



Front Range Passenger Rail

Transportation Legislative Review Committee

July 23, 2024

FRPR FRONT RANGE
PASSENGER RAIL

Colorado's Opportunity

- Intercity passenger rail is fast, safe and reliable
- Bipartisan Infrastructure Law offers federal funding opportunities
- Creation of District to build upon partnership with CDOT and RTD
- Headquarters of rail innovation outside Pueblo at the Transportation Technology Center
- Effectively serve Coloradans' transportation needs now and, in the future



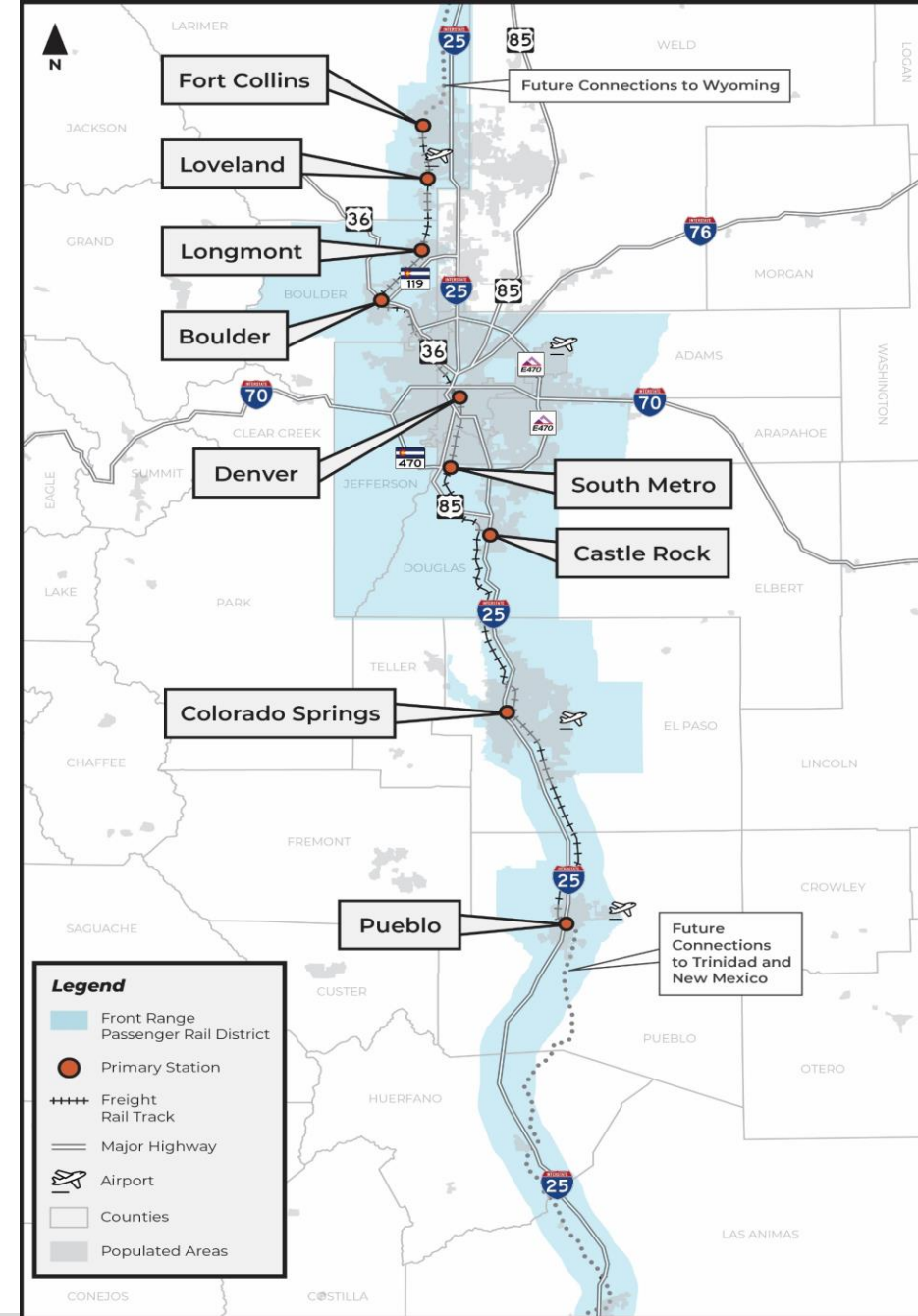
Overview

- Using existing rail to expedite service to begin within the decade
- Nine stations from Fort Collins to Pueblo
- Long-term vision of connecting to Wyoming and New Mexico
- Goal: Initial service start in 2029 and six round trips daily by 2035
- Intercity rail service is faster; top speeds 79-90 MPH
- Travel time estimate from Fort Collins to Pueblo is just over three hours (includes stopping at stations)



What is FRPR District?

- Legislature created the largest taxing district in the state (two years, five staff, 24-member board, initial budget of \$4M)
- New local government with the mission to finance, design, construct, operate a passenger rail service along the Front Range
- Charged with running a ballot measure to generate tax funding for the project.



