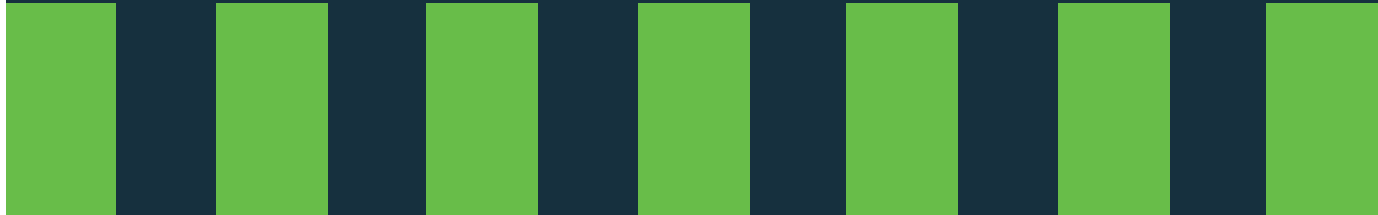




Front Range Passenger Rail District Update

Colorado Springs City Council
Study Session

August 11, 2025




Agenda

- Vision and Benefits
- Front Range Passenger Rail District
- Project and Planning Overview
- Accomplishments and Next Steps



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Vision and Benefits

A nighttime photograph of a city skyline. In the foreground, there is a multi-level transit station with tracks and platforms, illuminated by warm yellow lights. Behind the station, a dense urban landscape is visible, featuring various high-rise buildings, some of which are lit up. Two large construction cranes are visible on the left side of the image. The sky is a deep blue, suggesting dusk or dawn. Overlaid on the image is large, white, sans-serif text.

A NEW WAY TO CONNECT COLORADANS

Cost of Congestion

Each year Coloradans are stuck in more than 54 hours of traffic.

- **Population Growth:** 3 million additional Colorado residents expected by 2050
- **Congestion:** I-25 experiences 8+ hours of daily traffic congestion
- **Economic Cost:** \$3.5 billion annually in lost time and fuel costs
- **Personal Impact:** Average driver spends two days per year in traffic
- **Infrastructure Limitations:** Limited funds and right-of-way to expand.



Passenger Rail Benefits

Connectivity

- Access to economic centers, medical care and services, higher education key destinations

Job Creation

- An investment of \$1 billion in public transportation supports 36,000 jobs (USDOT)

Local Economic Impact

- Increased visitors; additional spending support area businesses and local sales tax base

Sustainability and Safety:

- Reduced pollution supports Colorado's air quality goals
- Reduced highway congestion, traffic crashes and fatalities
- Reduced road maintenance costs



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Not Every Town Will Have a Station

Directives:

- Statutory Directive – to implement “Intercity” service
- Statutory Directive -- competitive travel time with automobiles
- Intercity Federal Classification – 10-25 miles between stops
- Federal Railroad Administration Policy: Station areas in downtown/high activity areas for walkability



Every Town Can Benefit

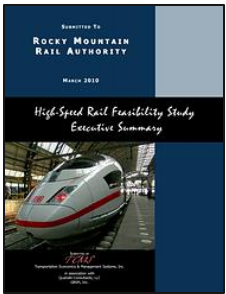
- **Construction and Infrastructure Jobs**
Building and maintaining rail infrastructure requires engineers, construction workers and technicians
- **Operations and Maintenance Jobs**
Requires both entry and skilled labor
- **Eased Congestion**
Reduction in the number of cars on highway
- **Transit Connections**
Working with local and state transit providers to provide convenient transit access to rail stations



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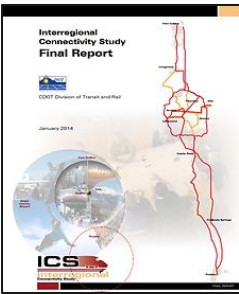
Front Range Passenger Rail District

History of Front Range Passenger Rail



10 Years of Visionary Planning

2010-2020



Rail Commission

2017



Service Development Plan Grant

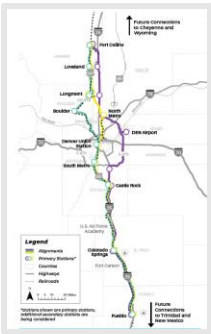
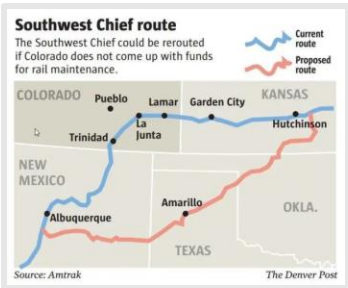
2020



