



COLORADO
Department of Transportation

Mountain Rail



Agenda



- Project Background and Timeline
- Service Development Plan Overview
- Latest Project Milestones
- Next Steps



Mission & Objectives

Enhance passenger rail connectivity between Denver and Craig



Improve reliable, safe and congestion-free, mobility and multimodal travel options



Connect diverse communities with unique needs



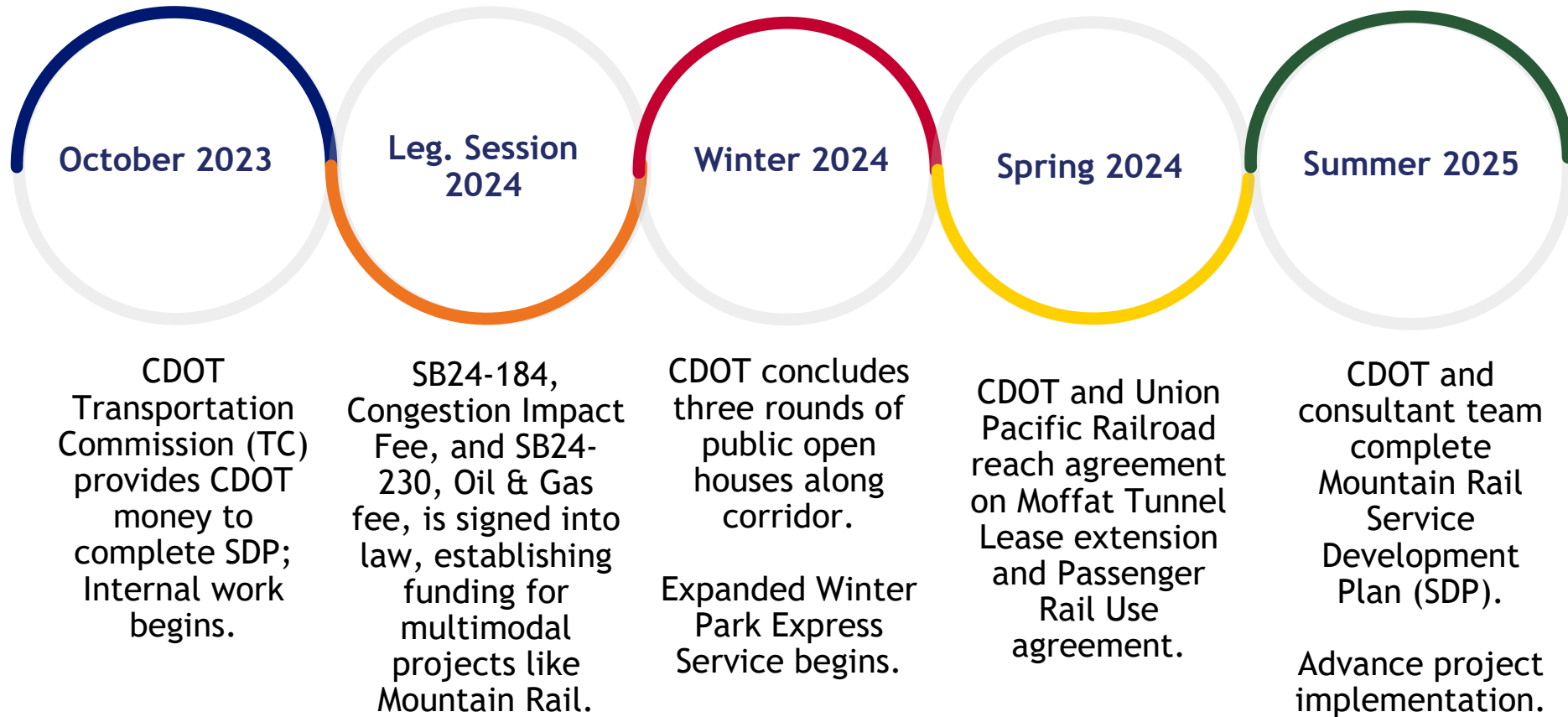
Foster economic vitality through improved transportation equity and a just transition away from fossil fuels