Accomplishments

- District administrative entity created 7/1/2022
- Accepted into Federal Railroad Administration's CIDP program - one of two projects nationwide on Step 2
- Developed and distributed Station Location criteria to nine primary station jurisdictions
- Extensive outreach throughout the District in all 13 counties
- Board adopted route and station location resolutions
- Workshops featuring operators
- Latest financial model available for the project (\$3.4B w financing, \$.23 on \$100 purchase)



Station Locations



- Key activity centers
- Multimodal connectivity - transit, rideshare, bike and pedestrian options
- Locals lead in the identification of the station location and develop parking options
- Increased economic activity and transit-oriented development bolsters property values and development potential

Environmental and Safety Benefits

- Sustainable travel option to maintain the quality of life for present and future generations
- Starting with Tier 4 locomotives and exploring Zero Emission (ZE) technology for the future
- Reduced pollution contributes to better air quality
- Congestion reduction on highways
- Reduced traffic crashes and fatalities
- Reduced road maintenance costs
- Minimal visual intrusion on the landscape
- NEPA study – local community and environmental impacts with public input

Benefits Community and Local Businesses

- Increases employee pool
- Reduces parking needs
- Increased visitors with additional spending supports area businesses and sales tax revenue
- An investment of \$1 billion in public transportation supports 36,000 jobs (USDOT)
- Local share back to communities



2024 Legislative Session

HB 1012

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

SB 184

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

SB 230

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

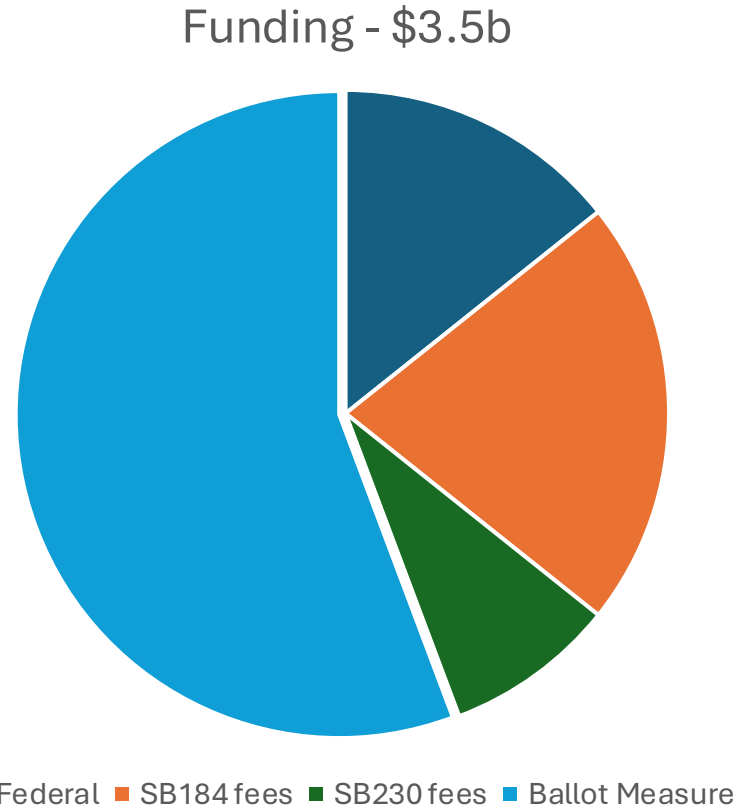
Colorado SB 24-184

- Discussions around northern portion of project Denver to Fort Collins
- Funds from new assessed fees go to CTIO (within CDOT) for bus and rail services
- Funds allocated to finance capital infrastructure - mid 2025
- Dependent upon negotiations with the RRs and environmental clearance (1-4 years); independent utility projects
- FISA discussion – Funds are for "unfinished business" - RTD board vote





Project Funding Breakdown



Partnerships and Local Coordination

Multimodal Connectivity



- Local governments
- MPOs/COGs
- CDOT
- Transit agencies

Planning, Design, Engineering, Implementation



- Freight railroads
- FRA
- CDOT
- RTD

Station Planning and Station Improvement Districts



- Local governments
- Downtown business organizations and chambers
- Landowners
- Developers

Financial Support



- Local governments
- State legislature
- Governor's office
- Colorado DC delegation
- USDOT and FRA

Generating Public Support for Ballot Measure



- Chambers of commerce
- Environmental, Accessibility, Active Transportation, and Equity Orgs
- Local governments
- State legislature
- Governor's office

What's Next



Ballot measure in 2026



SDP original completion in 2024: now expected late 2025



Post SDP: RR negotiations on Cap X time - 2026



NEPA: 1-3 years

It's Time to Invest in Colorado's Future

- Next generation seeks sustainable alternatives to personal automobile
- Mitigates traffic congestion to assist with better air quality
- Enhances local economic development and provides workforce opportunities and job creation
- Infrastructure Investment and Jobs Act federal funding opportunities are available now
- Opportunity to invest and serve Coloradans' transportation needs now and, in the future



What matters most to you?

FRONT RANGE PASSENGER RAIL

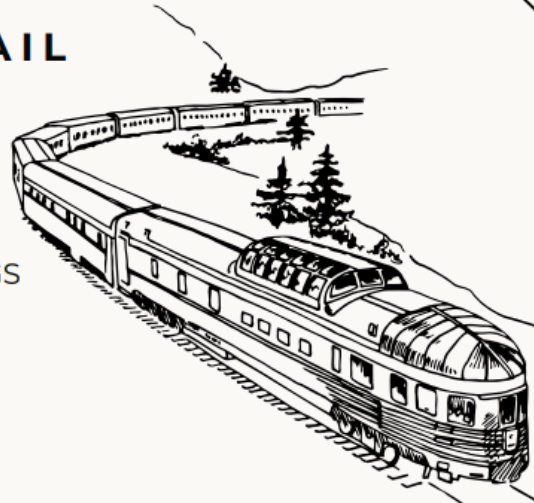
TRAIN RIDE

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



ADMIT ONE

RideTheFrontRange.com



HOW WILL YOU
USE THE TRAIN?

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