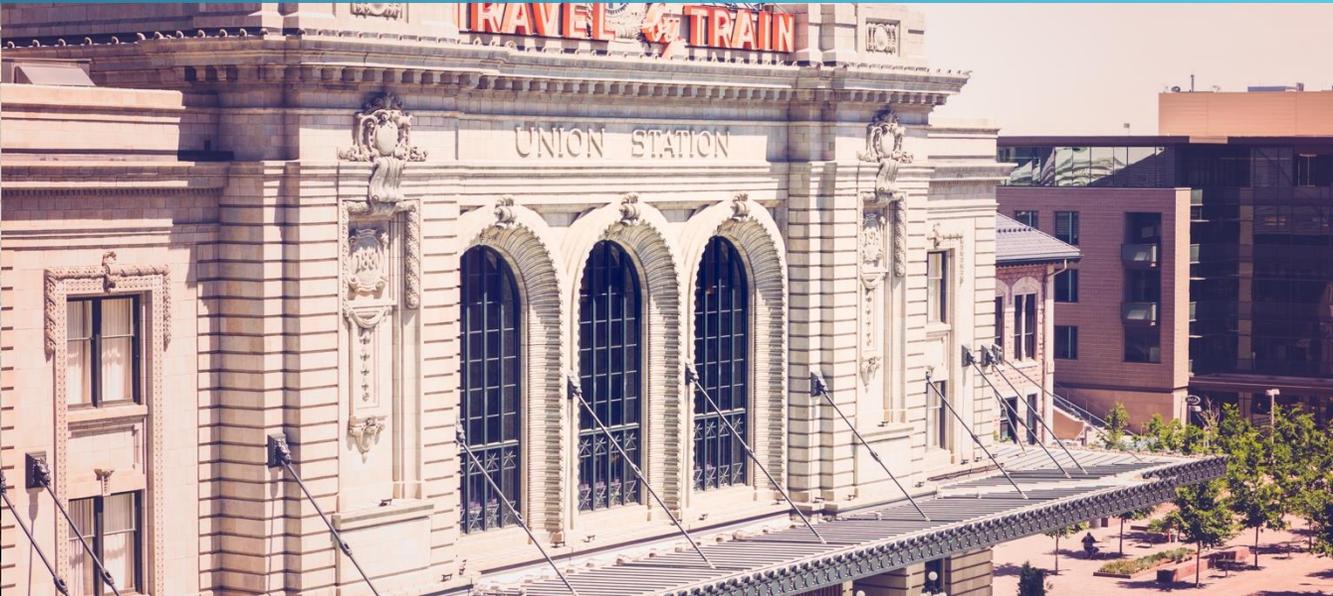




FRPR FRONT RANGE
PASSENGER RAIL

**MOVING FROM PLANNING
TO PUBLIC READINESS**



Fort Collins • Loveland • Longmont • Boulder • Louisville •
Broomfield • Westminster • Denver • Littleton • Douglas County •
Colorado Springs • Pueblo • Trinidad • Plus special event stops



Discussions have commenced with *the Broncos* to consider a special event station at their new stadium location.

About the Front Range Passenger Rail District

- Created by the Colorado General Assembly in 2021
- Empowered to refer tax question for voter approval
- Statutory direction to plan, finance, construct and operate intercity passenger rail from state line to state line
- Directed to explore joint passenger service with Regional Transportation District from Denver to Longmont

