.

PHASED APPROACH DETAIL | STATIONS, ROUND TRIPS AND TIMING



04
The CoCo Corridor

Where CoCo Goes

Key Questions Covered in This Section:

Where will CoCo go?

How does CoCo connect to statewide destinations?

The Corridor that Connects Communities.

How CoCo fits into the way Colorado moves.

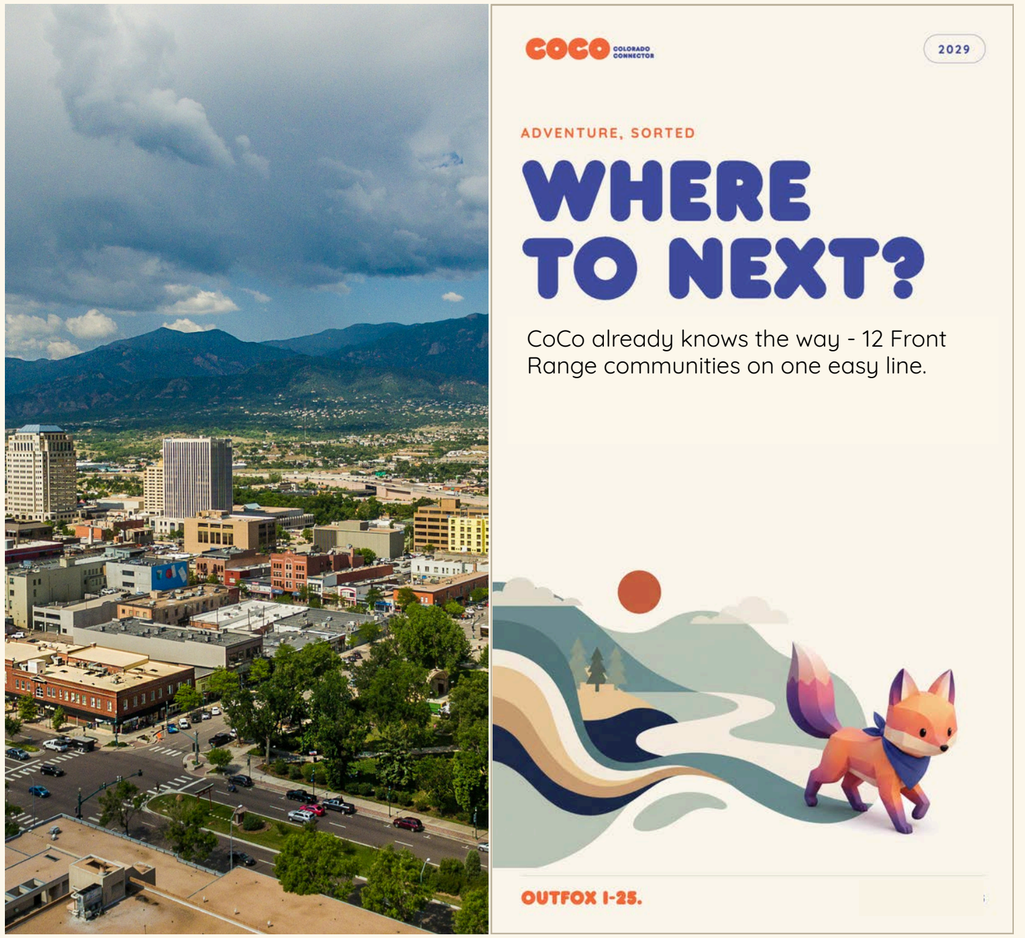
CoCo is defined by the places it connects. It links 12 Front Range communities along roughly 190 miles between Fort Collins and Pueblo, with Denver Union Station at the center. These stops were chosen intentionally as they line up with where Coloradans already live, work, and travel.

THE CORRIDOR, NORTH TO SOUTH

The route follows two existing freight corridors that meet in Denver:

- North of Denver, CoCo will run on the Front Range Subdivision, owned by BNSF Railway, up to Fort Collins - and on the RTD tracks between Denver Union Station and Westminster; this is where Starter Service begins.
- South of Denver, it follows the Consolidated Main Line and "Joint Line," jointly owned by Union Pacific and BNSF, down through Colorado Springs to Pueblo.

Using these established corridors means CoCo takes the most direct path to the Front Range's biggest population and job centers. The full corridor execution (Fort Collins to Pueblo) is dependent on further conversations with the host railroads.



Where CoCo Goes.

13 Stations with daily service.

From north to south, CoCo will serve daily trains at 13 stations. Denver Union Station anchors the line as it's already a multimodal center where RTD trains and buses, Bustang intercity coaches, and Amtrak's long-distance trains all come together. While conversations with host railroads continue, the currently planned stations across the corridor are:

Stations: Fort Collins, Loveland, Longmont, Boulder, Louisville, Broomfield, Westminster, Denver Union Station, Littleton, Sterling Ranch, North Colorado Springs, Colorado Springs, and Pueblo.

Trinidad, an additional community, connects a little differently: rather than daily CoCo trains, it's proposed for new station infrastructure on the Amtrak Southwest Chief (the long-distance train that already passes through) extending the corridor's reach. There is a future vision to connect CoCo to Trinidad beyond 2045. For more detail on Trinidad, please see the appendix.

Additionally, there is a longer term future vision after Phase 5 to extend CoCo beyond Colorado across the West, extending north into Wyoming and south into New Mexico.



GET READY
FOR SOMETHING
SPECIAL

CoCo Brings the Fans.

Stations and special events.

TAKING YOU TO THE ACTION.

The host railroads' tracks already run past some of the region's biggest venues, and the District is exploring special-event service for the days when thousands of fans head out to the game or a show. Picture a faster ride to your favorite event – no parking to hunt for, no traffic to sit in. Anyone who's circled a packed lot or crawled home after the final whistle already knows the appeal.

Several planned stations already put major events within reach: Denver Union Station is within walking distance of Coors Field (Colorado Rockies) and Ball Arena (Denver Nuggets, Colorado Avalanche), the Boulder station connects fans to the University of Colorado Buffaloes, and the Fort Collins station is within close proximity to the Colorado State University Rams - and more. Beyond those, the District is committing to two permanent special-event stations, conditioned on approval by the host railroads, and investing $5.1 million annually over 25 years to support transit connections, multimodal integration, pedestrian improvements, and related transportation investments associated with the proposed Denver Broncos Stadium at Burnham Yard and Denver Summit FC Stadium at the South Broadway and I-25 station areas.

BRONCOS STADIUM AT BURNHAM YARD



DENVER SUMMIT FC AT I-25 AND S. BROADWAY



A Statewide Story.

HOW COCO FITS THE BIGGER PICTURE

CoCo doesn't stand alone. It's built to plug into the transportation network Colorado already has; in fact, it's the largest and highest-ridership rural transit network in the country.

At Denver Union Station, CoCo ties together RTD's regional trains and buses, CDOT's Bustang coaches, and Amtrak's national network, turning the hub into a true statewide crossroads. Bustang alone extends CoCo's reach far beyond the rails: its lines run west toward Grand Junction, and out to communities across the state so a single trip can begin on CoCo and continue to places the tracks don't go.

The connections reach beyond Colorado, too. Along the corridor's network, there are opportunities to link to Amtrak's Southwest Chief, the long-distance route running between Los Angeles and Chicago, meaning the Front Range ties into a network that stretches coast to coast.

CoCo is also being planned hand-in-hand with the planned Mountain Rail service toward Winter Park and Granby, sharing procurement, maintenance, and operating standards to stretch every dollar further.

The result is a new spine for a connected, statewide and nationwide system. Knowing where the trains stop is one thing; what those stops become for their communities is another. That's next.



05
Locally Shaped Stations

Stations Built Around Communities

Key Questions Covered in This Section:
Are the station locations convenient?
What will the community impact be?

Stations Built Around Communities.

Locally shaped places, not just platforms to pass through.

A station is more than a place to catch a train. Done well, it becomes part of a community's fabric. It's a front door, a gathering place, an anchor for the blocks around it. It's also where getting around gets easier - becoming a community hub for transportation that ties local buses and transit into the train.

CoCo's approach starts from that idea: shared standards for what every station needs to function, and local control over what each one becomes.

ONE STANDARD FOR SAFETY, ROOM FOR LOCAL CHARACTER

The District sets common, operation-critical baselines for every station, starting with ADA-accessible boarding and the basics any stop needs to run safely and reliably.

From there, each station can take the shape its community wants.



Four Station Types.

