

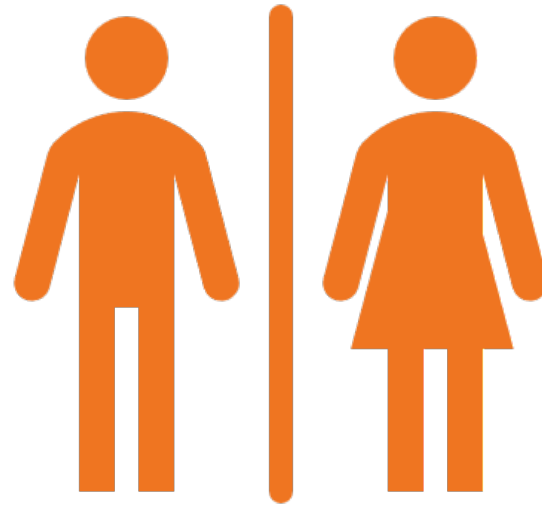


COLORADO

Department of Transportation

Mountain Rail Study Public Open House Meeting June 2025

Safety & Housekeeping





Agenda



- Updates
 - Moffat Tunnel
 - Winter Park Express Season
- Recap of How We Got Here and Timeline
- Final Service Patterns
- Ridership Information
- Phasing and Costs
- Next Steps



Moffat Tunnel Update

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

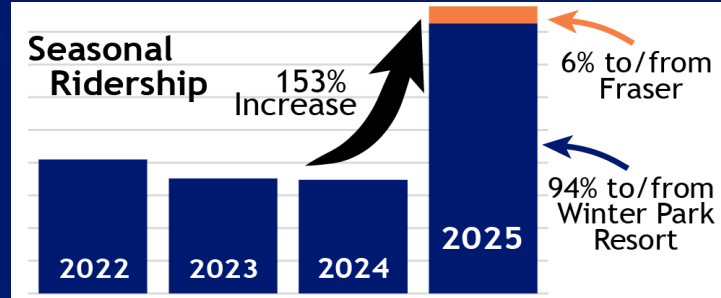
Daily passenger service between Denver and Granby is set to begin in November 2026.





2024-2025 Winter Park Express Season Summary

Ridership



-> Total Ridership: 43,919
(153% increase over 2023-2024)



	2023 - 2024	2024 - 2025	Variance
Capacity	21,673	55,596	157%
Load Factor	80%	79%	(1%)
Average Ticket Price	\$56	\$28	(50%)

On-Time Performance

- > 0 canceled runs this season (vs. 1.5 in 2023-2024)
- > Outbound: Denver -> WPR: 89.9% on-time at WPR
- > Inbound: WPR -> Denver: 71% on-time at DEN





Public Engagement Overview

Held **9 open houses** to date across the project area, delivered a **comprehensive project overview**, covering:

- ✓ Potential station locations
- ✓ Phased implementation strategy
- ✓ High-level service pattern options
- ✓ Funding considerations
- ✓ Project timeline
- ✓ Service development plan
- Answered public questions during the presentation
- Facilitated small group breakout sessions for in-depth discussions





