

**RESOLUTION NO. 2024-21
OF THE FRONT RANGE PASSENGER RAIL DISTRICT**

**ADOPTING A BUDGET AND SUMMARIZING EXPENDITURES AND REVENUES
FOR THE FRONT RANGE PASSENGER RAIL DISTRICT FOR FISCAL YEAR 2025**

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

WHEREAS, except as otherwise specifically provided, the Board exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, Section 29-1-103, C.R.S. of the Local Government Budget Law of Colorado requires the District to adopt an annual budget; and

WHEREAS, the Board has directed the General Manager of the District to prepare and submit a proposed budget for the 2025 fiscal year which is the same as the 2025 calendar year (“Fiscal Year 2025”) to the Board; and

WHEREAS, the General Manager has submitted a proposed budget to the Board for its consideration; and

WHEREAS, pursuant to Section 29-1-106, C.R.S., the District published the proposed budget for Fiscal Year 2025 on its website and provided advanced notice in the Denver Post for the hearing at which the Board would consider the proposed budget; and

WHEREAS, Section 29-1-108, C.R.S. allows the Board to revise, alter, increase, or decrease the items in the proposed budget at a public hearing as it deems necessary; and

WHEREAS, the Board held a public hearing on the revised proposed budget for Fiscal Year 2025 on October 25, 2024, at which time it considered objections of District electors, and during which the Board instructed the General Manager to make certain modifications to the draft budget prior to its final adoption; and

WHEREAS, Section 29-1-108(5), C.R.S. states that the adoption of the budget and the appropriation of funds shall be effective upon Board of Directors’ adoption of the budget for Fiscal Year 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF THE DISTRICT AS FOLLOWS:

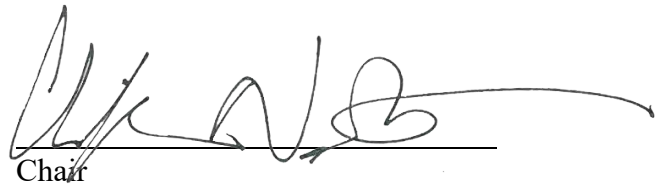
1. The final budget as submitted, a copy of which is attached hereto as **Exhibit A** and incorporated herein by reference, is hereby approved by the Board and adopted as the budget of the Front Range Passenger Rail District for Fiscal Year 2025.

2. The Board directs the General Manager to cause a certified copy of such budget to be filed with the Division of Local Government in the Department of Local Affairs no later than thirty days following the beginning of the fiscal year.

3. The District is authorized to expend funds consistent with the appropriations described in the budget for Fiscal Year 2025.

[Signatures follow]

APPROVED this 13th day of December 2024.



Chair

ATTEST:



Secretary

EXHIBIT A
FRONT RANGE PASSENGER RAIL DISTRICT
FISCAL YEAR 2025 BUDGET
(attached)

BUDGET MESSAGE

Front Range Passenger Rail District

Pursuant to Section 29-1-103(1)(e), C.R.S., the budget must include a budget message.

The attached Budget for the Front Range Passenger Rail District (the “District”) for Fiscal Year 2025 includes these *important features*:

The District will focus its expenditure on expanding outreach, coalition building, and education measures. These expenses will be centered around developing a ballot measure and referring it to the 13 counties’ ballots for the November 2026 election. The largest amount of funds the District holds is from federal grants, namely the Southwest Chief Route Restoration RAISE Grant, which has been kept in the District’s interest-bearing account. These funds have been obligated and may be spent in 2025. Other than the obligated RAISE Grant funds, the District’s largest non-salary expenditures for the year will be for legal costs, as well as consultant support on coalition building as the District seeks a ballot issue for 2026.

* “*important features*” are not defined in statute; however, important features of the budget would include starting/ending a service; increases or decreases in levels of services, increases/decreases to revenues (taxes/rates) and/or expenditures; acquisition of new equipment; start or end of capital project; etc.

The budgetary basis of accounting method used is:

- ☒ Cash basis
- ☐ Modified accrual basis
- ☐ Encumbrance basis
- ☐ Accrual

The services to be provided/delivered during the budget year are the following:

The District will continue to work with the Colorado Department of Transportation (“CDOT”) to finalize the Service Development Plan (“SDP”) for Front Range Passenger Rail. The SDP efforts are funded by the District, CDOT, and the Federal Railroad Administration (“FRA”). The District has applied for and been selected by the FRA’s Corridor Identification and Development Program created under the Infrastructure Investment and Jobs Act (“IIJA”) (49 U.S.C. 25101(a)) which will provide financial support for the District’s activities after the completion of the SDP that are not already funded by other FRA grants. The District will continue to pursue federal funding, including through the various grants created under the IIJA. The District will increase public awareness of the project and a proposed ballot measure.

