

Senate Transportation & Energy

04/27/2026

SB26-172 Front Range Passenger Rail District

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Eric Bodenstab  Against  themselves	<p>Good afternoon, Chair and members of the committee. My name is Eric Bodenstab, a Colorado taxpayer and resident. I am here today to strongly oppose Senate Bill 26-172 and the boundary changes it proposes for the Front Range Passenger Rail District.</p> <p>This bill is not a technical adjustment. It is a deliberate gerrymander. The new district would be redrawn to include only a hand-picked list of 31 municipalities—places like Denver, Boulder, Fort Collins, Colorado Springs, and Pueblo—plus opt-in metro districts and Sterling Ranch. It deliberately carves out more conservative suburbs, rural areas, Castle Rock, Lone Tree, Monument, Greeley, and most unincorporated land. The stated reason is “alignment with train stations.” The real reason is clear: shrink the electorate to the areas most likely to vote for a new sales tax in 2026 so the tax can finally pass.</p> <p>Let’s be honest about what this rail project actually is. The Colorado Connector will cost billions of dollars in capital and then hundreds of millions every year in operating subsidies. History shows intercity passenger rail in the West almost never covers its costs. Ridership projections are routinely optimistic, fares never cover expenses, and taxpayers are left holding the bag while roads, bridges, and actual transit get shortchanged.</p> <p>By shrinking the district, you are not making the project more efficient—you are rigging the vote. You are excluding Coloradans who would have to pay the sales tax but would never see a train stop in their community. That is not fair governance. That is picking winners and losers with other people’s money.</p> <p>I also oppose the other changes in the bill: new board residency rules, the creation of subdistricts that could impose even higher taxes, and the loosened election rules. These are not reforms. They are tools to entrench this district and make it harder for taxpayers to say no.</p> <p>Colorado does not need another government-run rail fantasy. We need fiscal responsibility. We need to maintain our roads and highways. We</p>

	<p>need transportation policy that works for all Coloradans, not just the ones inside an artificially drawn boundary.</p> <p>I urge you to vote NO on SB26-172. Kill this boundary gerrymander, stop the sales-tax railroad, and send a message that Colorado taxpayers come first.</p> <p>Thank you for your time. I am happy to answer any questions.</p>
<p>JEANY RUSH</p> <p>Against themselves</p>	<p>TO: SENATE TRANSPORTATION &amp; ENERGY COMMITTEE</p> <p>RE: SB26-172 FRONT RANGE PASSENGER RAIL DISTRICT</p> <p>SPONSORS: N HINRICHSEN, C KIPP, A BOESENECKER, A PASCHAL</p> <p>FROM: JEANY RUSH, COLORADO CONSTITUENT 4-27-26</p> <p>VOTE: NO</p> <p>FOLKS: BOON OR BOONDOGGLE?</p> <p>“A boondoggle is a wasteful, unnecessary, or impractical project, often funded by taxpayers or corporations, that frequently involves political favoritism. It refers to work that appears busy but provides little to no real value. Synonyms include scam, racket, waste, fraud, folly, and money pit.”</p> <p>Have we gone COOCOO for COCO Puffs? Did we think renaming the original Organization/Commission name to the “Front Range Passenger Rail District” would make that high speed rail multi-billion dollar boondoggle move along faster than a “Herd of Cattle” spooked into a stampede?</p> <p>Let’s create Districts, Sub-Districts, boundaries, more ways electors can vote on even bigger “sales tax” increases to fund another TRAIN TO WHERE? Was the 1st phase estimated to Fort Collins approximately 1 Billion Dollars? Wasn’t the 2nd phase estimated at approximately \$3.5 Billion More Dollars?</p> <p>Was this supposed to shrink car usage? All the while public transit use nationally shrinks, while driving has risen from estimated 41 million to 124 million since the 60’s. (Walcher) Then proposals have designated more phases, to connect more sites, cities, all dependent on voters electing to fund more of a Multi Billion / 14 Billion Dollar Boondoggle?</p> <p>I understand in some cases there are proposed uses of rails already existing, so either they are reconfigured for high speed, or not?</p> <p>SO WHY DOES THIS BILL HAVE A SAFETY CLAUSE ON IT, STOPPING VOTERS’ VOICES ON WHAT THEY WILL PAY ON FOR DECADES?</p>

	<p>Donâ€™t forget our unique topography/land! MORE FORCE PEOPLE TO SMALLER SPACES?</p> <p>Since the PLANDEMIC ( Caused by lies of the WHO &amp; others who created the bioweapon damages to 2/3 or more of our unsuspecting citizens) and its fear driven agendas, more people have remained in a â€œWork More from Homeâ€ mode. â€œThere's going to be people using it every day, whether they're going from Loveland to Denver or Pueblo to Colorado Springs. There's also going to be people who use it to get to Denver for a night out at the arts or a broadcast game, and it's going to contribute enormously to our economy, Gov. Polis?" WAIT, SAME CITY FULL OF CRIME, HOMELESS, ILLEGALS, LESS BUSINESSES, LESS SAFE, THAT DENVER?</p>
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