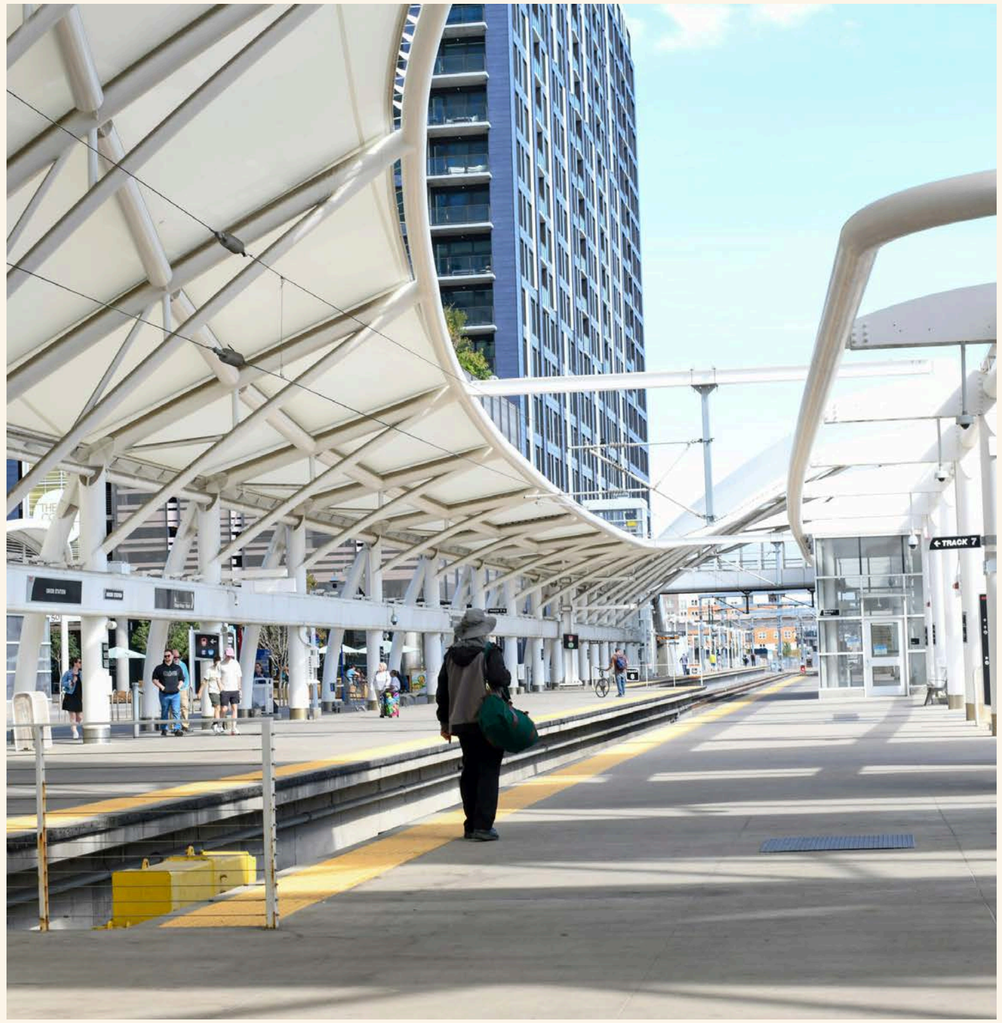
Stations start from very different starting points. Conversations are continuing with host railroads and currently set stations across four types, with each reflecting the communities they serve.

- **Current station facilities.** Some stations already exist and need only modest work. Denver Union Station is the network's hub, already serving RTD, Bustang, and Amtrak. And existing RTD facilities at Boulder Junction and Littleton–Mineral will be expanded for intercity service.

- **Adaptive reuse of Historical stations.** A good example of this is Pueblo's historic Union Depot, preserved for decades, which will be restored to its original role as a working train station (in keeping with federal historic-preservation requirements), with its grounds expanded for local transit connections.

- **New, purpose-built stations.** Most stations will be built new for intercity service. Many of the neighborhoods around them date to Colorado's earlier rail era and still have the dense, walkable cores that make great station areas a foundation for this future vision.

- **Special-event stations.** As previously mentioned, these venues will be pursued for big event-day crowds for activities like sporting events, concerts, and more.



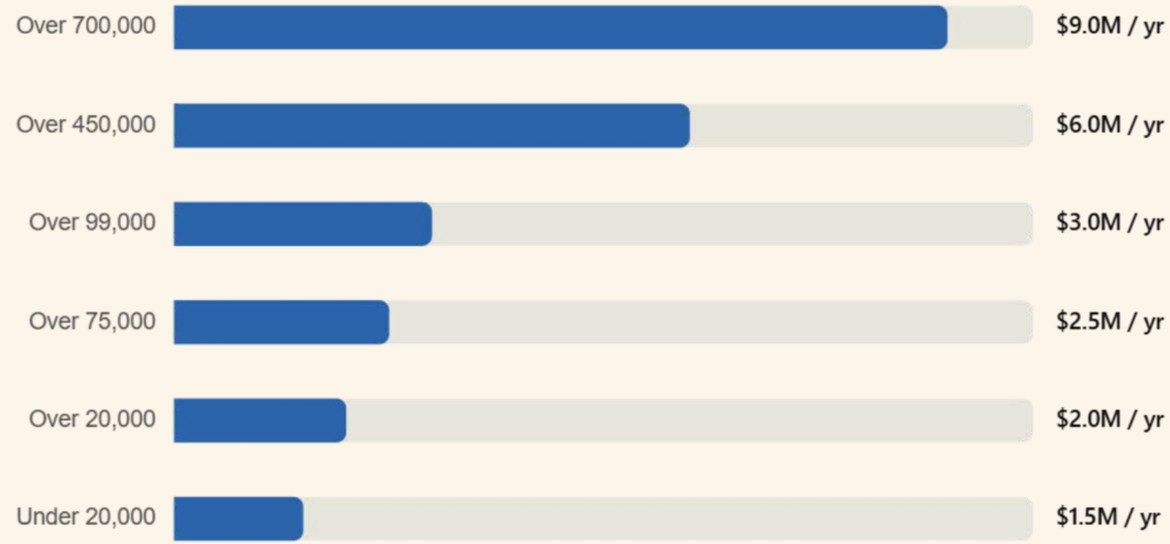
Local Input and Economic Benefit.

SHAPED BY THE COMMUNITIES

Station locations and designs have been refined through years of conversation with local governments, and they've genuinely changed in response. Fort Collins's station moved to Drake Road to balance access, local connections, host-railroad needs, and cost; Westminster's shifted to 88th Avenue to align with downtown redevelopment; and in Douglas County, the stop moved to the growing Sterling Ranch community. The throughline: communities help decide what works for them.

LOCAL RETURN: DOLLARS THAT STAY LOCAL

To back that local control with real resources, the District created the Local Return program. Any municipality that opts in receives annual funding for 25 years, following a successful ballot, to shape its own station area outside the railroad right-of-way: pedestrian access, transit connections, bike and vehicle parking, and the amenities that make a station genuinely useful. The amount scales with population:



Population is set by the latest census or state demographic estimates.

Stations as Community Hubs.

FOSTERING COMMUNITY HUBS

Over time, station areas can become far more than stops. They're strategic development nodes where communities, on their own terms, can align housing, local business, and public space. Where this has been paired with thoughtful local planning, rail investment has been associated with positive economic development: private investment, a stronger tax base, and new foot traffic for nearby and trackside businesses. Importantly, the approach doesn't impose growth; it equips communities with infrastructure to guide their own. Outcomes will range from simple, well-connected platforms to vibrant, mixed-use hubs – much like the station-area plaza already in place at Boulder Junction.

With the stations mapped and communities in the driver's seat, the next question is the practical one that every rider will ask: where can I go, and how long will it take? That's next, after a quick view of stations.



Stations at a Glance.

Comprehensive station maps have been created based on close collaboration with each station area. The Pueblo Station is depicted here.

Please visit ColoradoConnector.com for additional station map information as it becomes available.

Additionally, the appendix of the Delivery Plan contains more information regarding each station mile marker.





Final platform alignments subject to final design.

06
Service: Travel Time and Connections

CoCo is Ready to Ride

Key Questions Covered in This Section:

How long does the ride take?

Would I actually use it?

What happens when I arrive at the station? Where do I go next?

CoCo is Ready to Ride.

Navigating the journey.

So where can CoCo take you, how often, and how long will it take? This is the heart of the service and what will make CoCo an efficient and effective travel option.

BUILT TO RUN ON TIME

CoCo will be dependable. Unlike long-distance trains, which can drift off schedule, CoCo's reliability is driven by:

CoCo has track priority (for Starter Service)

The Starter Service term sheet with BNSF includes contractual priority for passenger trains at designated times over local freight. As CoCo grows beyond Starter Service, the District will keep working with the host railroads to develop the provisions that let freight and passenger trains reliably coexist across the rest of the corridor.

A shared dispatch system with on-time requirements

Day to day, the host railroads manage operations for both passenger and freight trains - the job known as "dispatch." Under the Starter Service term sheet, that agreement calls for on-time performance from both the passenger service and the freight it shares the tracks with, so schedules hold up for everyone on the line.

