



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

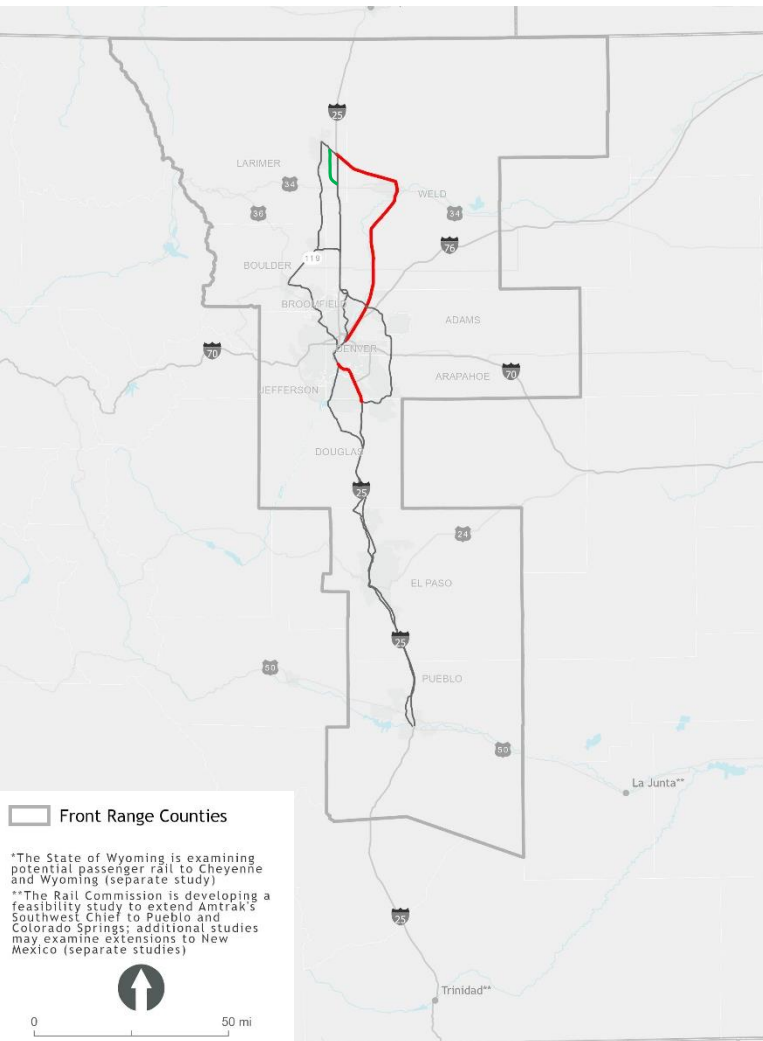
Project Update

Rail Commission Meeting

May 22, 2020



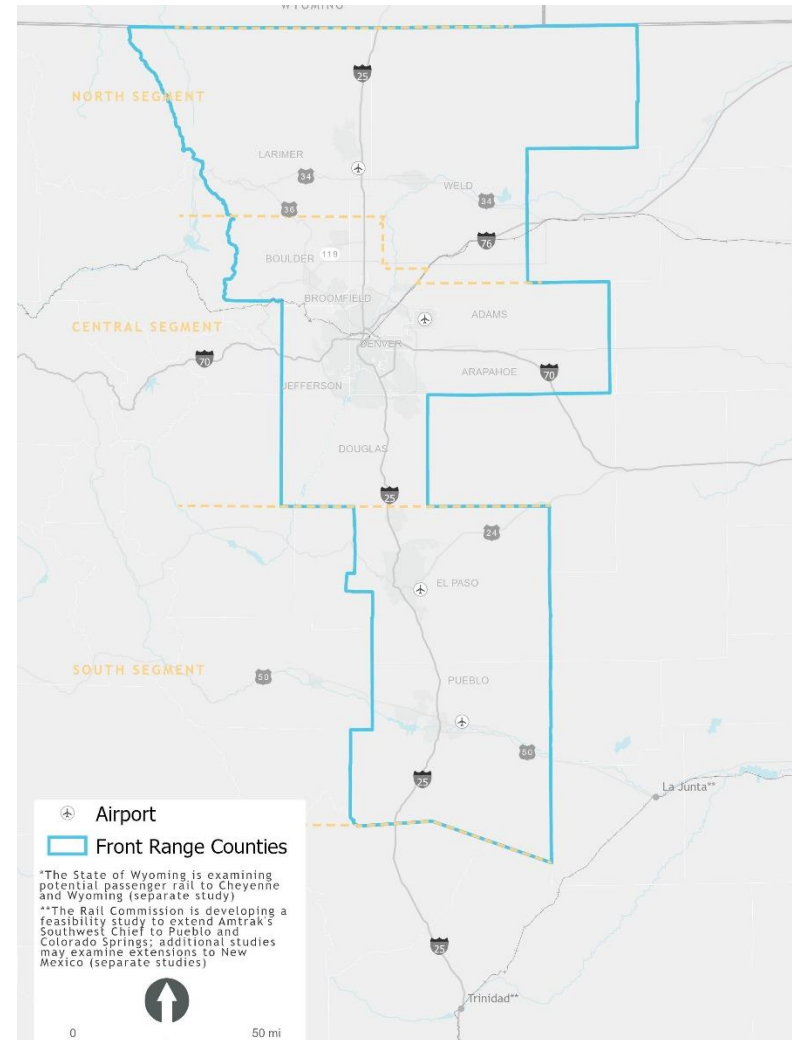
Segment Coalitions Feedback on Level 1 Results