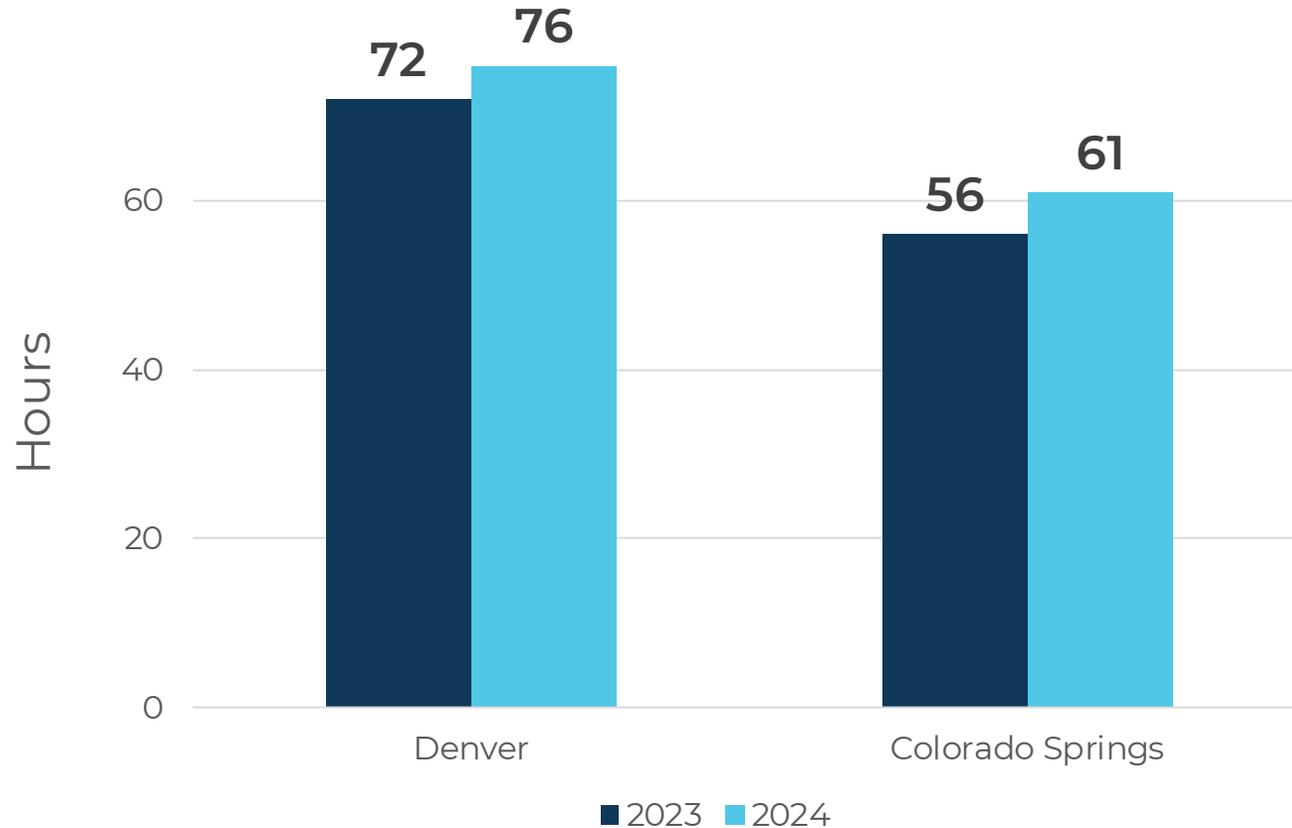
Why Front Range Rail?

Front Range Rail will benefit every Front Range resident by:

- **Reducing traffic**
- **Improving air quality**
- **Lowering household transportation costs**