ESTIMATED SOUTHBOUND TRAVEL

	Perfect Run	Conservative Run	Midpoint
Fort Collins > Denver	**1hr 30min**	**1hr 45min**	**1hr 35min**
Fort Collins > Boulder	45min	55min	50min
Boulder > Denver	40min	50min	45min
Denver > Pueblo	**2hr 15 min**	**2 hr 40min**	**2hr 30min**
Denver > Colorado Springs	1hr 35min	1hr 50min	1hr 45min
Colorado Springs > Pueblo	40min	50min	45min

ESTIMATED NORTHBOUND TRAVEL

	Perfect Run	Conservative Run	Midpoint
Pueblo > Denver	**2hr 20min**	**2hr 45min**	**2hr 30min**
Pueblo > Colorado Springs	45min	50min	50min
Colorado Springs > Denver	1hr 30min	1hr 50min	1hr 40min
Denver > Fort Collins	**1hr 30min**	**1hr 45min**	**1hr 40min**
Denver > Boulder	45min	55min	50min
Boulder > Fort Collins	30min	40min	35min

Notes on the numbers: Times are estimates that include about 40 minutes of built-in "recovery" time end-to-end, so trains can hold reliable connections. Final timetables will be set after testing and continued coordination with the host railroads. "Perfect Run" represents the fastest trip possible over the route's track geometry. While this assumes 2-minutes of standard station dwell, there are no delays of any kind. "Conservative Run" includes a basic level of padding on top of the (a) base run time and (b) station dwell time. This extra time will be added to the future schedule to help riders plan reliable connections, accounting for foreseeable and common delays that can add up over the course of the route.

Stations that Connect You.

GETTING TO THE TRAIN, AND BEYOND IT
A station only works if people can reach it – what planners call "first mile/last mile." CoCo's stations are designed around options for connecting to the rest of your trip:

- **Walk or roll:** in walkable station cores, the train becomes an extension of the neighborhood. For example, at Denver Union Station, you can step off the platform and reach jobs, housing, and spots like Coors Field within minutes via a well-connected street grid and transit connections.
- **Bike:** onboard bike storage plus station facilities (secure parking, repair stands, e-bike charging) can extend a station's reach into the 1–5-mile range. In communities with strong trail systems, biking seamlessly ties into trail networks like Denver's Cherry Creek Trail, making biking a practical, everyday way in and not just a weekend ride.
- **Transit:** nearly every station already sits on local and regional networks, and this is where CoCo scales. Frequent buses, rail lines, and timed transfers carry riders far beyond walking distance: RTD across the metro, local systems like Fort Collins's Transfort (including the MAX bus rapid transit line) and Colorado Springs's Mountain Metro Transit, and CDOT's Bustang coaches linking the Front Range to the rest of the state.
- **Rideshare and microtransit:** on-demand trips fill the gaps beyond fixed routes, pairing a short hop with a predictable train ride instead of a long, unpredictable highway drive.
- **Park-and-ride:** for riders in lower-density areas or those who want flexibility, appropriately scaled parking offers a way in, shifting the longest, most congested stretch of the trip to rail.

The point is optionality: letting each rider choose what fits the trip.



Fares that Make Sense.

Affordable, and still being set.

CoCo's fares are meant to be affordable and familiar, in line with services Coloradans already use like Bustang and the Winter Park Express (currently modeled at $0.19 per mile). A set of policies will guide the fare structure, and here's the thinking so far:

WHAT A TICKET COSTS

- Pay for the distance you travel. A distance-based structure means shorter trips cost less and longer ones more.
- Connect seamlessly with local transit. Where practical, CoCo would align with local transit fares and passes on overlapping corridors while recognizing that longer-distance intercity trips may carry modestly higher fares than local transit.
- Room to flex. The policy would leave room for off-peak discounts and dynamic pricing - ways to reward travel at quieter times, fill more seats, and help manage the busiest ones.

WAYS TO BUY

- Options for regulars and visitors alike. Think multi-ride tickets and monthly passes for frequent riders.
- Perks that invite people to try it. The District is looking at discounted companion fares, free weekend and holiday rides for youth, and special-event passes to make that first trip easy.

A BETTER DEAL THAN DRIVING

- The IRS defines the true cost of driving (gas, insurance, maintenance, depreciation) at 76 cents a mile. CoCo's modeled fares come in around a quarter of that, turning a Denver–Fort Collins drive that costs about $55 into a roughly $14 train ride.

ONE TAP FROM TRAIN TO TOWN

- A seamless transfer experience. Through CDOT's ongoing study, the District is working toward letting riders transfer to and from local transit on a single CoCo ticket or pass so the handoff between systems is effortless.

FARES WITHIN REACH FOR EVERYONE

- Discounts where they matter. The District will explore reduced fares for specific groups to keep the service accessible, in line with federal requirements.

Reliable, affordable, and competitive with the drive, and also aware of its impact. That's next: safety and environment.

07
Safety and Environmental Impact

Built Responsibly

Key Questions Covered in This Section:

Is the train safe?

How does it help the environment?

Made with You in Mind.

A safer trip starts before you board.

CoCo is not just designed to be useful, but to be safe, clean, a good neighbor, and built by the community it serves. On all counts, CoCo starts with a built-in advantage: it runs on rail that's mostly already here, rather than carving something new across the landscape. Building on proven corridors is a strength, and it starts with safety, where CoCo invests to make tracks that already carry freight even safer for passengers.

A SAFER WAY TO TRAVEL

Rail is already among the safest ways to travel, and CoCo invests to keep it that way. One of the project's largest capital investments is adding Positive Train Control (PTC) to the stretches of corridor that don't yet have it. PTC is a digital safety system layered over the tracks that tracks where trains are and how fast they're going, and can automatically slow or stop a train to prevent collisions, overspeed derailments, and other human-error accidents.

POSITIVE TRAIN CONTROL (PTC) SAFETY SYSTEM

Tracks the train
Location and speed

→

Detects a Hazard
Ahead on the line

→

Brakes if needed
Slows or stops it



Safe to Ride, Safe on Board.

One of the safest ways to travel, with crew aboard every mile.

When you take CoCo, safety travels with you for the whole trip. It starts with the simple fact that rail is one of the safest ways to get where you're going, and it continues on board, with people looking out for you the entire way.

THE SAFER WAY DOWN THE CORRIDOR

For the trips CoCo serves, the train is simply a safer way to go. Mile for mile, intercity passenger rail is consistently among the safest ways to travel—considerably safer than making the same trip behind the wheel.

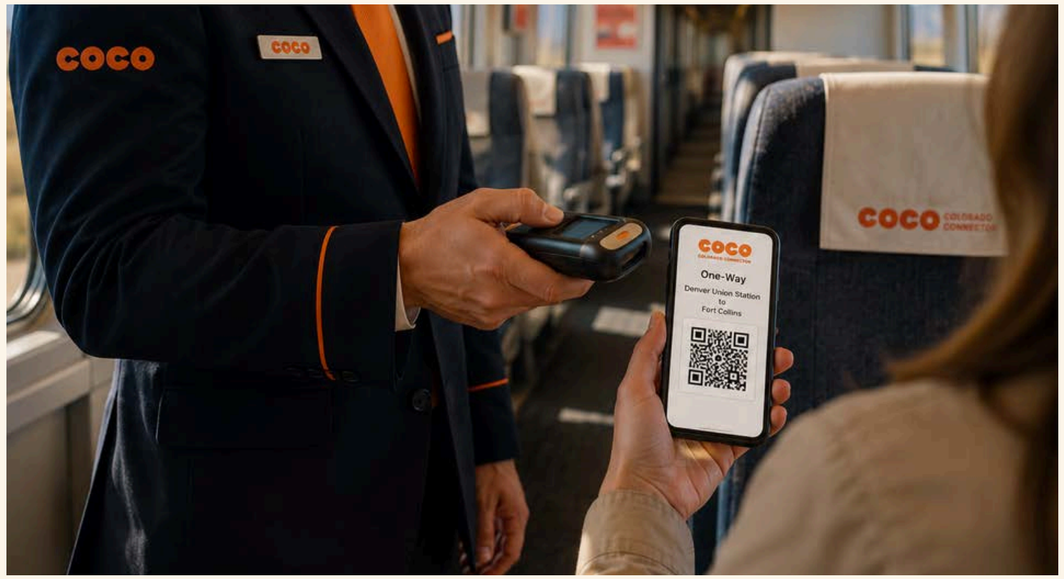
Colorado's roads are shared by millions of drivers every day, and most trips end safely. But aggressive driving remains a growing challenge. Colorado ranked among the nation's worst states for road rage in 2025, highlighting the risks posed by speeding, tailgating, distracted driving, and other dangerous behaviors that motorists navigate. **On average, riding aboard passenger trains can be up to 20x safer than driving in private vehicles.**

CDOT and its partners are actively investing to make Colorado's transportation system safer. CoCo complements those efforts by giving people another safe, reliable travel option—one that lets riders leave the stress of traffic behind. Every trip made by rail is one less car on the road and one or more travelers removed from the unpredictability of aggressive driving.

