DISCUSSION DRAFT

SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION

Summary of Key Steps Towards Implementing Front Range Passenger Rail

Last Revised: November 30, 2017

Project Phase	Conceptual Cost	Budget Item Summary	Major Tasks	Outcomes	Timeframe
Phase I: Define the Service Vision	$5.0 million	Public & stakeholder engagement, service development plan, initial federal project development process	• Conduct public and stakeholder engagement throughout the Front Range (Fort Collins to Pueblo)	• Define mobility needs, who will be served • Define/confirm vision for front range passenger rail	Years 1-3
			• Prepare service development plan that defines alignment/route, station locations, service levels, technology	• Define preferred alignment/route • Define service/operating characteristics (all day, commute only, etc. • Define technology, speed, station locations/spacing	
			• Prepare Tier 1 Environmental Impact Statement (EIS)	• Complete federally required Tier 1 EIS (high level environmental clearance)	
	$5.0-$15.0 million	Purchase part of UP Burnham Yard land/ROW?	• Preservation purchase to facilitate future service separation from freight operations in a downtown Denver/Denver Union Station alignment		
	$1.2 million	Hire executive director or project manager for a 3-year period	• Staff support for SWC&FRPR Commission	• Professional staff person to support ongoing Commission activities, manage planning/public/project development processes, and manage consulting team	
			• Manage project development process, including consultant team		
			• Manage public and stakeholder engagement process		
Phase II: Federal Project Development Process	$150-$300 million	Full environmental clearance, initial design, funding/financing plan based on Phase I results	• Complete full federal environmental clearance process for ~260 mile corridor		Years 4-6
			• Prepare 30% design plans for the full corridor		
			• Prepare a funding/financing plan for ROW acquisition, capital construction, fleet, and support facilities		
			• Determine governance structure and service operator		
Phase III: Final Design & Construction	$7-$21 billion	Final design and construction based on Phase II results	• Current estimated costs for single track, conventional speed (<80 mph top speed), diesel trains, all-day service = $27 million per mile		Years 7-15
			• Current estimated costs for mostly double track, high speed (up to 180 mph), electric trains, all-day service = $80 million per mile		
			• Full corridor length is 260 miles		
			• Costs are only construction costs - do not include ongoing operating & maintenance costs ($100-$500 million per year)		
			• Cost estimates are in current year dollars - cost inflation is approximately 4%-6% per year		