Support environmental goals including greenhouse gas (GHG) reduction



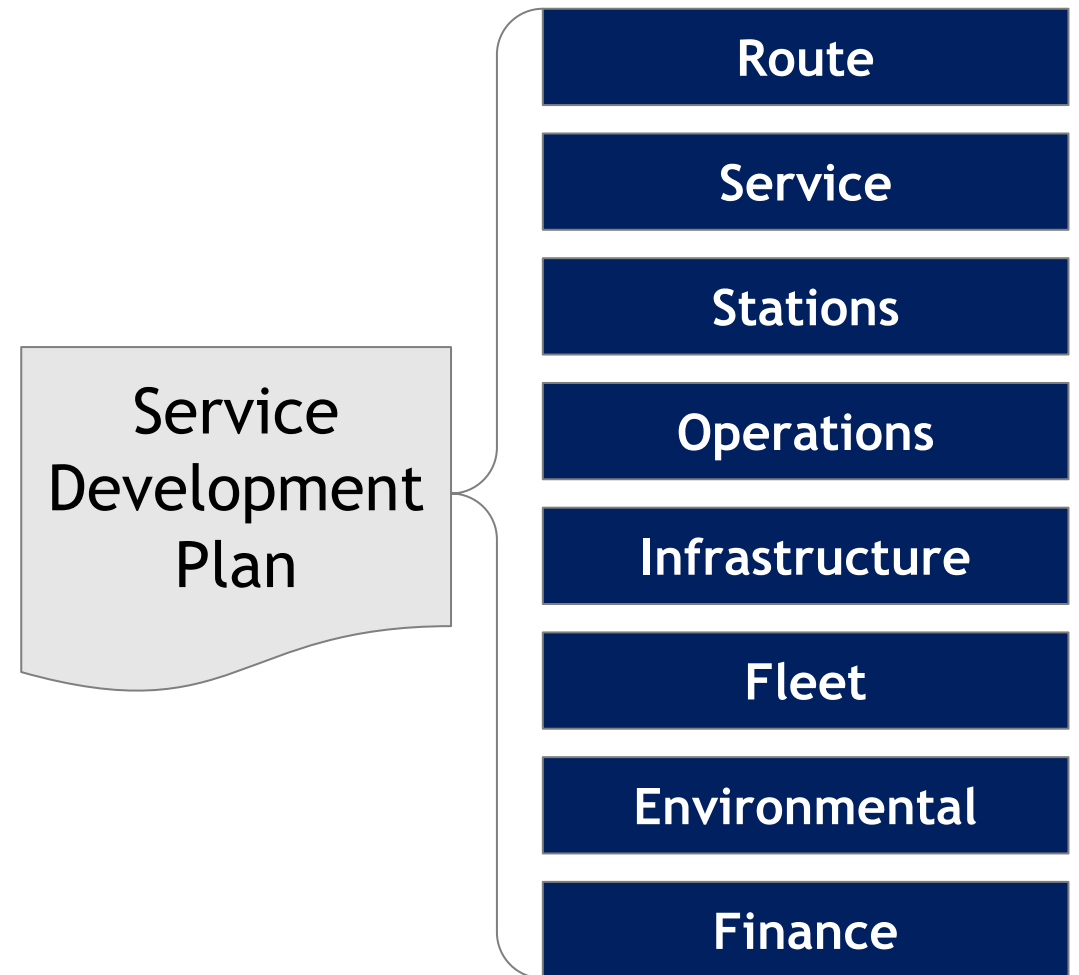
Mountain Rail Project Timeline





What is a Service Development Plan (SDP)?