Source: National Safety Council (NSC), Deaths by Transportation Mode (2024)

STAFFED FOR SAFETY, START TO FINISH

Safety isn't only about the tracks - it's about who's with you on the train and the platform. As on Amtrak service today, every CoCo train is staffed: a conductor checks tickets, and crew are aboard throughout the trip. That means there's always someone present and in contact with dispatch and, when needed, local law enforcement - so riders are never traveling alone in an unstaffed space. It's a level of on-board presence that helps every trip feel secure, from the first stop to the last.

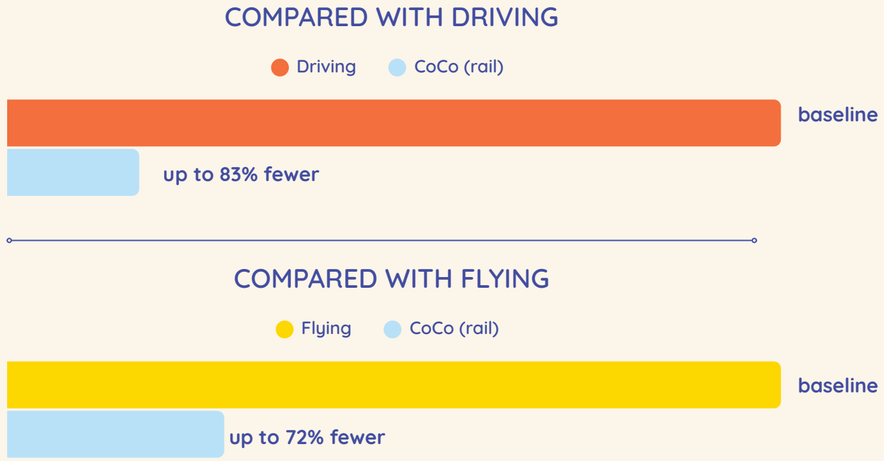


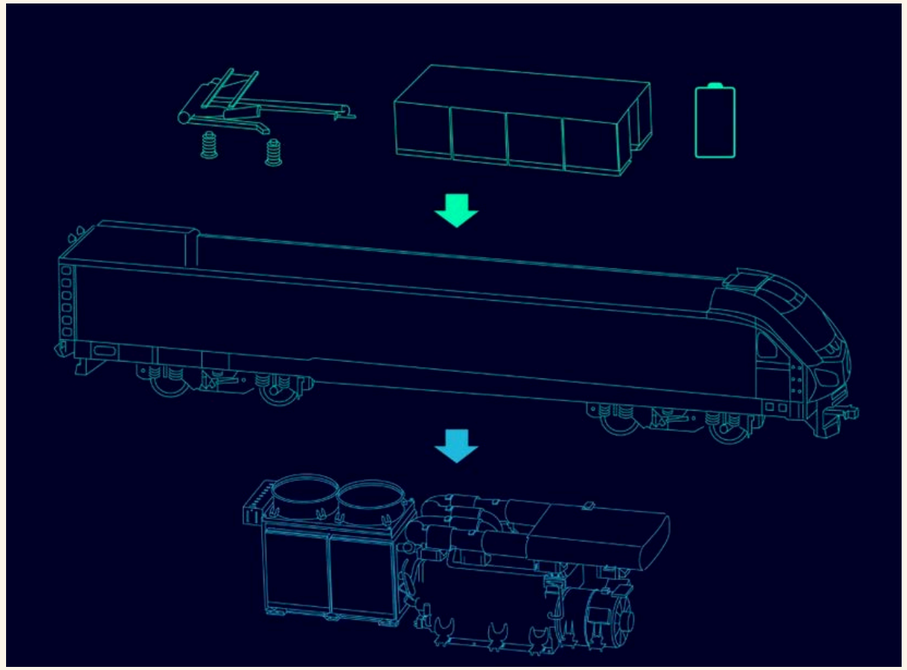
Environmental Stewardship.

A lighter footprint.

Every trip taken by train instead of car or plane carries a smaller climate impact. According to Amtrak's 2023 Sustainability Report, U.S. intercity passenger rail produces up to 83% fewer greenhouse gas emissions than driving, and up to 72% fewer than flying.

And CoCo is built to get cleaner from here. Rail propulsion is evolving fast, especially battery-electric and hybrid systems that ease the reliance on traditional diesel, and the District plans to move with it. CoCo's future fleet is designed around dual-mode trains that can run on electric power where the infrastructure exists, including the overhead electric already in place between Westminster and Denver. As those technologies mature and prove out for intercity service, the District will fold them in where it makes sense operationally and financially so the fleet keeps getting cleaner as the system grows.



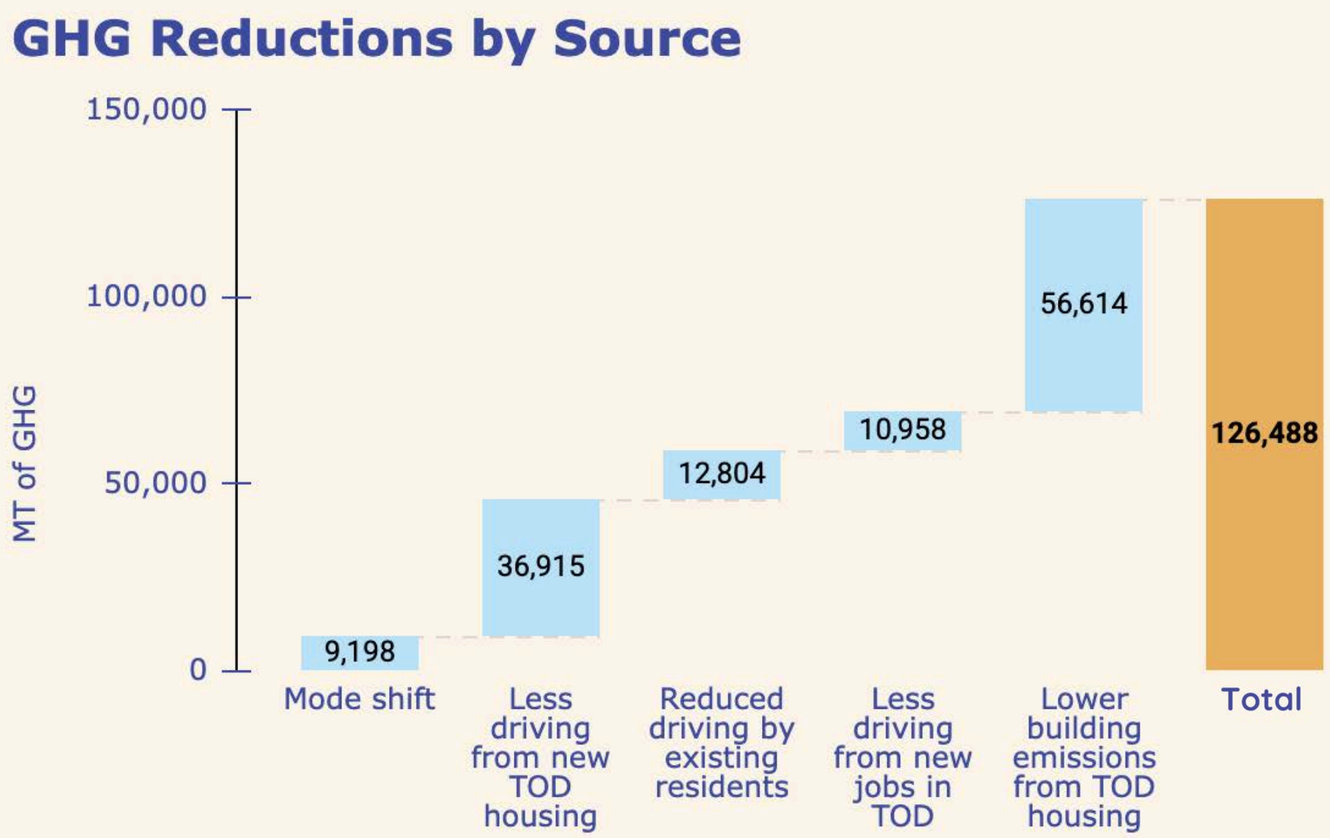


Siemens Mobility Charger Battery and Battery / Electric Propulsion.

CoCo will Deliver for the Environment.

Cutting air pollution and making progress on our climate goals.