District Established

2021

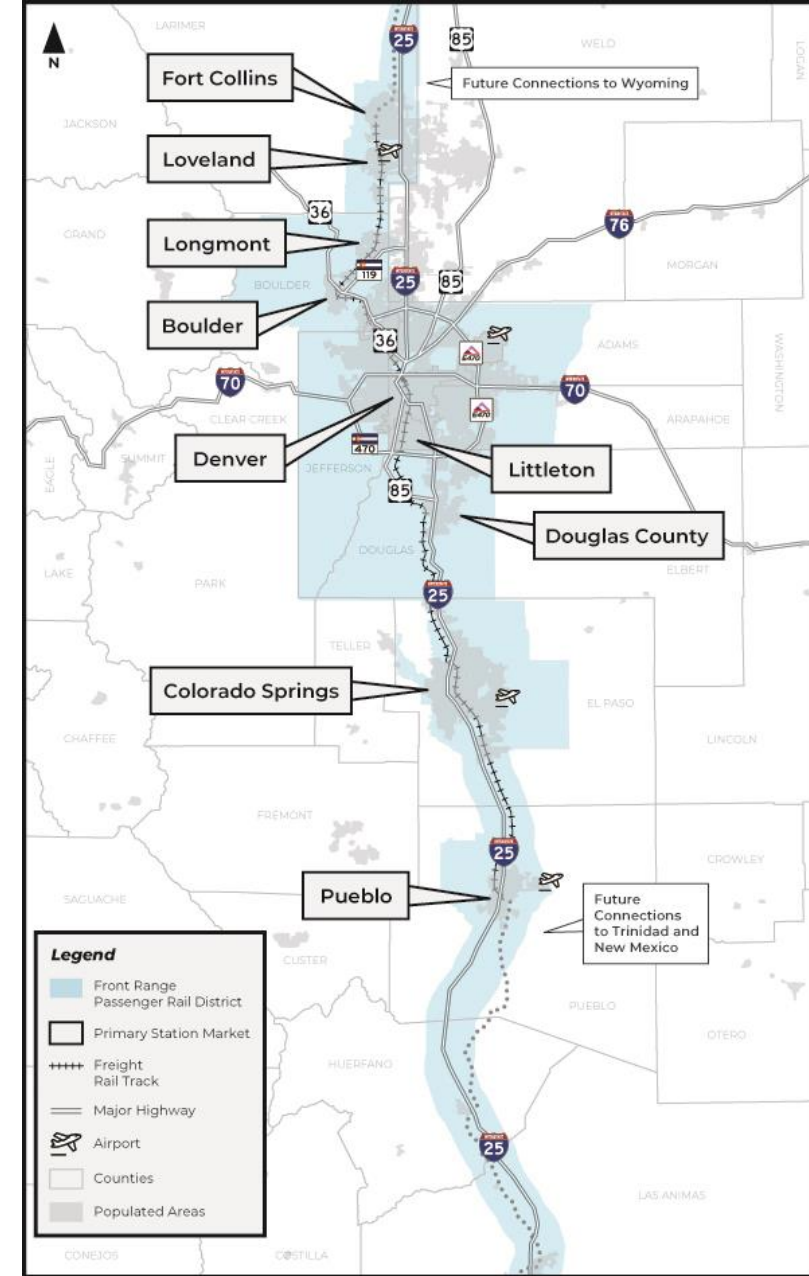
2014
Save the Chief



2020
Alternatives Analysis

What is the Front Range Passenger Rail District?

- Created by the legislature through SB21-238
- Largest special district in Colorado
- Statutory direction to plan, finance, construct and operate passenger rail service
- 24 Board members across the 13 counties
- Upon voter approval, can levy taxes to fund the service
- Working with local communities to support station development; has authority to create station area improvement districts



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District Board of Directors

MPO/TPR Representatives (10)

- Denver Regional Council of Governments
- Pikes Peak Area Council of Governments
- North Front Range Metropolitan Planning Council
- Pueblo Area Council of Governments
- South Central Council of Governments

Governor Appointments (6)

CDOT (1)

Ex Officio (7)

- BNSF Railway
- Union Pacific Railroad
- Amtrak
- RTD
- I-70 Mountain Corridor Coalition
- State of New Mexico
- State of Wyoming



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Project and Planning Overview

Front Range Passenger Rail Overview

- Using existing freight rail saves on costs and expedites service start time
- Intercity rail service; max speed of 79 MPH
- Nine primary stations Fort Collins to Pueblo
- 4-10 daily roundtrips; scaling up service incrementally
- Starter service in 2029
- Long-term vision of connecting to New Mexico and Wyoming
- Travel time estimate from Colorado Springs to Denver: 1 hour 45 mins



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Corridor Identification and Development Program (FRA)

- Comprehensive intercity passenger rail planning program established through Bipartisan Infrastructure Law.
 - Creates a pipeline of projects ready for implementation.
- Accepted into Program in December 2023.
 - 3 step program; FRPR accepted on step 2.
 - Project eligible for 80/20 federal to local match for NEPA.