- Determines operational and financial feasibility
- Defines all essential elements of planning and operations
- Includes an alternatives analysis
- Leverages industry best practices, including FRA's planning process
- Streamlines the subsequent permitting process





Short Pattern







Yampa Valley Service Pattern





Phase 1: Short Pattern

First Trip

- One daily round trip between Denver and Granby (originating in Denver)
- Service begins November 2026
- Service is approximately 76 rail miles
- Utilizes existing stations: Denver Union Station, Winter Park Resort, Fraser-Winter Park, and Granby.
- Layover and light maintenance facility in Denver and a layover facility in Granby.

Second Trip

- Adds second daily round trip between Denver and Granby (originating in Granby)
- May add two new infill stops: West Metro and Rollinsville along the Union Pacific Railroad (UPRR) Moffat Tunnel Subdivision
- May provide access to Denver Union Station via a new connection to the RTD G Line, located just west of RTD Clear Creek/Federal Station

Mountain Rail service is in addition to the existing Winter Park Express and California Zephyr services.



Long Pattern

- Extends the corridor to 232 rail miles between Denver and Craig
- Adds a daily departure from both ends - one from Craig and one from Denver
- May add new stops at: Kremmling, Oak Creek, Steamboat Springs, Yampa Valley Regional Airport, Hayden, and Craig
- Examining various project delivery methods for this pattern