- When fully built out, CoCo is projected to cut about **233 million miles of driving** every year and reduce climate pollution by roughly **126,000 metric tons (MT) of CO_2**.
- That's like taking about **29,000 gas cars off the road** every year.
- About **9,000 MT** of that reduction comes from people directly switching from car trips to rail.
- With modern Tier 4 hybrid locomotives, trains can **cut GHG emissions by about 83% per passenger-mile** compared with driving, and future electrification of the corridor can push rail emissions even lower.



Source: SWEEP, Quantifying the Environmental Benefits of the Colorado Connector (2026)

A Good Neighbor.

ENVIRONMENTAL ENGAGEMENT

CoCo's is doing its environmental homework. The District already has a solid picture of existing conditions along the corridor, and we are using that knowledge to avoid and minimize impacts from the start. As the project advances, it will carry out an environmental clearance process (including public engagement) to meet the requirements that apply at the federal, state, and local levels.

LESS DISRUPTION FOR COMMUNITIES

Because CoCo runs on mostly existing rail corridors, it will avoid much of the upheaval that comes with building something new. The project will not require any significant use of eminent domain for its passenger infrastructure, since it relies on rights-of-way already in railroad use. That means less construction disruption than a new highway or a new rail alignment would bring.

A QUIETER RIDE

Many quiet zones already exist along the corridor, where enhanced railroad crossings allow trains to operate without routinely sounding their horns. We will continue working with the Class I railroads and local communities to expand these quiet zones where feasible. And, as previously mentioned, CoCo will be noticeably quieter than the freight trains communities already live alongside; again, it's on the order of 5 to 15 decibels less.



Built by Coloradans.

Good jobs, high standards, and a skilled workforce behind every mile.

COMMITMENT TO FAMILY-SUSTAINING WORK

Building a railroad means building careers for Coloradans. CoCo will create local jobs constructing and operating the railroad, stations, and surrounding development. The District has worked closely with Colorado's major labor organizations—including SMART Transportation Division, IBEW, LiUNA, and others—and looks forward to continuing that partnership as passenger rail expands across the Front Range.

HIGH STANDARDS, BY DESIGN

Station development should deliver lasting economic opportunity. Where appropriate, projects may utilize Colorado's BUILD authority, supporting project labor agreements, apprenticeship opportunities, prevailing wages, pensions, health care benefits, and other high labor standards. The District will also encourage local hiring, workforce development, and high-quality construction in partnership with local governments and project sponsors.

Source: BUILD, https://leg.colorado.gov/bills/sb25-081

A SKILLED WORKFORCE

Colorado already has the talent to build and operate passenger rail. Union employees across BNSF, Union Pacific, and Amtrak provide the skilled workforce needed to safely maintain and operate the railroad. Many new rail components for CoCo—including continuously welded rail for new sidings and double track - are also expected to be manufactured by union workers in Pueblo (in line with Rocky Mountain Steel's existing contract with Union Pacific that includes a solar-powered rail mill), creating economic benefits that extend well beyond the stations themselves.

Built by Coloradans, supporting Colorado jobs, and strengthening Colorado's economy. Next, let's answer the question: will people ride it? (Spoiler: yes.)



08
Ridership is Real

How Coloradans Plan to Ride

Key Questions Covered in This Section:
Is there demand? What does ridership look like?
How do Coloradans plan to use CoCo?
What kinds of trips will this be useful for?

How Coloradans Will Use CoCo.

A route that meets riders' needs.

So far, this Plan has laid out what CoCo is and how it gets built. This section answers a different question: will people ride it? The evidence says yes, and it starts with understanding how Coloradans plan to use the train.

According to surveys done by the FRPR District, prospective riders overwhelmingly prioritize day trips for entertainment, leisure, and recreation. 85% of survey respondents indicated that their use of CoCo would be for discretionary trips rather than for daily commutes to jobs or educational centers. This broadly aligns with other intercity passenger rail services, unlike commuter trips.

Uses of CoCo	% Share
Concerts, Festivals, and Other Entertainment	23%
Visiting Family and Friends	19%
Sporting Events	17%
Outdoor Recreation	17%
Work	11%
Appointments	9%
Attending Classes at College or University	4%

Source: FRPR District 2023-2025 Community Survey.



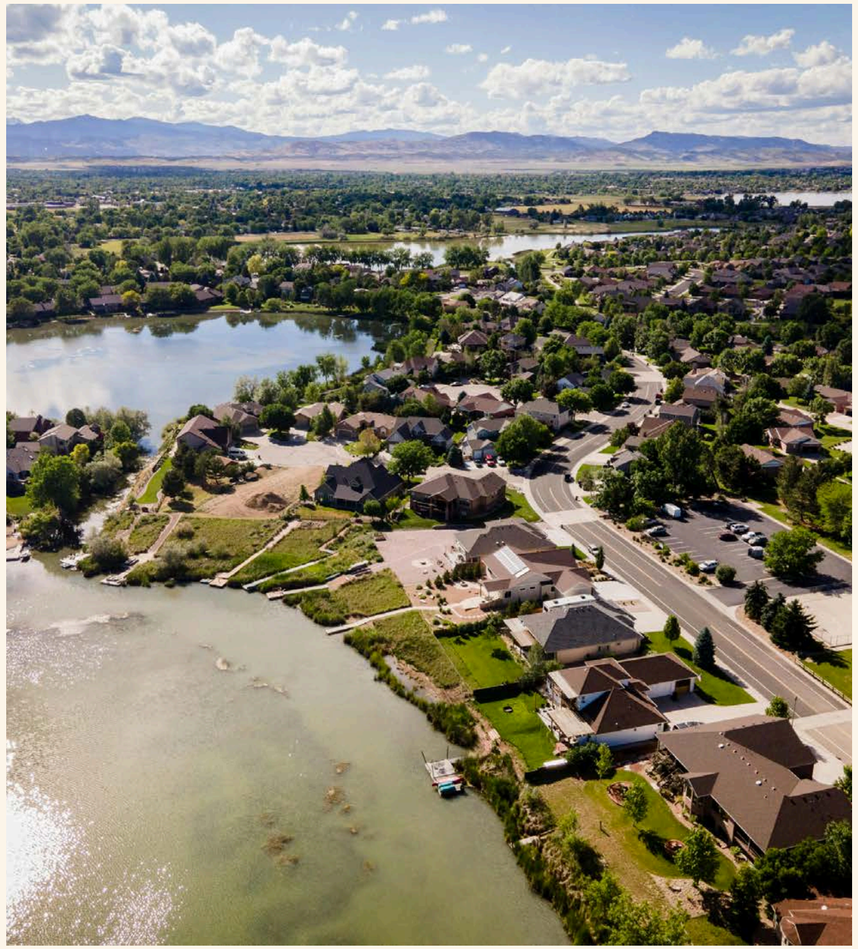
CoCo is a Practical Option, Too.

From events to everyday express.

EXPRESS SERVICE

While CoCo's purpose extends far beyond work commutes, nearly 15% of respondents indicated in the survey they would be interested in using CoCo for their daily or weekly commutes to work or higher education.

Within the Denver metro area in particular, which has already invested in regional/commuter rail and light rail, CoCo will introduce a faster new express service option that bypasses intermediate stations on the RTD system. Littleton and south Denver metro residents will save up to 15 minutes on CoCo that will bypass 10 stops on the light rail to and from Denver Union Station.



Source: FRPR District 2023-2025 Community Survey.

Ridership Along the Range.

Planning based on anticipated use.

THE DEMAND IS REAL

Passenger rail on the Front Range isn't a build-it-and-hope proposition - the ridership case is grounded in forecasting that models how Coloradans actually travel. And the numbers back it up: at full build, the corridor is projected to carry **more than 1 million one-way trips year.** Just as telling as how many people ride is where they ride, which is what shapes CoCo's service from north to south.