Why Front Range Rail: Reduce Traffic Delays

Annual Person-Hours of Delay per Commuter



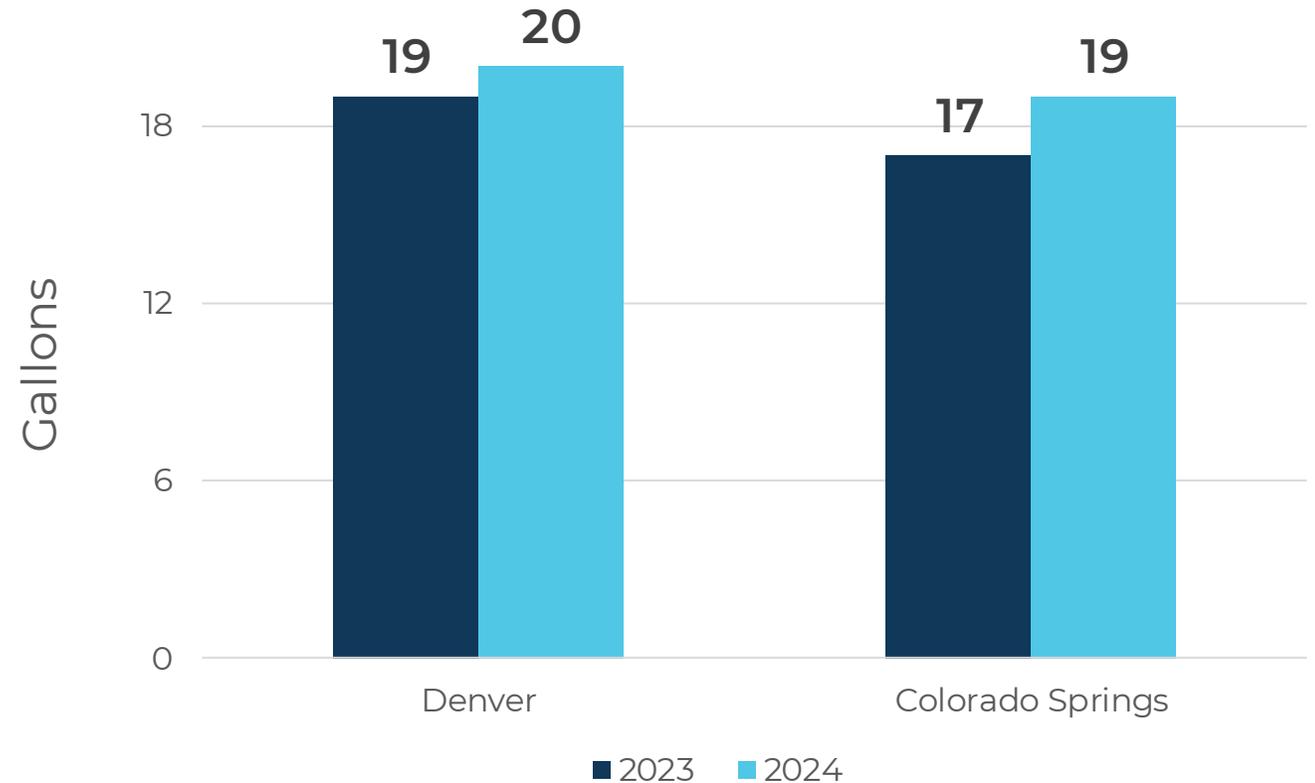
Commuter delays are **increasing year over year**. Denver metro commutes are delayed 76 hours – almost **two full work weeks**.

*Source: 2025 Urban Mobility Report

Why Front Range Rail: Improve Air Quality

Fuel consumption is **increasing year over year**. In 2024, the average Denver metro commuter consumed an excess of 20 gallons **just because of traffic delays**.