*Governor Polis speaking at
CIDP Acceptance Event*



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Service Development Plan

The SDP is developed with the Federal Railroad Administration, CDOT and the host freight railroads.

- Comprehensive planning document
 - Defines a full-build vision and outlines the implementation steps to realize passenger rail along the Front Range
 - First major federal planning phase for project
 - Key step to secure federal funding for implementation
- Route
 - Major Markets for Stations
 - Service Frequency
 - Onboard Amenities
 - Fare Structure
 - Infrastructure Improvements
 - Costs and Financing Plan
 - Implementation Plan



Spring/Summer 2025 Online Open House

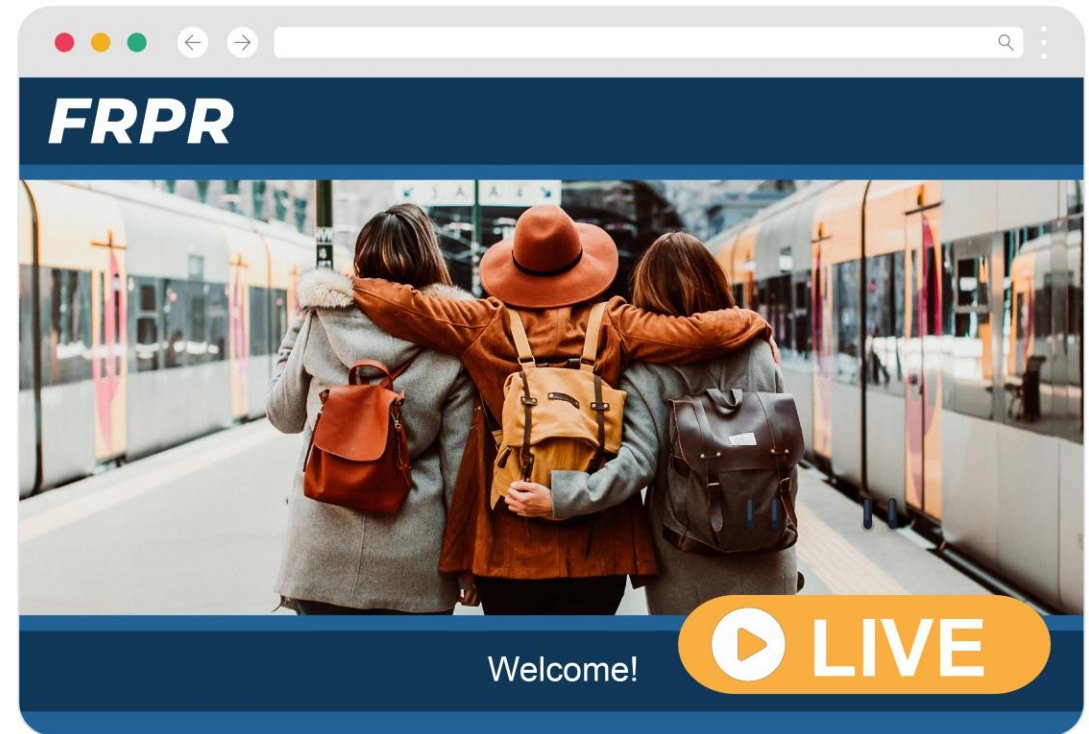
The Alternatives Analysis (AA) online open house was a self-guided opportunity for participants to learn about the recommended alternative, what full service could look like by 2045 and expected train frequency, travel times and maximum speeds. The public was able to provide comments that will help shape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

Dates: May 12 to June 15, 2025

Participation:

- 308 comments on clarification
- 2100 total attendance
- 270+ comments on how you would ride the train

Key Themes: Speed, Schedule, Frequency, Route and Cost/Funding



Passenger Rail Station Location Study

- Advance station site selection to support
 - Southwest Chief extension
 - Future Front Range Passenger Rail
- Consider mobility, connectivity, and supporting City and regional plans
- Combine technical analysis and interested parties' input
- Document justification for future funding and implementation