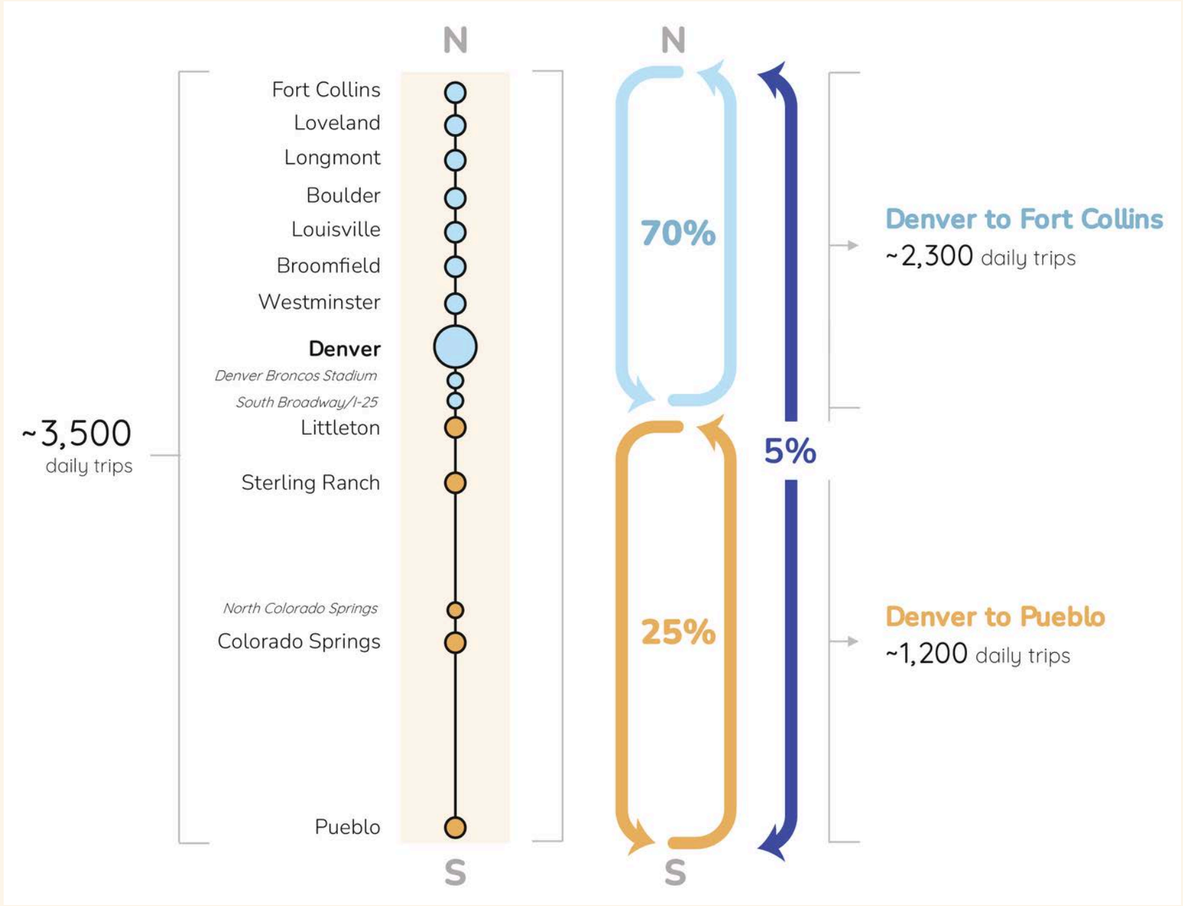
WHERE COLORADANS ARE EXPECTED TO RIDE

CoCo's stations aren't spread evenly by accident. They're placed along the corridor to match where people are actually expected to board - and that lines up with where the Front Range is most concentrated: the north.

Here's how the ridership is forecast to break down:

- **North of Denver:** about 70% of riders. The northern stretch, anchored by the Denver–Fort Collins Starter Service, is projected to carry the bulk of demand.
- **South of Denver:** about 25% of riders. The Colorado Springs and Pueblo segment adds a meaningful share as service extends south.
- **End to end:** less than 5%. Only a small share of riders are expected to make the longest trips — Fort Collins all the way to Pueblo, or the reverse. Most people ride within their part of the corridor, not across the whole route.

ESTIMATED FRONT RANGE RIDERSHIP



*based on current modeling estimates and projections

Demand is Growing: Buses.

FRONT RANGE BUS RIDERSHIP: DEMAND IS ALREADY THERE

Buses that already serve this corridor are filling up fast. Over the post-pandemic recovery period from 2021 to 2025, CDOT's intercity coach Bustang service on I-25 (which has North and South lines that overlap with each of CoCo's core sections) grew about 36% per year across its core, and RTD's Flatiron Flyer (a regional coach bus service that overlaps much of CoCo's Northern Section between Boulder and Denver Union Station) grew about 15% per year, more than double the rest of RTD's network. By 2026 it's common to see lines at the Flatiron Flyer gates at Denver Union Station and every seat taken on peak weekday afternoons.

People are already choosing to ride this corridor, albeit on slower buses stuck in the same traffic.

BUS RIDERSHIP GROWTH

Ridership Growth (%)	2022	2023	2024	2025	4-YR Annual Growth Rate (CAGR)
Regional Bus					
RTD Flatiron Flyer (US 36)	31%	14%	10%	6%	15%
Transfort FLEX (US 287)	19%	36%	16%	2%	18%
Intercity Bus					
Bustang North Line (I-25)	85%	23%	21%	53%	43%
Bustang South Line (I-25)	54%	19%	10%	22%	26%
Bustang Core I-25	**70%**	**22%**	**16%**	**41%**	**36%**

Demand is Growing: Intercity Passenger Trains.

COMPARABLE PASSENGER TRAINS SHOW GROWTH

Among the ten state-sponsored intercity routes that, like CoCo, run on freight-dispatched Class 1 tracks with at least three trips a day, ridership grew about 29% per year on average over that same 2021–2025 window (Amtrak Cascades up ~51%, Capitol Corridor ~34%, the Downeaster ~28%, the Carolinian/Piedmont ~26%).

INTERCITY PASSENGER TRAIN RIDERSHIP GROWTH

3+ Round-Trip-per-Day Intercity Passenger Rail Routes (>50% Track Dispatched by Class I Freight RR)	City Pairs	Host Railroad(s)	Current Weekday frequency (round trips per day)	Number of Stops	Approximate corridor length (miles)	Average Distance Between Stops (miles)	2021 - 2025 % Annual Ridership Growth (CAGR)
Capitol Corridor	Auburn, CA - San Jose, CA	UP	15	17	168	10	34%
Carolinian/Piedmont	Raleigh, NC - Charlotte, NC	CSX, NS	6	10	173	17	26%
Amtrak Cascades	Vancouver, BC - Eugene, OR	BNSF, UP	6	17	460	27	51%
Downeaster	Portland, ME - Boston, MA	CSX	5	11	145	13	28%
Gold Runner	San Francisco, CA - Bakersfield, CA	BNSF, UP	7	16	315	20	20%
Hiawatha	Milwaukee, WI - Chicago, IL	CPKC	7	4	86	22	27%
Lincoln Service	Chicago, IL - St Louis, MO	CN, UP	3	10	284	28	23%
Pacific Surfliner	San Luis Obispo, CA – San Diego, CA	BNSF, UP	13	28	250	9	25%
Wolverine	Pontiac, MI - Chicago, IL	NS, CN	3	14	304	22	30%
Freight-Sharing Peer Service Average			**7**	**14**	**243**	**19**	**29%**
Front Range Passenger Rail	Fort Collins, CO - Pueblo, CO	BNSF, UP	NA	13	190	15	NA

09
Governance and Delivery

Making CoCo a Reality

Key Questions Covered in This Section:
Who is responsible for delivering CoCo?
What happens next if the tax is approved?

Let’s Get Colorado Moving.

A shared, collaborative approach.

A project spanning 12 communities, two freight railroads, several agencies, and a 20-year build needs crystal-clear lines of responsibility. This section shares more detail on the key partners, specifically mentioning who does what, who's at the table, and also what would change if voters authorize the funding.

DIVISION OF LABOR where each partner does what it does best.

- **The FRPR District is the lead,** the public entity that sets long-term policy and funding direction and, over time, will manage the program's implementation, operation, and administration. The District is run by a General Manager (currently Sal Pace) and governed by a Board.

- **CDOT as a key partner.** It will help advance planning and environmental review for capital projects in future phases and support the District in implementation and with technical expertise.

- **BNSF and Union Pacific**, **the two host railroads**, own and operate the tracks CoCo will run on. Because the corridor is theirs, construction is likely to be delivered as public-private partnerships, with much of the work managed and carried out by the railroads themselves; and importantly, they handle the dispatching that keeps trains moving. Their seats on the Board have kept them involved from the start.

- **Amtrak will begin operating the trains**, bringing its national platform of crews, ticketing, maintenance, and federal safety compliance. (As mentioned, the District has not confirmed the operator for Full Service and beyond.)

- **RTD owns the rail corridor** between Westminster and Denver and is a core partner in launching Starter Service (Phase 1); its contracted operator, Denver Transit Partners/Operators, dispatches from Denver Union Station and will be key to making it CoCo's hub.

- **The Federal Railroad Administration (FRA)** provides regulatory oversight and may be a future funding partner.

FRPR District Board of Directors.

The District is governed by a 24-member Board of Directors – 17 voting members and 7 non-voting. The voting members represent the communities and regions along the corridor, appointed through the area's councils of governments and metropolitan planning organizations and by the Governor. It's a structure built so the people and institutions affected by CoCo help steer it.