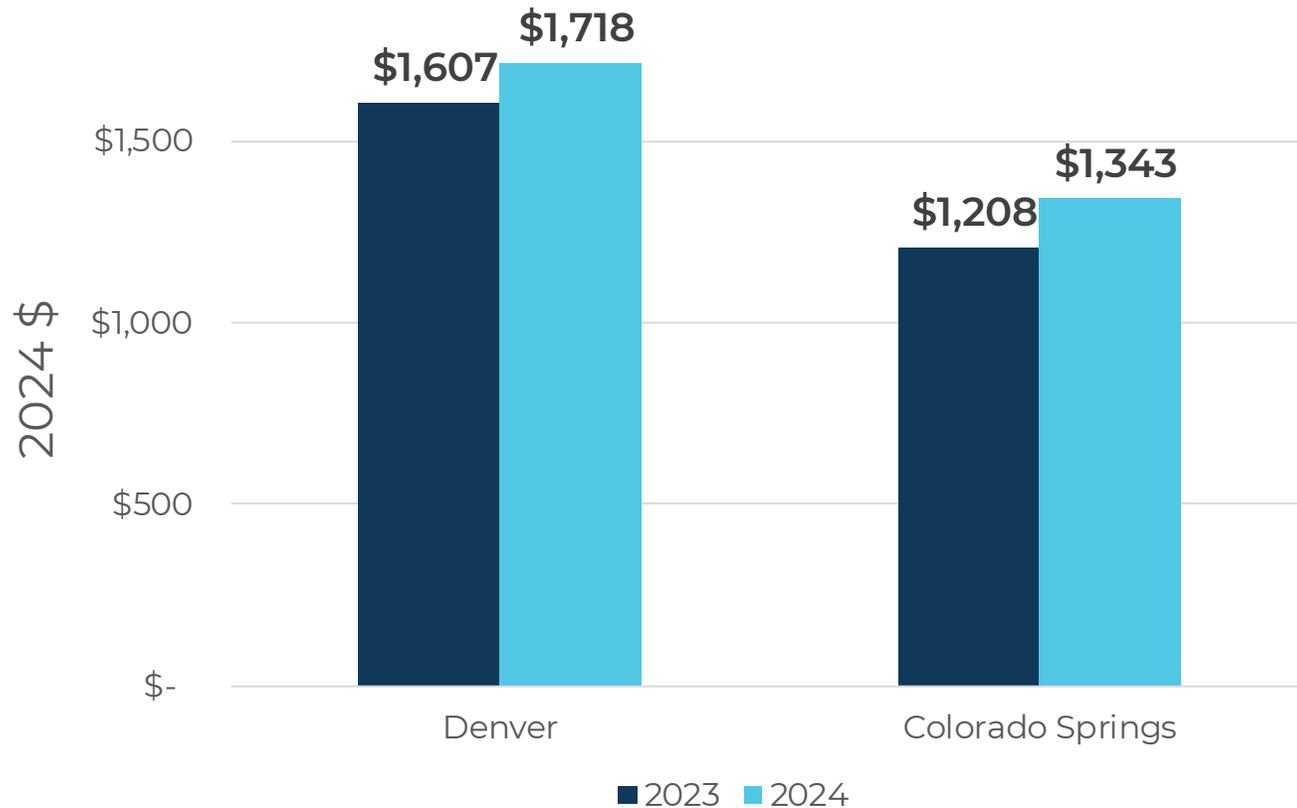
Excess Fuel Consumed per Commuter



*Source: 2025 Urban Mobility Report

Why Front Range Rail: Reduce Costs

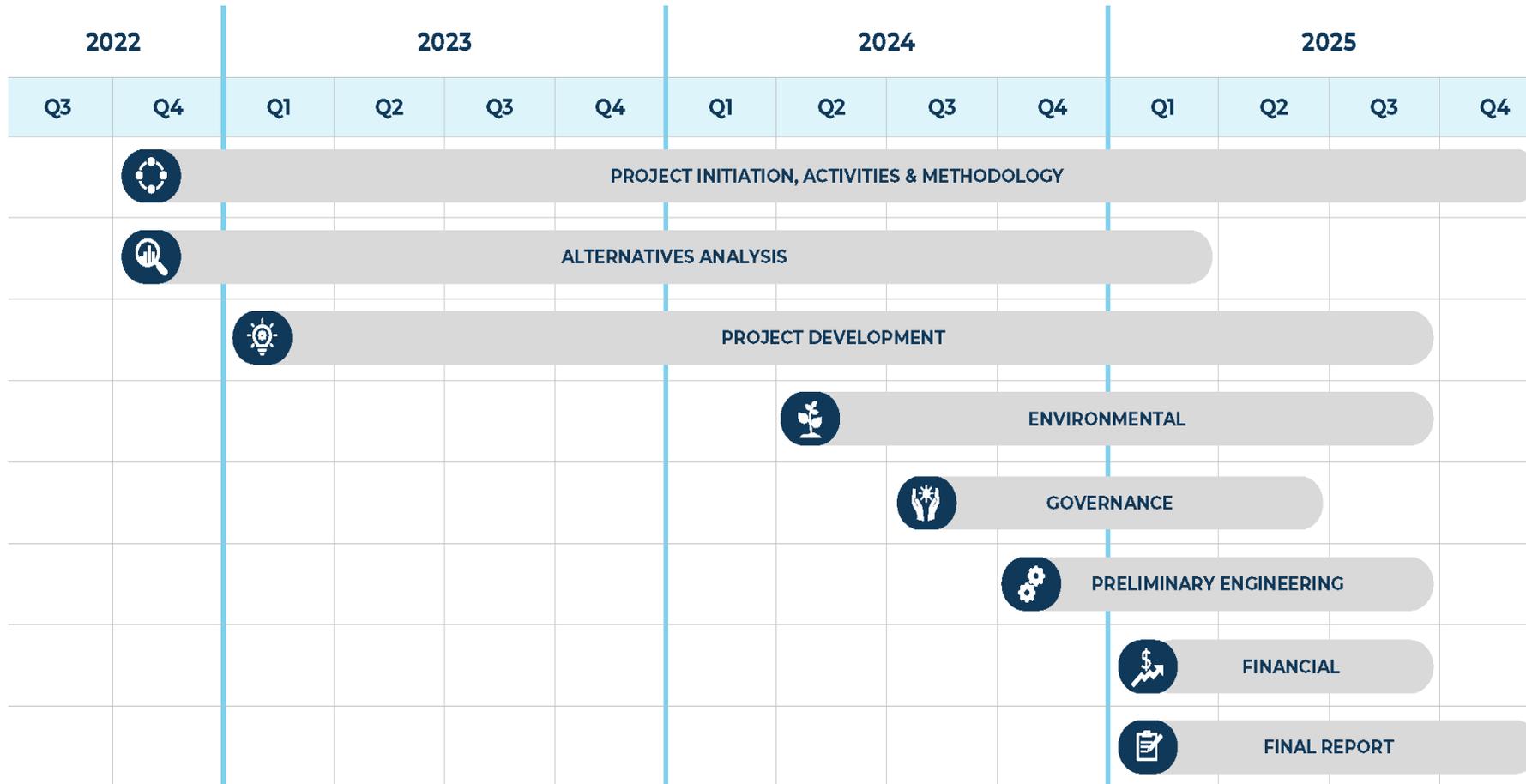
Annual Congestion Cost per Commuter



Congestion costs are **increasing year over year** for commuters. In 2024, the congestion cost on the average Denver metro commuter was \$1,718.

*Source: 2025 Urban Mobility Report

The Service Development Plan Near Completion



- The Service Development Plan (SDP) is the required blueprint for routes, stations, service levels, costs, and implementation.
- Completion of the SDP is required to advance federal approvals, environmental review, and funding.
- Front Range Passenger Rail is in Step 2 of the FRA Corridor ID Program and the most advanced passenger rail corridor in the U.S., positioning the region for near-term delivery.

ALTERNATIVE ANALYSIS RECOMMENDATION

Utilize Existing Freight Tracks & Deliver Service Sooner

Alternative	Frequency (round trips)	Max Speed (mph)	Ridership (000s)	O & M (\$ million)	Revenue (\$ million)	Capital Cost (\$million)
1	6	79	700-1,200	47-57	8-12	(\$)
2	6	90	715-1,220	47-57	8-12	(\$\$)
3	10	79	990-1,600	71-87	12-14	(\$\$\$)
4	12	79	1,130-1,930	82-92	13-16	(\$\$\$\$)
5	12	90	1,150-1,970	82-92	13-16	(\$\$\$\$\$)

Alternative 3 in the Service Development Plan was selected as a practical approach for delivering service:

- 10 round trips best align with cost benefit and projected ridership demand.
- 79 mph maximum speed is recommended based on corridor conditions.
- Only 14 of 180 miles can support speeds above 79 mph because of elevation and curvature.



Moving Forward: The Front Range Passenger Rail District is exploring a 2026 ballot question

The plan includes...

Stakeholder Engagement

Complying with statutory mandate for outreach ahead of ballot referral.

Results-Oriented Approach

Commitment to an open and transparent public process.

Building Public Trust

Clear plans foster trust by demonstrating structured progress towards a 2026 ballot referral.