FRONT RANGE PASSENGER RAIL DISTRICT
ANNUAL BUDGET
FOR THE YEAR ENDING DECEMBER 31, 2025

**FRONT RANGE PASSENGER RAIL DISTRICT
GENERAL FUND
2025 BUDGET
WITH 2023 ACTUAL AND 2024 ESTIMATED
For the Years Ended and Ending December 31,**

12/3/2024

	ACTUAL 2023	BUDGET 2024	ACTUAL 7/31/2024	ESTIMATED 2024	BUDGET 2025
BEGINNING FUND BALANCES	\$ 16,316,864	\$ 15,861,401	\$ 17,200,443	\$ 17,200,443	\$ 13,972,371
REVENUES					
Intergovernmental - State - CDOT	2,348,480	2,000,000	-	-	-
Interest Income	-	50,000	430,324	700,000	60,000
Other Revenue	5,843	-	-	-	-
Total revenues	2,354,323	2,050,000	430,324	700,000	60,000
Total funds available	18,671,187	17,911,401	17,630,767	17,900,443	14,032,371
EXPENDITURES					
General and administrative					
Payroll & Benefits	221,970	531,000	394,667	685,000	451,948
Accounting	31,255	70,000	42,264	70,000	70,000
Auditing	-	10,000	8,000	8,000	10,000
PR Advocacy, Meetings, Lobbying	121,476	-	-	-	-
Outreach/marketing	-	500,000	311,035	400,000	152,500
Legislative Services	-	-	58,333	100,000	100,000
Dues and Membership	4,090	5,000	3,138	5,000	5,000
Insurance	5,841	7,500	5,893	5,893	7,500
Legal	323,563	165,000	207,423	285,000	150,000
IT Services	16,549	20,000	34,116	60,000	23,000
Miscellaneous	973	10,000	2,119	2,500	-
Office Supplies - General	9,232	7,500	6,543	7,500	2,500
Office Supplies - Software	-	-	-	-	18,000
Ballot costs	-	250,000	13,400	13,400	-
Conferences/Travel - Staff	13,201	22,500	10,254	12,500	13,500
Conferences/Travel - Board	-	-	-	8,000	6,000
Board Expense	70,540	10,000	6,085	40,000	47,250
Website	40,146	60,000	984	20,000	50,000
Technical Assistance	-	-	-	-	100,000
Contingency	-	25,500	-	-	123,097
Contingency Support	-	125,000	-	-	-
Operations and maintenance					
Office Space	-	36,000	40,000	76,500	107,850
Utilities	-	-	562	1,300	1,855
Grant Writing	22,819	100,000	19,317	40,000	-
Service Development Plan	589,089	1,640,000	423,202	1,640,000	-
Financial Modeling	-	250,000	250,000	447,479	-
Transfer of Dedicated Funds	-	-	-	-	12,000,000
Total expenditures	1,470,744	3,845,000	1,837,335	3,928,072	13,440,000
Total expenditures and transfers out requiring appropriation	1,470,744	3,845,000	1,837,335	3,928,072	13,440,000
ENDING FUND BALANCES	\$ 17,200,443	\$ 14,066,401	\$ 15,793,432	\$ 13,972,371	\$ 592,371
EMERGENCY RESERVE	\$ 70,600	\$ 61,500	\$ 13,000	\$ 21,000	\$ 1,800
DEDICATED FUNDS	12,159,000	12,159,000	12,159,000	12,159,000	159,000
DISTRICT RESERVE	-	102,500	102,500	102,500	102,500
AVAILABLE FOR OPERATIONS	4,970,843	1,743,401	3,518,932	1,689,871	329,071
TOTAL RESERVE	\$ 17,200,443	\$ 14,066,401	\$ 15,793,432	\$ 13,972,371	\$ 592,371

No assurance provided. See summary of significant assumptions.

**FRONT RANGE PASSENGER RAIL DISTRICT
2025 BUDGET
SUMMARY OF SIGNIFICANT ASSUMPTIONS**

Services Provided

Front Range Passenger Rail District (District), a quasi-municipal corporation and a political subdivision of the state of Colorado, was organized by order and decree of the Colorado State Legislature on June 30, 2021 with the passage of Senate Bill 21-238, the Front Range Passenger Rail District Act (the Act). The purpose of the District is to research, develop, construct, operate, and maintain an interconnected passenger rail system within the Front Range that is competitive in terms of travel time for comparable trips with other modes of surface transportation.

Pursuant to the provisions of the Act (Title 32, Article 22 Colorado Revised Statutes), the District is also required to do the following:

- Collaborate with the Regional Transportation District (RTD) to ensure connectivity with any passenger rail system operated by or for RTD;
- If deemed appropriate by the Board and RTD, share capital costs associated with the shared use of rail line infrastructure in the Northwest Rail Line Corridor for passenger rail service;
- Collaborate with Amtrak on interconnectivity with Amtrak's Southwest Chief, California Zephyr and Winter Park Express trains, including rerouting Amtrak's Southwest Chief passenger train;
- Coordinate with the Department of Transportation (CDOT) to ensure that the District's rail system is well-integrated into Colorado's multi-modal transportation system including at least one joint meeting annually of the Board and the state's Transportation Commission;
- Hold at least one meeting annually of the Board and the Board of Directors of the I-70 Coalition to ensure that the District's rail system interconnects with any rail system that services the I-70 mountain corridor;
- Hold at least one meeting annually with the Board of Directors of RTD to discuss and resolve operational and interconnectivity issues;
- Complete an alternatives analysis related to the preferred alignment for the Northern Segment of the main north-south passenger rail line through the Northwest Rail Corridor in accordance with the National Environmental Policy Act of 1969. The District is directed to prioritize the initiation of construction and completion of that corridor.

