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

**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

*All details are conceptual and will be re-evaluated in the NEPA process
*Potential future connections north to Cheyenne and south to Trinidad
Thank You