Delivering the Finalized Operating Plan

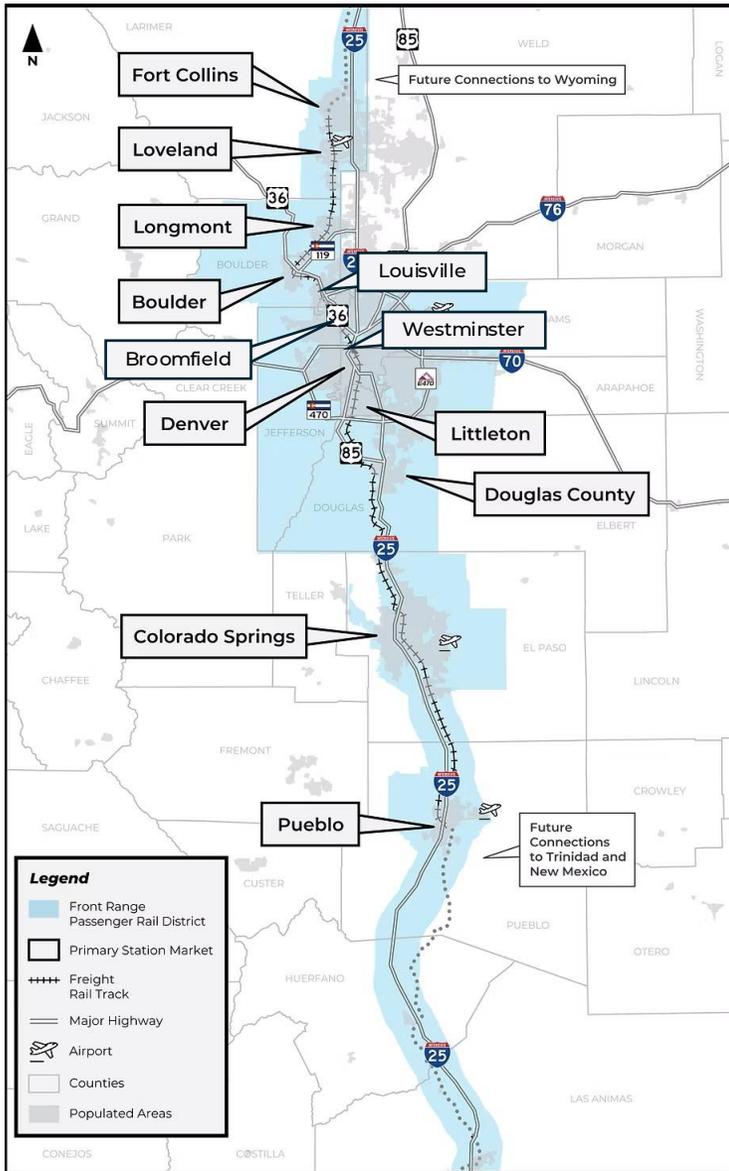
The Operating Plan...

Shows where the trains will go and how often they will run.

Confirms station locations and how communities will be served.

Ensures the plan works with existing railroads and tracks.