The District extends from Wyoming to New Mexico and includes the City and County of Broomfield and the City and County of Denver. The District encompasses:

- All areas within Adams, Arapahoe, Boulder, Douglas, El Paso, Huerfano, Jefferson, Larimer, Las Animas, Pueblo and Weld counties that are located within the territory of a metropolitan planning organization;
- All areas within Huerfano, Las Animas and Pueblo counties that are not located within the territory of a metropolitan planning organization and are located within a county precinct that is within 5 miles of the public right-of-way of Interstate Highway 25;
- All areas within Larimer and Weld counties that are not located within the territory of a metropolitan planning organization and are located within a county precinct that is north of the City of Ft. Collins and located wholly or partly 5 miles of the public right-of-way of Interstate Highway 25.

The District prepares its budget on the modified accrual basis of accounting in accordance with the requirements of Colorado Revised Statutes C.R.S. 29-1-105 using its best estimates as of the date of the budget hearing. These estimates are based on expected conditions and its expected course of actions. The assumptions disclosed herein are those that the District believes are significant to the budget. There will usually be differences between the budget and actual results, because events and circumstances frequently do not occur as expected, and those differences may be material.

**FRONT RANGE PASSENGER RAIL DISTRICT
2025 BUDGET
SUMMARY OF SIGNIFICANT ASSUMPTIONS**

Services Provided (Continued)

The District is governed by a Board of Directors (the Board) consisting of:

- Six directors appointed by the Governor and confirmed by the Senate of the State of Colorado. At least one of the appointed Directors must be a resident of a county, city and county or municipality through which light or commuter rail service was planned as part of the voter-approved Fastracks Transit Expansion Program of the RTD but has not been constructed.
- Ten directors appointed subject to Senate confirmation by metropolitan planning organizations and rural transportation planning for state transportation planning regions that include the territory of the District. Each metropolitan planning organization that represents more than one million five hundred thousand residents in the District shall appoint four directors unless a single city and county or municipality has 55% or more of the total population of the metro planning organization's territory. When a single city and county or municipality has 55% or more of the total population of the metro planning organization's territory, they shall appoint one of the four directors that would otherwise be appointed by the metro planning organization.
- Two directors from each metropolitan planning organization that represents more than five hundred thousand but fewer than one million residents in the District, shall appoint two directors. This includes Pikes Peak Area Council of Governments and the North Front Range Metropolitan Planning Organization. If a single city and county or municipality has 55% or more of the total population of the metro planning organization's territory, the city and county or municipality shall appoint one of the four directors that would otherwise be appointed by the metro planning organization.
- One director appointed by the Pueblo Area Council of Governments
- One director appointed by the South Central Council of Governments
- One director appointed by the Executive Director of the Department of Transportation
- Three non-voting directors may be appointed by each of BNSF Railway, Union Pacific Railroad and Amtrak
- One non-voting director appointed by RTD
- One non-voting director appointed by the Board of the I-70 Mountain Corridor Coalition
- Two non-voting directors may be appointed by each of the states of New Mexico and Wyoming

The District is successor to the Southwest Chief and Front Range Passenger Rail Commission (the Commission). As such, the District received all of the contractual rights and obligations of the Commission (See Commitments and Contingencies Note 7). To the extent permitted by law, the District is also the successor to the Commission for the purpose of pursuing pending Commission applications to receive federal grants.

Revenues

Tax Revenue

The District has the authority to levy taxes through ballot measures in order to fund and support rail programs, including establishing station area improvement districts to construct and maintain train stations. No such taxes are imposed for the 2025 budget year.

Grant Revenue

The District has received and will continued to apply for state and federal funding through various grants created under, but not limited to, the federal infrastructure bill passed a few years ago.

**FRONT RANGE PASSENGER RAIL DISTRICT
2025 BUDGET
SUMMARY OF SIGNIFICANT ASSUMPTIONS**

Revenues (Continued)

Net Investment Income

Interest earned on the District's available funds has been estimated based on current interest yields.

Expenditures

The District will focus its expenditure on expanding outreach, coalition building and education measures. These expenses will be centered around developing a ballot measure and referring it to the 13 counties' ballots for the November 2026 election. The District's largest non-salary expenditure for the year will be for legal costs, as well as consultant support on coalition building as the District seeks a ballot issue for 2026. The largest amount of funding the District holds is the federal grant funds held in the interest bearing account. These have been obligated and may be spent in 2025

Debt and Leases

The District has no debt and no operating or capital leases.

Reserves

Emergency Reserves

The District has provided for an Emergency Reserve fund equal to at least 3.00% of fiscal year spending for the District, as defined under TABOR.

This information is an integral part of the accompanying budget.