Public Engagement Overview Results

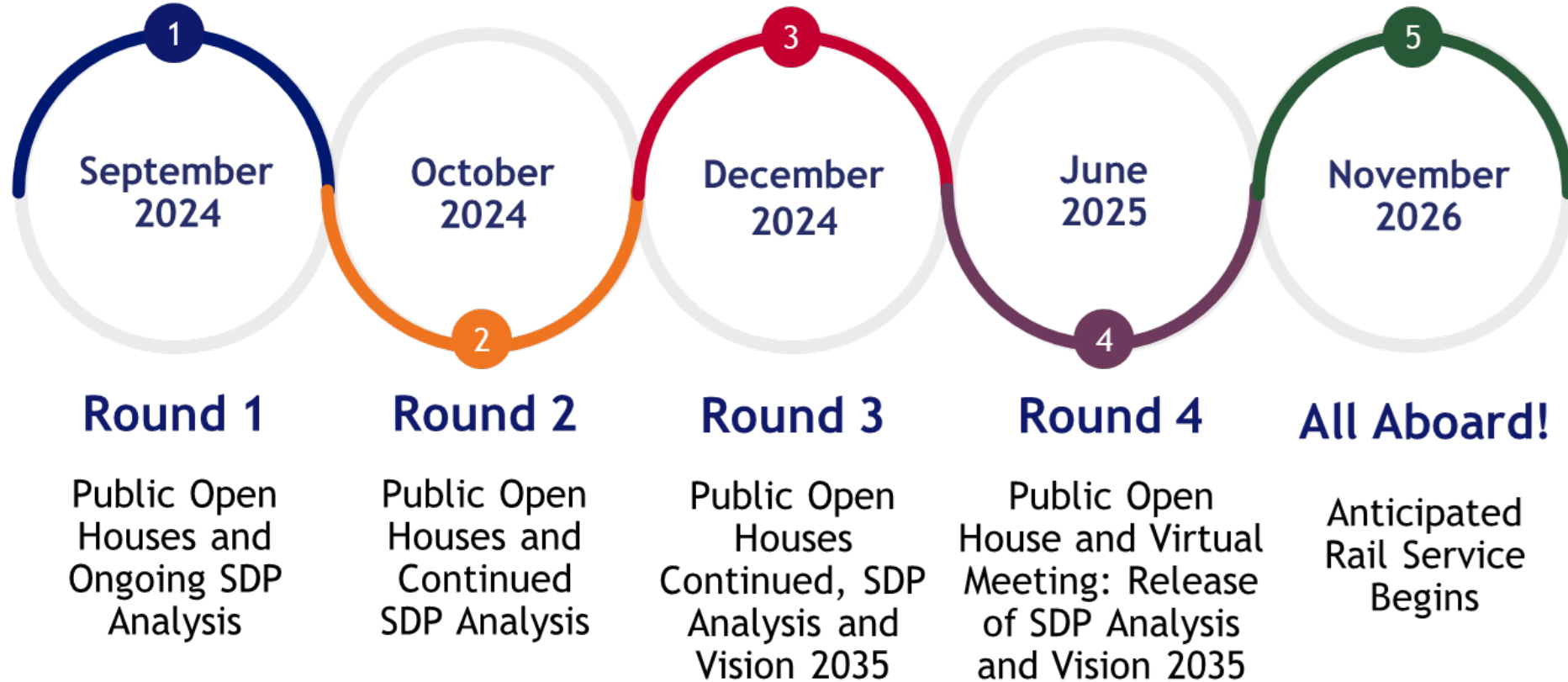
Insights gathered from 9 open houses held across the project area:

- Strong interest in potential station locations and how they connect to surrounding neighborhoods
- Desire for clear, phased implementation to minimize disruption and provide early benefits
- Questions and preferences related to different service pattern options and frequencies
- Concerns about funding sources and long-term financial sustainability
- Requests for clarity on project timeline and when service could begin
- Suggestions to align service development with local growth and travel patterns
- Valuable input shared including location-specific concerns, accessibility needs, and environmental considerations