- **John Putnam** - Chair, Governor Appointment -Transportation or Public Finance
- **Chris Nevitt** - Vice Chair, Denver Regional Council of Governments
- **Luis Lopez** - Treasurer, South Central Council of Governments
- **Joan Peck** - Secretary, Denver Regional Council of Governments
- **Nathan Anderson***, Union Pacific Railroad
- **Cory Applegate**, Pikes Peak Area Council of Governments
- **Tricia Canonico**, North Front Range Metropolitan Planning Organization
- **Daneya Esgar**, Governor Appointment - Environmental Conservation
- **Maria Garcia Berry**, Governor Appointment - Passenger Rail System Development
- **David Harris***, State of New Mexico
- **Debra Johnson***, RTD
- **Michael Koch***, I-70 Mountain Corridor Coalition
- **Josh Laipply**, Governor Appointment - Public Representative
- **Claire Levy**, Governor Appointment - Resident from City/County within FasTracks
- **Miles Lucero**, Pueblo Area Council of Governments
- **Jon Mallo**, North Front Range Metropolitan Planning Organization
- **Jennifer Mitchell***, Amtrak
- **Deborah Mulvey**, Denver Regional Council of Governments
- **Sarah Nurmel**a, Denver Regional Council of Governments
- **Jose Soto**, Governor Appointment - Statewide Employee Organization
- **Dale Steenbergen***, State of Wyoming
- **Herman Stockinger**, Colorado Department of Transportation
- **Gayle Sturdivant**, City of Colorado Springs, on behalf of Pikes Peak Area Council of Governments
- **Jim Tylick***, BNSF Railway

*Non-Voting Member

What Voter Authorization Would Mean.

TRANSITIONING THE TRAIN TO REALITY

Today, the District is mainly a planning organization. If voters within the District authorize funding, a measure that will appear on the November 2026 ballot, the District would begin transitioning into a permanent program delivery and operating entity: the body that actually builds and runs the railroad. That shift wouldn't happen overnight.

Funding from the measure would only begin to be collected in the spring or summer of 2027, so the new organization would phase in deliberately. Over time, the District would build the capacity to handle procurement, design, construction, financial management, public accountability, and eventually rail operations; it would be deciding, function by function, what to do in-house, what to leave with existing state agencies, and what to contract out.

The guiding principle is a scalable, cost-effective structure that grows with the program rather than ahead of it. And collaboration will continue to be at the core. Throughout the transition and even when complete, the District will keep engaging with partners and stakeholders for successful delivery and an optimal experience for all.

The plan is in place; now let’s keep the focus on Coloradans, and how they can get involved. That’s next.



10
Learn More and Get Involved

Where to Go from Here

Key Questions Covered in This Section:

How can I follow the project?

How can I get involved?

What’s Next.

The path ahead.

You've now seen the whole picture: what CoCo is, where it runs, how it's built, what it costs, and who's accountable. The last piece is you. Whatever you make of the project, there are real ways to learn more, ask questions, and have your say as it moves forward.

THE DECISION AHEAD

CoCo is approaching an important milestone. To fund the full corridor beyond Starter Service (Phase 1, between Denver and Fort Collins), the District would need voters to approve a dedicated sales and use tax, which will go to voters in November 2026.

A few facts worth knowing: if approved, the tax would apply only within the FRPR District Funding Area, and only the people who live in that Funding Area would vote on the question. (And remember – Starter Service (Phase 1), already has existing funding commitments and doesn't depend on this measure.) The District's role, and this document's, is to make the information clear and accessible.



Ways to Get Involved.

Take part and stay in the loop.

The District has built several ways to follow the project and weigh in:

- **ColoradoConnector.com and digital engagement portal**: the hub for project information and the Service Development Plan, and a place to submit questions and comments.
  - **Review the Delivery Plan at ColoradoConnector.com/Plan**

- **Town halls and public events:** held throughout the corridor, where you can hear directly from the team and share your perspective with local officials.

- **Video testimonials:** the portal invites residents to upload short videos about their own experiences getting around the region.

- **Social media:** follow along, get plain-language explanations of how the project works, and share updates with your community.
  - LinkedIn
  - Bluesky
  - Facebook
  - Instagram
  - Threads
  - YouTube



Fort Collins Town Hall, one of many that was completely full

LET'S GO COCO

AN OPEN INVITATION

Colorado has spent years getting this plan ready: a train designed for the way people actually travel, built to begin on tracks that already exist, with partners at the table and a phased, fiscally careful path forward.

The work continues and it's stronger when more Coloradans are part of the conversation.

Whatever your questions, the door is open: learn more, come to an event, and stay involved as Colorado Connector moves down the line.

COLORADO CO CO CONNECTOR



Note: all train imagery and photography is illustrative, developed to reflect CoCo branding; it does not represent the final design, livery, or equipment.

Appendix

Glossary.

Defining key partners, organizations and terms.

RAIL ORGANIZATIONS AND FUNDING PARTNERS

- **Amtrak:** national passenger rail operator; planned operator for Starter Service. (The operator for Full Service and beyond is not yet confirmed).
- **BNSF Railway (BNSF):** Class I freight railroad and one of CoCo's two host railroads. BNSF solely owns the northern corridor (Denver–Fort Collins) and co-owns a portion of the southern line between Denver and Colorado Springs with Union Pacific.
- **Colorado Department of Transportation (CDOT):** State agency that plans and maintains Colorado's transportation network; led CoCo's foundational planning and remains a financial and key partner.
- **Clean Transit Enterprise (CTE):** state enterprise supporting cleaner transit and one of the first-phase funding partners.
- **Colorado Transportation Investment Office (CTIO):** state enterprise and one of the public partners funding CoCo's first phase.
- **Federal Railroad Administration (FRA):** Federal agency overseeing rail safety and administering passenger-rail programs and funding.
- **Front Range Passenger Rail District (FRPR District):** public entity the State created to plan, fund, and deliver CoCo; also called "the District."
- **Regional Transportation District (RTD):** Denver-area regional transit district; key partner and owner of the rail corridor between Westminster and Denver.
- **Union Pacific (UPRR/UP):** Class I freight railroad and host railroad on the southern corridor, where it co-owns a portion of the southern line, Denver to Colorado Springs, with BNSF and solely owns a portion Denver to Pueblo.

LABOR AND WORKFORCE DEVELOPMENT

- **International Brotherhood of Electrical Workers (IBEW)**: Labor union representing electrical workers and many railroad signal, communications, and electrical employees.
- **Laborers' International Union of North America (LiUNA)**: Labor union representing construction workers involved in building transportation and other infrastructure projects.
- **Project Labor Agreement (PLA)**: Pre-hire collective bargaining agreement establishing wages, benefits, and working conditions for workers on a specific construction project.
- **Registered Apprenticeship**: Structured training program combining paid on-the-job experience with classroom instruction to prepare skilled workers in a trade.
- **SMART Transportation Division (SMART-TD)**: Labor union representing railroad operating employees, including conductors, brakemen, yardmasters, and other transportation workers.
- **State BUILD Authority**: Public infrastructure lending authority within the State Treasury that requires eligible financed projects to use contracting methods prioritizing project labor agreements, apprenticeship participation, prevailing wages, and other high labor standards.
- **United Steelworkers (USW)**: Labor union representing workers in manufacturing, steel production, and other industries, including employees who manufacture railroad rail in Pueblo, Colorado.

Glossary.

Defining key partners, organizations and terms.

RAIL AND SERVICE TERMS

- **Access agreement:** the long-term contract allowing CoCo to run passenger service on a host railroad's tracks.
- **Class I railroad:** the largest tier of U.S. freight railroads by revenue; CoCo's two host railroads, BNSF and Union Pacific, are both Class I; Amtrak, the planned initial operator, is also a Class I railroad.
- **Corridor:** the full route CoCo is envisioned to serve over time, from Fort Collins to Pueblo and ultimately from the Wyoming line to New Mexico.
- **Funding Area**: the communities closest to CoCo's permanent stations - the residents who would be asked to approve dedicated funding in November 2026 for later phases, and the only voters deciding that ballot question.
- **Host railroad**: a privately-owned freight railroad that owns the tracks CoCo will use; CoCo runs mostly on host-railroad corridors under access agreements rather than building new track.
- **Intercity passenger rail**: train service that connects two or more metropolitan areas. These trips are generally longer than commuter rail, which primarily connects communities within the same metropolitan area.
- **Term sheet**: the signed agreement between the State and BNSF setting the key terms for the 25-year access agreement; includes the major terms now, with the binding contract to follow. Is specific to Starter Service, Denver to Fort Collins.

PHASING AND SEGMENTATION

- **Core Segment**: the priority Fort Collins to Pueblo portion of the corridor (~190 miles) where service begins and grows first.
- **Starter Service (Phase 1 / "Joint Service")**: CoCo's first phase: three daily round trips between Denver and Fort Collins, launching in 2029 and will be built with existing funding commitments and no new tax. Called "Joint Service" in state law and the BNSF term sheet.
- **Full Service (Phase 2)**: the phase that completes the corridor, extending daily service south from Denver to Colorado Springs and Pueblo so every station is served; funded through new dedicated funding which will be on the ballot in November 2026.
- **Expanded Service (Phases 3–5)**: later phases that add trains and frequency over time as demand and funding grow, building toward the full vision for the corridor.