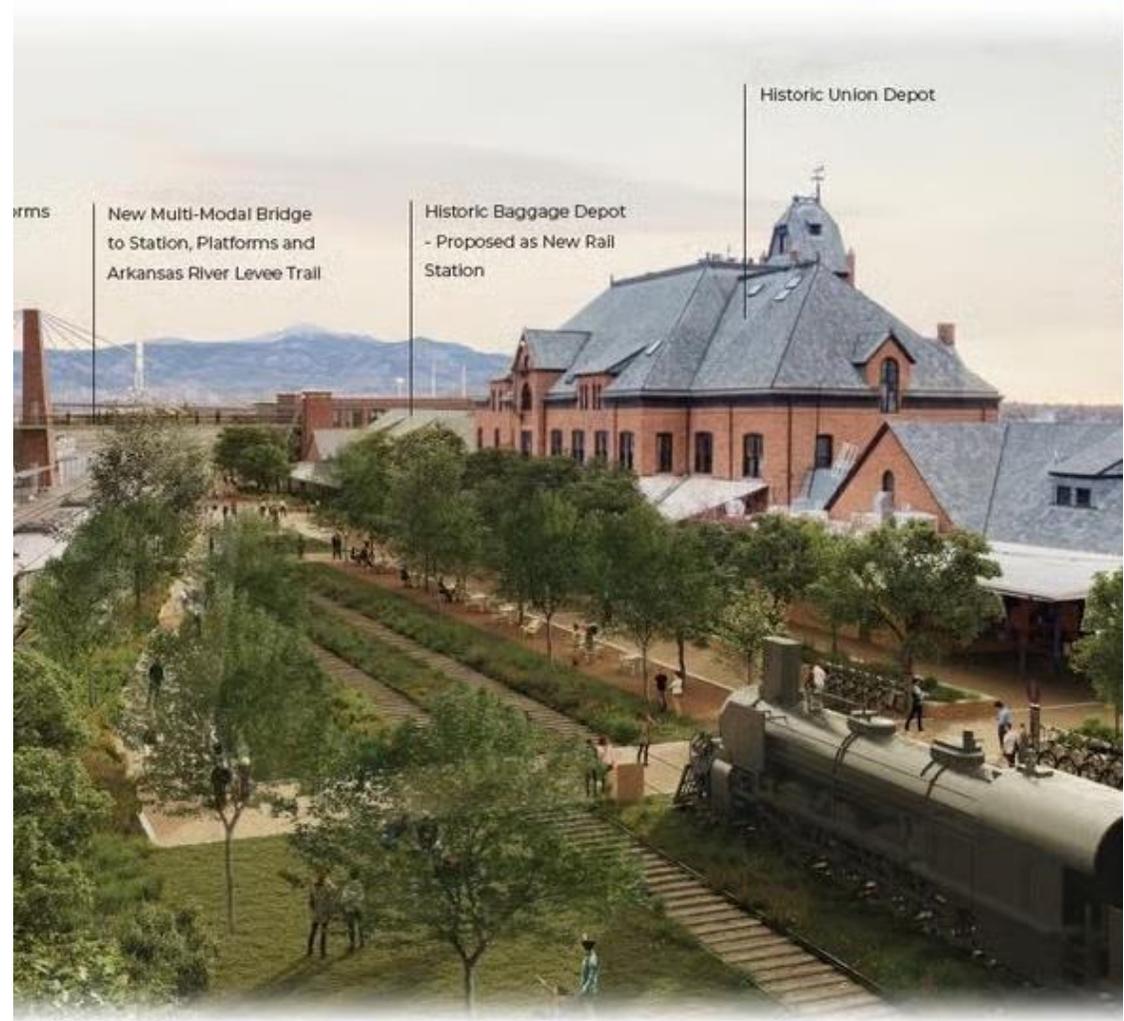
Creates a clear roadmap to move from planning to service.



Station Area Planning

Purpose: Support local vision while creating multimodal commercial hubs

- Municipalities own/manage stations, but **FRPRD is considering providing financial support** from ballot measure
- Multimodal, walkability, TODs, commercial activity encouraged
- The District is engaging with local communities to visualize and finalize what can be developed
- The District will sign memorandums of understanding with each municipality codifying shared expectations
- The District will draft high-quality standardized public-facing packets so constituents can visualize transformative downtown improvements





Research and Data

- Precinct analysis to review boundaries and align district boundaries with route alignment
- Polling and focus groups will provide guidance
- All research stops after referral and compliant with FCPA & TABOR



Financing Plan

Two documents are being developed to safeguard taxpayers' investment:

- **Implementation Plan** links funding to service outcomes
- **Financial Plan** describes how funds will be managed, allocated, and safeguarded

Constituents will have clear understanding of household-level cost outputs

Outreach Strategy

Transparent Engagement

As directed by statute before referring a ballot question.

Friends of Front Range Rail

Online Engagement Platform launches in January 2026.

Public Town Hall Meetings

More than 30 planned across the District to ensure in-person public input.