Timeline



Ongoing stakeholder updates
continue past service plan development



Short Pattern





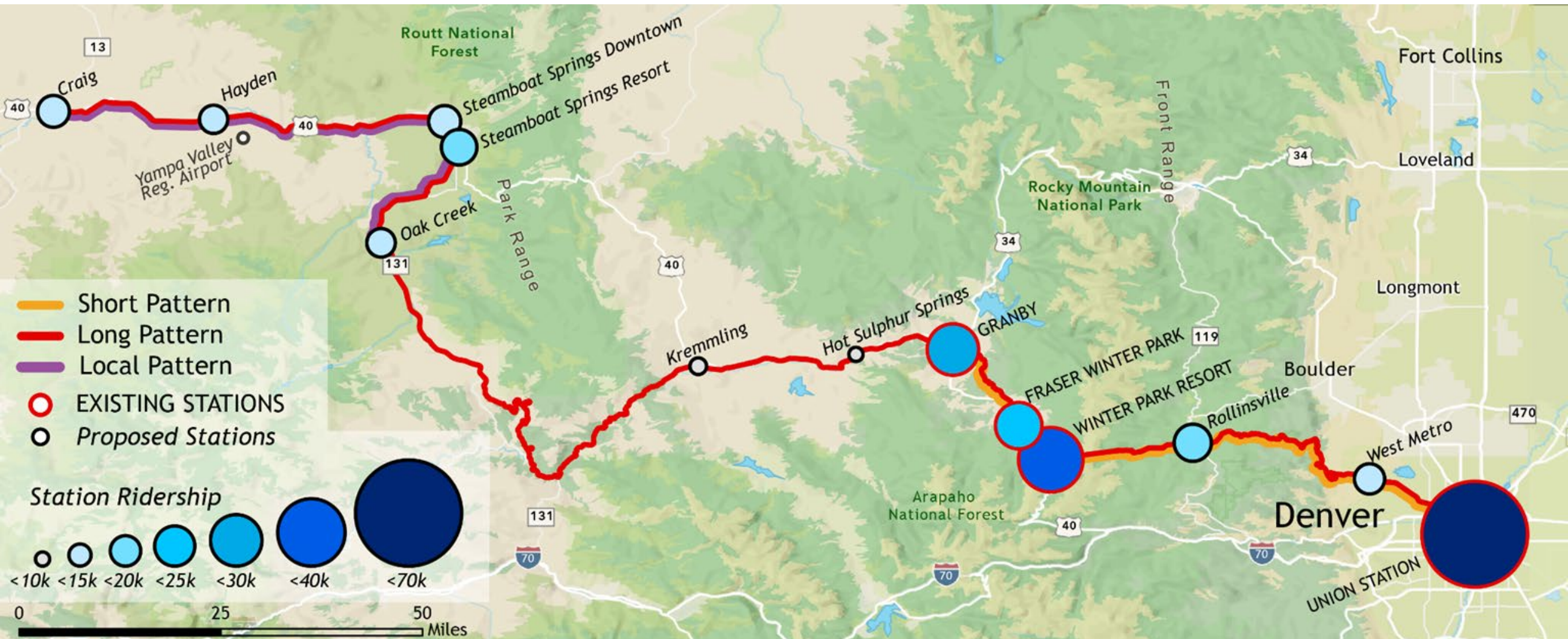


Yampa Valley Service Pattern





Preliminary Ridership Estimate





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
- Provides 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

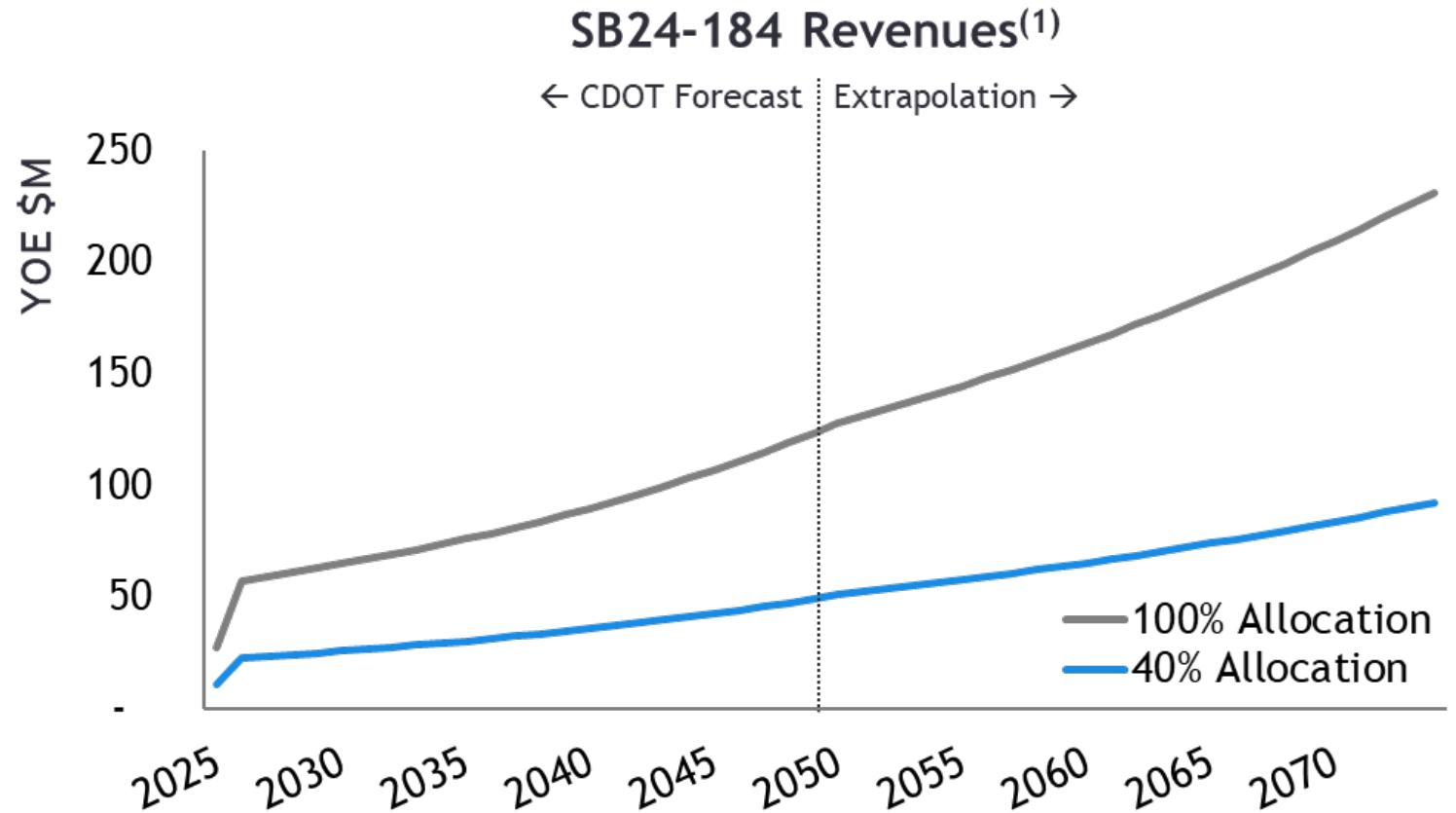
- Adds local service between Craig and Oak Creek
- May add new stops at: Oak Creek, Steamboat Springs, Yampa Valley Regional Airport, Hayden, and Craig
- Service launch projected for the 2030 timeframe but may change based on discussions in the Yampa Valley about local partnerships