Glossary.

Defining key partners, organizations and terms.

TRACK & STRUCTURES TERMS

- **Crossover (XO)**: Special trackwork that allows crossover between two tracks in a double track section of the corridor.
- **Double Track (DT)**: Constructing a second mainline track adjacent to existing mainline track to create a double track section within the corridor.
- **Extension (EXT)**: Extending existing tracks parallel to the mainline tracks in designated direction to increase track length.
- **Main 1 (M1)**: The existing main track on a railroad corridor designated as Main 1 per railroad timetables.
- **Main 2 (M2)**: The existing main track on a railroad corridor designated as Main 2 per railroad timetables.
- **Milepost (MP)**: A marker that designates location and distance along a railroad designated subdivision. For this project this location represents the approximate distance from the zero milepost located in downtown Denver.
- **North and South (N & S)**: Shows the northbound and southbound directions.
- **Operations and Maintenance Facility (OMF)**: A secured rail facility with buildings and trackage to accommodate storage of rolling stock, equipment, and materials to support ongoing operations and maintenance for the proposed service.
- **Transit-Oriented Development (TOD)**: Mixed-use development built near transit stations that encourages walking, biking, and transit use while supporting housing, jobs, and businesses.

RAIL SYSTEMS

- **Centralized Traffic Control (CTC)**: A communication system that lets dispatchers control train signals and switches from a designated remote location.
- **Positive Train Control (PTC)**: a digital safety system that monitors train location and speed and can automatically slow or stop a train to prevent collisions and derailments.

RAIL AREAS

- **Consolidated Main Line (CML):** The rail corridor segment from Denver to Littleton, co-owned by BNSF Railway and Union Pacific Railroad.
- **Joint Line (JL):** The rail corridor segment from Littleton to Pueblo that is jointly owned and operated by BNSF Railway and Union Pacific Railroad.

Glossary.

Defining key partners, organizations and terms.

PLANS, PROGRAMS AND LEGISLATION

- **Corridor Identification and Development Program (CIDP):** the FRA's national pipeline for advancing new intercity passenger rail corridors; CoCo has advanced to its second step.
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** a competitive FRA grant program for rail infrastructure, safety, and planning; a 2020 CRISI grant helped fund CoCo's SDP.
- **Delivery Plan:** this document - a public-facing roadmap that lays out what CoCo is, where it runs, what it costs, how it's funded, and how it's delivered. Is a statutory prerequisite for the District to seek voter tax approval.
- **FasTracks:** RTD's voter-approved (2004) transit expansion program; a portion of its funding supports CoCo's first phase where the routes overlap.
- **SB 21-238 (2021):** law that created the FRPR District and gave it authority to plan, fund, and deliver Front Range rail, including asking voters to approve dedicated funding.
- **SB 24-184 (2024):** directed CDOT, RTD, and the District to jointly deliver starter service between Denver and Fort Collins; authorized a car-rental fee as a funding source.
- **SB 24-230 (2024):** established oil and gas production fees as a dedicated funding source for passenger rail.
- **Service Development Plan (SDP):** foundational technical study; sets the 20-year corridor vision and shows the service is viable. Led by CDOT under FRA guidance and regulations.

Station Mileposts Along the Corridor.

With Denver Union Station as the Hub.

Every CoCo station sits at a fixed point along the rail line, measured in track-miles from Denver Union Station, the network's hub, which is set here as milepost 0. Stations are measured outward in each direction: north toward Fort Collins, and south toward Pueblo.

As illustrated, Fort Collins is about 72 miles up the line from Denver Union Station, Pueblo about 119 miles down it, and each station's number marks how far it falls from that central point.

Station	Station Milepost
Fort Collins	72
Loveland	61
Longmont	43.5
Boulder	31
Louisville	19.9
Broomfield	13.4
Westminster	8.8
Denver Union Station	0
Denver Broncos Stadium	2.5
Denver Summit Stadium / I-25 &	4.3
Littleton	13.1
Sterling Ranch	18.1
North Colorado Springs	TBD
Colorado Springs	75.1
Pueblo	119.2

Project Investment by Phase.

Smartly spending dollars to create a safe and enjoyable ride.

STARTER SERVICE: PHASE 1 / JOINT SERVICE

3 Round Trips, Denver Union Station to Fort Collins

Front Range Subdivision

- CTC Installation (MP3.5 - 79.0)
- Track Speed Upgrade (MP3.5-75.0)
- Westminster Station Improvements
- Fort Collins Station Tracks
- Homestead Siding

FULL SERVICE: PHASE 2

Expand & Enhance

4 Round Trips, Denver Union Station - Fort Collins

2 Round Trips, Denver Union Station - CO Springs - Pueblo

Front Range Subdivision

- Owl Canyon Remote Switch
- South Fort Collins Siding
- Loveland Station Tracks
- Longmont DT South & Station Tracks
- Boulder Double Track
- Broomfield Siding Extension

Denver Complex & CML

- CTC Installation
- Track Speed Improvements
- New Connection Track
- Denver Layover
- South Denver Third Main

UP/BNSF Joint Line (South of DUS)

- CTC M2 (MP12.3-52.0)
- Track Speed Upgrades (MP12.3 – 118.5)
- Big Lyft Bypass (M2)
- Sedalia XOs
- Sedalia Second Track South (M2)
- Larkspur Siding (M2)
- Palmer Lake to Monument DT
- Academy Siding Ext North
- CO Springs Siding Extension North
- CO Springs Station Track
- CO Springs to Kelker DT
- CTC M2 (MP84.4 – 118.2)
- Buttes XOs
- Pinon XOs

Project Investment by Phase.

EXPANDED SERVICE: PHASE 3
Expand & Enhance
6 Round Trips Denver Union Station - Fort Collins
4 Round Trips Denver Union Station - CO Springs

Front Range Subdivision
- Loveland Siding Ext
- Loveland Station Tracks
- Longs Peak Siding Extension N & S

UP/BNSF Joint Line (South of DUS)
- Douglas County Station Trak
- Larkspur to Palmer Lake DT (M2)

Location Pending:
- OMF

EXPANDED SERVICE: PHASE 4
Expand
4 Round trips Denver Union Station - CO Springs - Pueblo

UP/BNSF Joint Line (South of DUS)
- Dillon to Pueblo Jct. DT (M2)
- Pueblo Layover

EXPANDED SERVICE: PHASE 5
Expand
10 Round trips Denver Union Station - Fort Collins
8 Round Trips Denver Union Station - Pueblo

Front Range Subdivision
- Loveland to Ft Collins DT
- Longs Peak to Loveland DT
- Longs Peak DT Ext North
- Longmont to Longs Peak DT
- Boulder to Longmont DT
- Broomfield to Boulder DT
- Homestead to Broomfield DT
- Westminster to Homestead DT

Denver Complex & CML (Pending further negotiation with RTD)
- Rennix to Utah Junction Bypass
- DUS West Station

UP/BNSF Joint Line (South of DUS)
- Sedalia to Castle Rock DT (M2)
- Monument to Academy DT
- Academy to CO Springs DT

Trinidad Connections.

A path forward to integrate with CoCo.

Trinidad's place in CoCo is rooted in the District's history, shaped by years of planning, and supported by a long-term vision shared across state lines.

A MISSION INHERITED

The District's mission has always extended from state line to state line which is encoded in the District's statute. One of the District's predecessor entities was the Southwest Chief Rail Line Economic Development, Rural Tourism, Infrastructure Repair and Maintenance Commission, created by HB 14-1161, which was charged with preserving the Southwest Chief and studying opportunities to strengthen passenger rail service in southern Colorado, including potential alignments connecting communities such as Pueblo and Trinidad while maintaining existing service.

WHAT IS HAPPENING NOW

That mission is becoming reality. The District is advancing a new Trinidad station to support continued Southwest Chief service and preserve southern Colorado's connection to Amtrak's national network. Funding for the new Trinidad station would become available two years after passing a ballot measure. New Mexico's State Rail Plan also recognizes interstate passenger rail as a long-term priority and encourages continued coordination with Colorado, laying the groundwork for future connections with CoCo.

THE LONG-TERM VISION

Looking beyond 2045, Trinidad is envisioned not as the permanent end of Colorado Connector, but as a gateway to future interstate passenger rail. A future extension could connect Denver, Colorado Springs, Pueblo, Trinidad, and Albuquerque while complementing—not replacing—the Southwest Chief. Under this vision, Trinidad becomes the point where southern Colorado's intercity passenger rail network meets Amtrak's national system, creating new travel options across the southern Rockies.



COLORADO CO CO CONNECTOR

Thank You

Questions?

Contact: Ashica Smith

ashica.smith@frprdistrict.com

FRONT RANGE PASSENGER RAIL DISTRICT