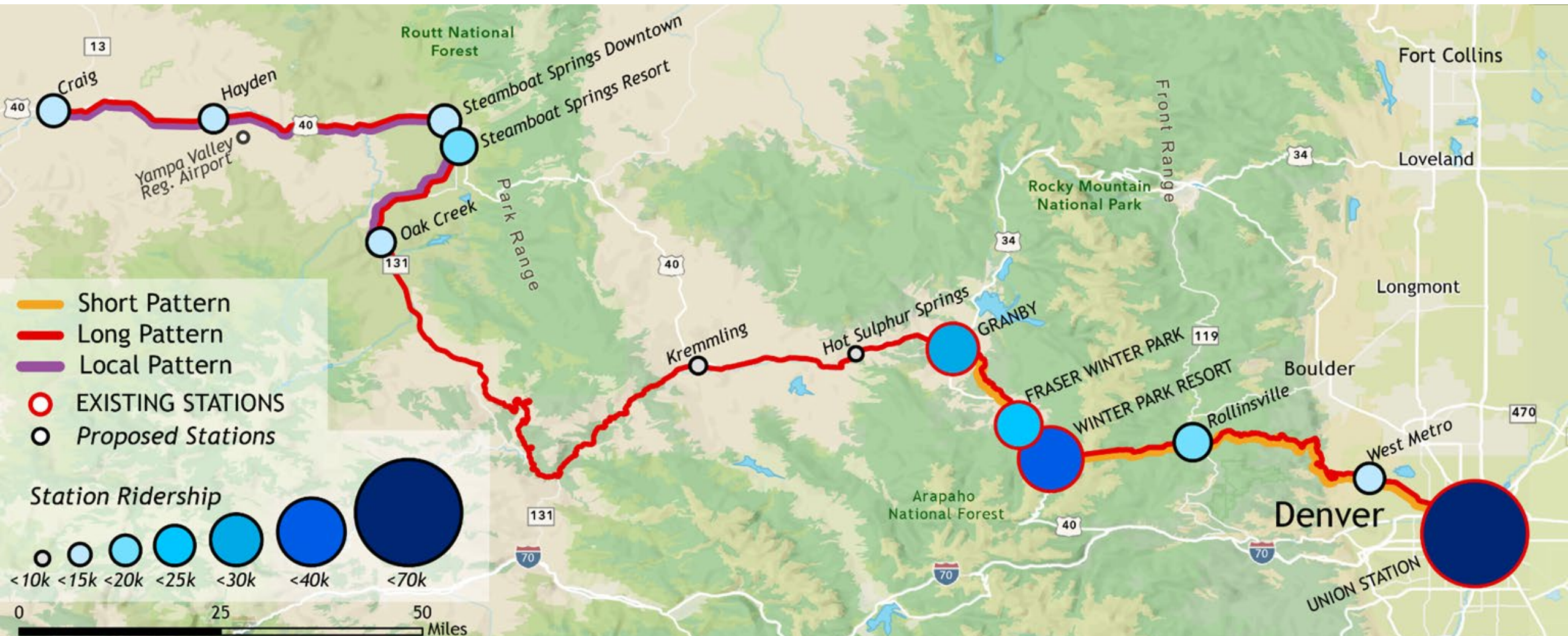
Yampa Valley Service Pattern

- Adds local service between Craig and Oak Creek
- May add new stops at: Oak Creek, Steamboat Springs, Yampa Valley Regional Airport, Hayden, and Craig
- Service launch projected for the 2030 timeframe but may change based on discussions in the Yampa Valley about local partnerships

Mountain Rail service is in addition to the existing Winter Park Express and California Zephyr services.



Preliminary Ridership Estimate





Cost Estimates: Phase 1 Initiation

- **Capital Costs:** Up-front investments to make improvements to the existing rail line, platforms, and buy trains.
- This list is not exhaustive. Additional costs to be determined by procurement efforts.

Phase 1: Known Projects	Cost Range (2025 \$)
First Trip	
Granby Layover Facility	\$11M - \$15.5M
Existing Platform Improvements	\$1.3M - \$1.8M
Second Trip	
Henderson Siding	\$31.2M - \$43.3M

Denver Layover Facility: Potential Elements	
Storage Tracks	Train Crew Facility
Service & Cleaning Platform	Shared w/ Front Range
Light Vehicle Maintenance	Shared with other operators



Cost Estimates: Future Phases

- At this stage of planning, engineering designs are only at 10%, adding a great deal of uncertainty
- It is difficult to predict the effect of inflation on materials and construction costs the further out we look
- A date certain has not been set for the Future Phases

Rail Right-of-Way Elements	Cost Range (2025 \$)	Per
Track Upgrades	\$1.5M - \$2.7M	track mile
Signal Upgrades	\$1.5M - \$2M	mile
Grade Crossing Improvements	\$750K - \$1.5M	location
Tunnel Clearance	\$10K - \$50K	foot
Rockfall / Slope Stability	\$500 - \$2,000	foot

Station Elements		
Platform	Depot	Amenities
Access (ADA)	Multimodal Connections	Parking



Milestone: Mountain Rail Stations Resolutions



February 25th
Town of Granby



March 18th
Town of Winter
Park



March 2nd
Winter Park Resort



March 25th
Rollinsville/Gilpin
County



March 25th
Routt County



April 2nd
Town of Fraser



April 3rd
Town of Hayden



April 8th
City of Craig



April 15th
*City of Steamboat
Springs



April 23rd
Steamboat Ski Resort

**Station locations in Steamboat Springs and West Metro Denver will be identified through a planning process in 2025/26*



Milestone: Moffat Tunnel & Passenger Rail Agreement

The newly signed lease agreement between the State of Colorado and Union Pacific marks a transformative step toward expanding passenger rail service across the state.

25-Year Agreement Signed

The historic lease replaces the 1926 agreement between Colorado and Union Pacific.



Secures Passenger Rail Access

Allows up to 3 daily roundtrips, over 500,000 train miles annually.



Preserves Freight Operations

Ensures continued freight access through the Moffat Tunnel.



Enables Future Expansion

Supports future service to Winter Park, Fraser, Steamboat, and Craig.



Targets 2026 Launch

Daily passenger service between Denver and Granby is set to begin in November 2026.





Next Steps

- **Finalize Service Development Plan**
- **Initiate Station Planning: West Metro and Steamboat**
- **Phase 1 Implementation**
 - Operator and used rolling stock procurement
 - FRA regulatory approvals for service start
 - Design and construction of layover facilities
- **Future Phases**
 - Design and construction of new stations, rail right of way and safety improvements
 - Procurement of new fleet
 - Dependent on delivery model and partnership opportunities



Questions?