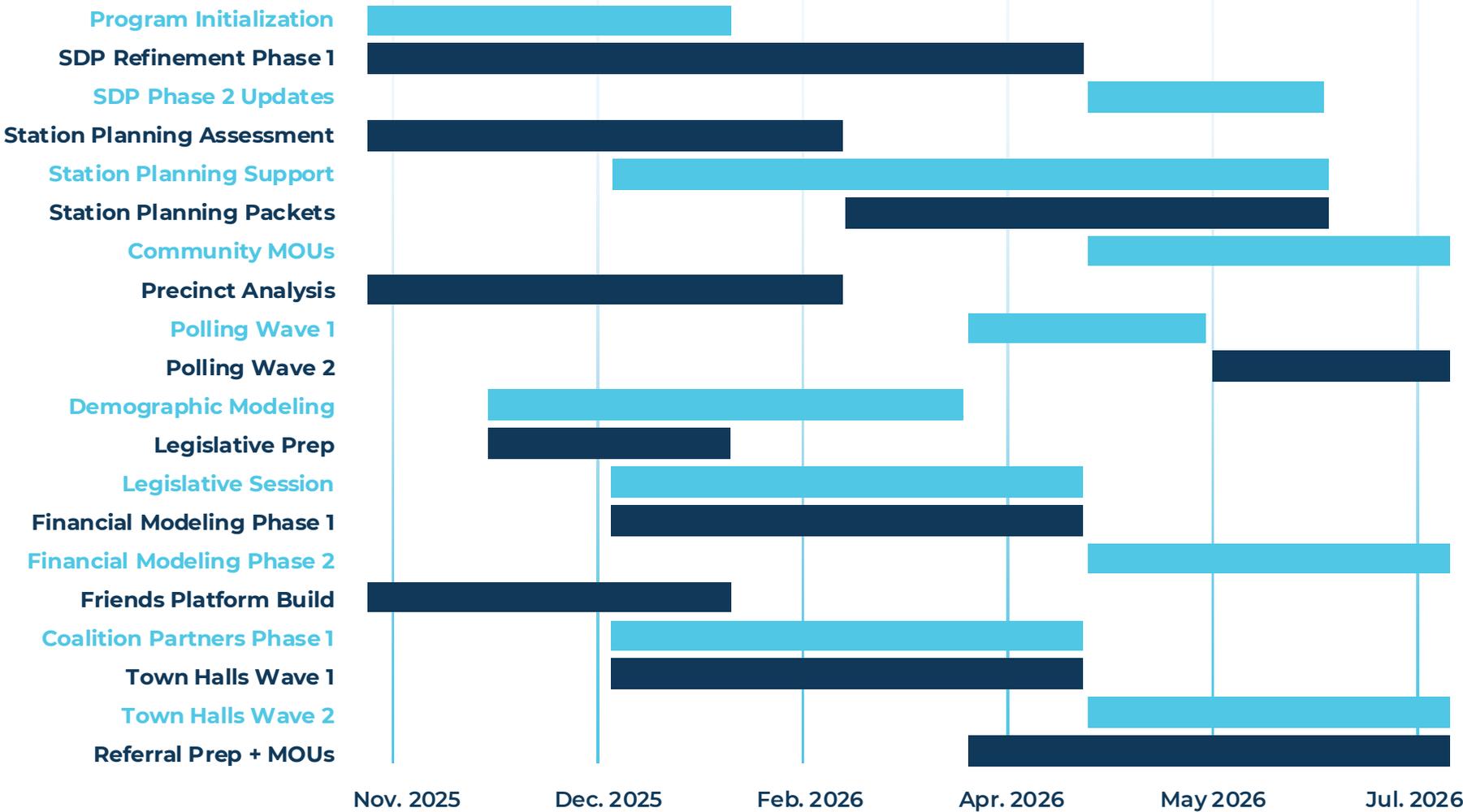
Prepare for Referral

Branding exercise: the District is exploring the public service name of the line

Agreements with freight railroads: showing project viability

Local Resolutions: approved by local municipalities showing District-wide support

FRPRD Ballot Access Plan: Timeline



FRPR

**F R O N T R A N G E
P A S S E N G E R
R A I L**

THANK YOU

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