Mountain Metropolitan Transit - City of Colorado Springs

Passenger Rail Station Location Study

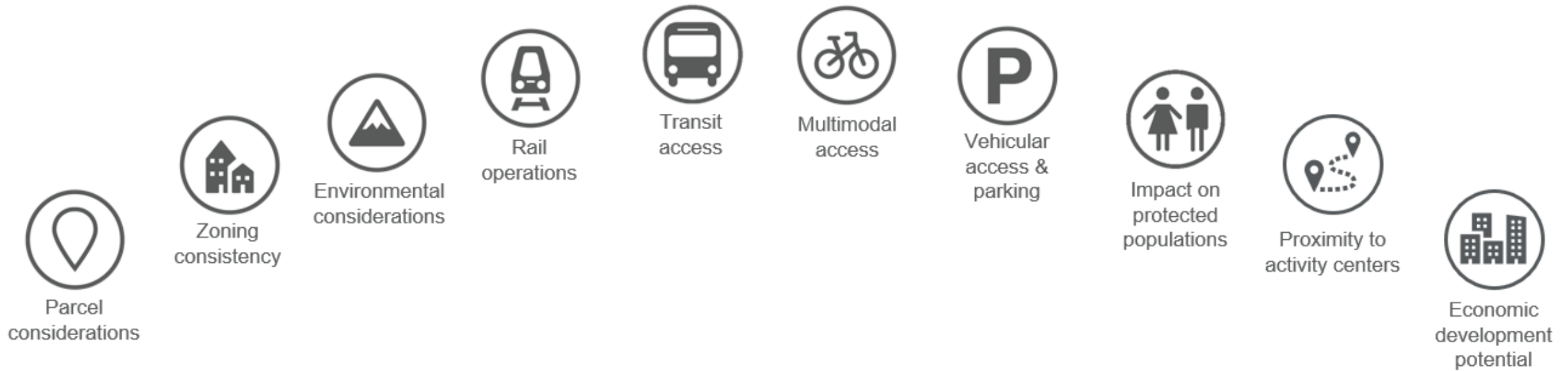
Final Report

December 2022



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Evaluation Criteria



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Identified Location: America the Beautiful Park

Layouts are design inspiration and do not reflect the actual design – for discussion only



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Accomplishments and Next Steps

Recent Accomplishments

- Accepted into **Corridor ID Program**; one of two projects nationwide on Step 2
- **Route and station markets** adopted by Board
- **Station location criteria finalized**; local coordination started
- Extensive outreach throughout entire corridor
- **Demonstration train** from Denver to Longmont; first passenger rail service since 1960s
- **Public opinion polling** shows strong support for project and charts course for communications plan
- **Preliminary financial modeling** completed to evaluate costs and refine sales tax ask of voters
- **New state funding sources**: SB 24-184 and SB24-230 to support passenger rail
- Progress toward a **proof-of-concept starter phase**



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2024 New State Funding for Passenger Rail

SB24-184

SB24-230

Funding Source	Congestion impact fee on vehicle rentals	Fees on oil and gas production
Expected Use	Bustang, FRPR, Mountain Rail	Expand transit and support new passenger rail projects
Revenue	Collections begin late 2025 \$58M/year	Collections begin July 2025 \$36M/year to fund passenger rail



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Progress Toward a First Phase Starter Service

Senate Bill 24-184 directs partner collaboration toward first phase of passenger rail service from Denver to Fort Collins by 2029

- Partnership between the Governor's Office, CDOT, CTE, CTIO, RTD and FRPRD
- Three round trips daily from Denver Union Station to Fort Collins
- Joint Service could be funded with existing resources prior to going to voters
- Infrastructure improvements support future FRPR service
- June 2025 – Agency Boards adopted IGA to form Joint Service Executive Oversight Committee



FRPR

RTD

CTIO



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Next Steps

- Complete Service Development Plan
- NEPA
- Outreach and Coalition Building
- Ballot Initiative



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How Will You Use the Train?

FRONT RANGE PASSENGER RAIL TRAIN RIDE

FORT COLLINS
LOVELAND
LONGMONT

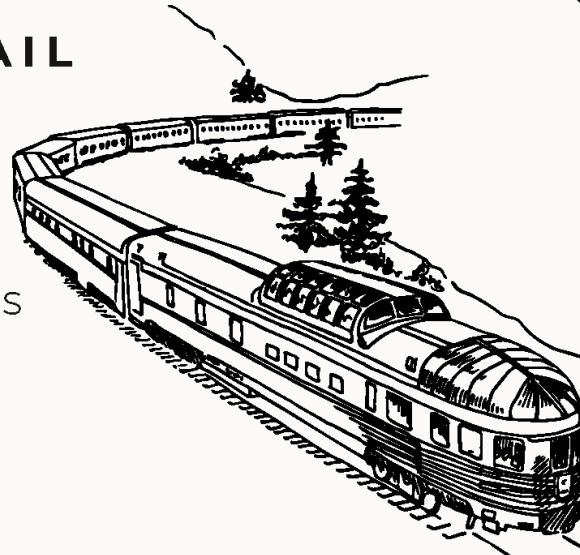
BOULDER
DENVER
LITTLETON

DOUGLAS COUNTY
COLORADO SPRINGS
PUEBLO



ADMIT ONE

RideTheFrontRange.com



HOW WILL YOU
USE THE TRAIN?



Stay in Touch

Info@FRPRDistrict.com

RideTheFrontRange.com