



FRPR

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



COLORADO
Department of Transportation

Front Range Passenger Rail

Project Update

December 4, 2020



Agenda



Where We've Been

- FRPR Project status and accomplishments to date



Where We Are

- Project Team recommendations and phasing options



Where We're Going

- Next steps – National Environmental Policy Act (NEPA) alternatives



Where We've Been

Status and Accomplishments

Current Status

- Pre-NEPA/Alternatives Analysis phase complete by end of 2020

Major Tasks (Pre-NEPA/Alternatives Analysis Phase)

- ✓ Draft purpose and need (complete)
- ✓ Environmental review (complete)
- ✓ Notice of intent (NOI) package (complete)
- ✓ Pre-NEPA ridership modeling (complete)
- ✓ Conceptual cost estimating (complete)
- ✓ Alternatives speed profiles and travel time (complete)
- ✓ Conceptual design of alternatives (complete)
- ✓ Alternatives analysis report (draft complete)
- ✓ Governance analysis (complete)
- ✓ Project branding (complete)
- ✓ Stakeholder coalitions engagement (complete)
- ✓ Website, online meetings, and stakeholder education (complete)

Where We Are - Project Team Recommendations

Evaluation encompassed full corridor from Pueblo to Fort Collins with early implementation strategies

Implementation recommended:

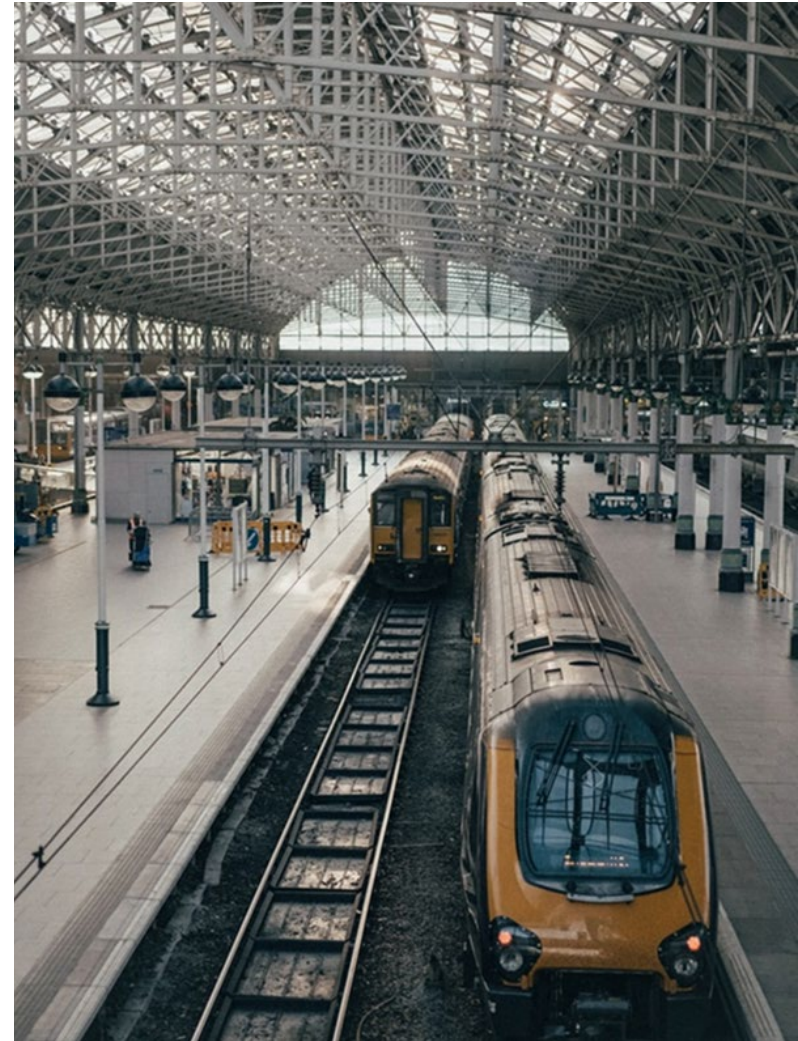
- Phase 1 – focus on shared track with Class 1 Railroads (with some track improvements)
- Future Actions: exclusive track, expanded system

Why phased approach?

- Implement passenger rail quickly and efficiently
- Build on existing rail to develop a network
- Build culture of passenger rail and build ridership

Learned experience from other successful systems:

- Washington (Sounder)
- Utah (Front Runner)
- Oregon (Oregon Passenger Rail)



Project Team Recommendations

Early Implementation (Phase I)

Early Implementation Scenarios



Implement passenger rail from Ft. Collins to Colorado Springs on existing freight/shared track (via Boulder)

- Frequencies: 2-6 daily round trips
- Maximum speed: 79 mph
- Conceptual cost: \$1.5 to \$2.5 B

Implement passenger rail from Colorado Springs to Pueblo on existing freight/shared track

- Frequencies: 1-2 daily round trips
- Maximum speed: 79 mph
- Conceptual cost: \$0.2 to \$0.3 B
- Potential Amtrak Thru-Car Service

Implementation brochure (in progress)