- Supportive of setting aside UPRR/Great Western corridor north of Denver Union Station (DUS)
 - Segment from Centerra to Fort Collins is a reasonable hybrid that could be incorporated into the I-25 corridor alignment
- Supportive of setting aside I-25 corridor through Denver Tech Center and into downtown (RTD SE corridor, TREX/Valley highway section)

Common Input from Segment Coalitions

- Service needs to be ‘better’ than bus
 - Reasonable travel times are most important, and travel times need to be competitive/faster
 - User experience is also important for mode choices
 - Rail needs to be worth the investment
- Lots of interest in station locations
 - FRPR will likely influence growth, especially around stations
 - Opportunity for TOD and coordinated land use planning
 - Station area planning needs community input
- Lower speeds/sealed corridors through established communities



South Segment Input

- Colorado Springs to Denver Tech Center and downtown Denver (not DEN Airport)
- Need to integrate future FRPR service with Pueblo to Colorado Springs Amtrak Southwest Chief extension
- Colorado Springs station considerations
 - Integrated with Southwest Chief extension
 - Downtown preferable and important
 - Fort Carson station and Air Force Academy access
 - Initiate station area planning similar to Pueblo



Central Segment Input



- Both DEN Airport and DUS are important destinations
- Integrating with and leveraging RTD service
 - A Line between DUS and DEN Airport
 - Denver Tech Center
- Service to Denver Tech Center, maybe as FRPR spur or shuttle service

North Segment Input

- Support and integrate with planned/desired local transit
- BNSF corridor serves current population centers more directly
- Growth along I-25 by 2045 makes that a compelling corridor
- Most envision the primary use as commuting between northern Colorado and Denver



Ongoing Project Development Efforts: Engineering



- Improve horizontal alignments for 90 mph scenarios
 - 90 mph cruising speed on freight corridors (outside of station areas) is achievable
 - Appears to be reasonable to construct adjacent to existing tracks (with minimal crossings of existing freight tracks)
- Improve vertical profiles for 90 mph scenarios
 - Created terrain data and vertical design
- Develop speed profile and alignment for 125 mph operating speeds (with areas of 90 mph)
- Develop cost estimating methodology

Ongoing Project Development Efforts: Planning

- Document Level 1 evaluation
- Refine ridership models based on refined alignments and higher speed profile
- Refine station locations and TOD assumptions
- Coordinate with USDOT agencies, Class I Railroads, RTD, resource agencies, and stakeholders
- Compile background environmental, community, and transportation data
- Evaluate potential for portions of shared track operations (rail simulation modeling if required)



PRELIMINARY Ridership Observations

- Preliminary evaluation of unoptimized corridors – may change with further evaluation
- Level 2 alignments currently being optimized (TOD, event sites, etc.)
- Rail corridors are the same south of central Denver
- Ridership under all scenarios expected to improve with optimization



Comparison to Other Passenger Rail

- Ridership numbers compare well with other well know passenger rail corridors around the country
 - Keystone: Philadelphia-NYC
 - Hiawatha: Chicago-Milwaukee
 - San Joaquins: Bakersfield-Oakland-Sacramento



PRELIMINARY Ridership Observations

Level 2 Preliminary Alignment

Rationale

(May change with Level 2 optimization)

BNSF Alignment

(Modeling Scenario 3)

- 40% of system boardings/alightings at central Denver and Boulder stations
- Strong preliminary boardings/alightings at Longmont, Loveland, and Fort Collins
- Alightings and boarding south of metro area at Castle Rock, Colorado Springs, and Pueblo are similar.

BNSF/RTD N Line Alignment

(Modeling Scenario 4)

- 46% of system boardings/alightings at central Denver and North Suburban
- Strong north suburban and Longmont preliminary boardings/alightings
- North Suburban station about half the boardings/alightings of Boulder station
- Alightings and boarding south of metro area at Castle Rock, Colorado Springs, and Pueblo are similar.

I-25/E470 Alignment

(Modeling Scenario 6)

- Strong preliminary ridership (may change with Level 2 optimization)
- 70% of boardings and alightings occur at DEN Airport, North Suburban, and South Suburban
- Strong preliminary boardings in Castle Rock and Colorado Springs (South Suburban Station)

Thank You

FRPR FRONT RANGE
PASSENGER RAIL



FRPR

***FRONT RANGE
PASSENGER
RAIL***