Project Team Recommendations

Early Implementation

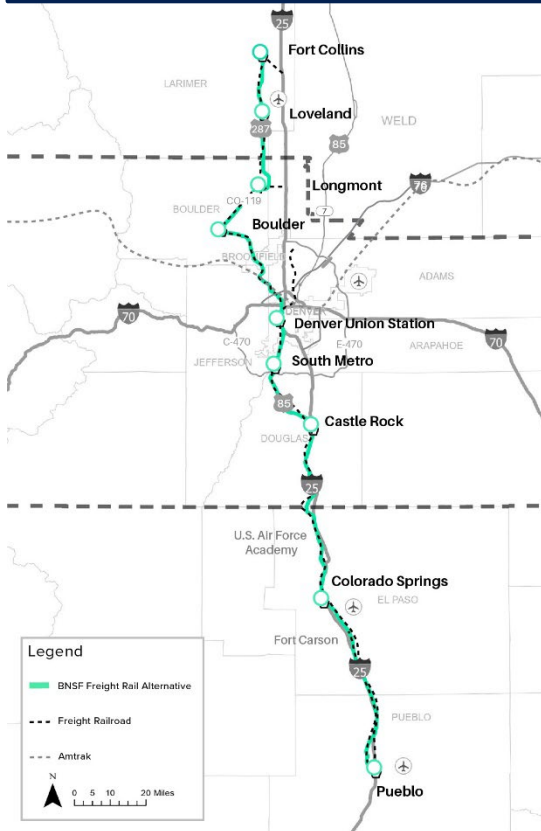
- **Legislative governance discussion**
- **2019 CRISI Grant - Southwest Chief Thru-Car Alternatives Analysis**
- **2020 CRISI Grant - Rail Simulation Modeling and Preliminary Service Development Planning**
- **Short and long term funding**
- **Continue program communication and outreach**
 - Additional stakeholder coordination
 - Implementation brochure

*All details are conceptual and will be re-evaluated in the NEPA process

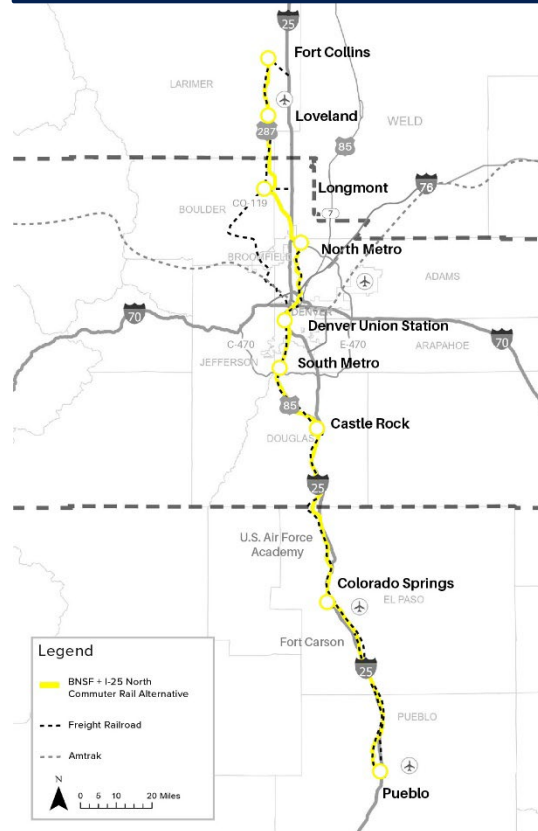
*Potential future connections north to Cheyenne and south to Trinidad

Where We're Going – NEPA (Final Vision Details Below)

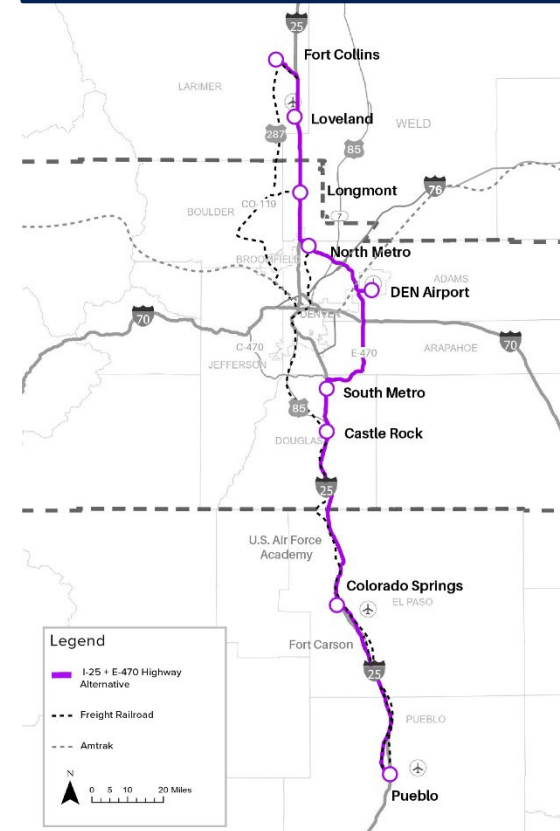
BNSF Freight Rail (Alt 3)



BNSF + North I-25 Commuter Rail (Alt 4)



I-25 + E470 Highway (Alt 6)



Details

- Round trips: 24 weekdays/18 weekends
- Frequencies: Every 30 minutes (Peak)
- Max Speeds: 90 to 110 mph
- Travel time: 2.5 to 3 hours (end to end)
- Ridership: 1.5 to 2.2 M annually
- Conceptual capital cost: \$7.8 to \$14.2 B

Thank You

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