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



Revenue Estimate: SB24-184

- **SB-184** imposes a daily rental car fee up to \$3 commencing on Jan. 1, 2025, adjusted annually for inflation.
- Receipts are estimated at \$57m in FY26, growing to \$110m by FY50, and are subject to allocation across multiple projects.
- The chart illustrates revenues at 100% and 40% allocation levels.



(1) Source: CDOT forecast through 2050; assumes CPI thereafter.



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

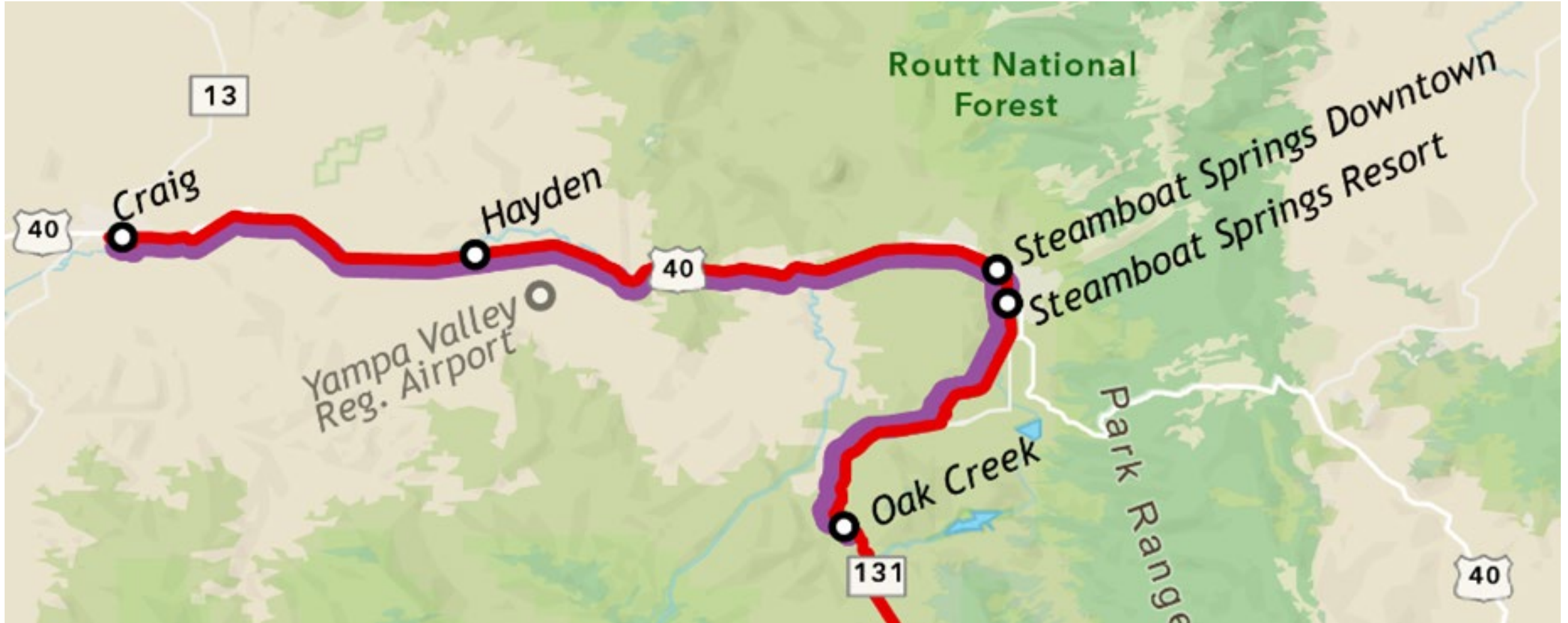
- At this stage of planning, engineering designs are only at 10%, adding a great deal of uncertainty
- It is difficult to predict the effect of inflation on materials and construction costs the further out we look
- A date certain has not been set for the Future Phases

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



Yampa Valley Service Infrastructure



Infrastructure necessary for Yampa Valley service:

- Layover facility
- Track improvements
- Centralized Traffic Control (CTC)
- Positive Train Control (PTC)
- Tunnel clearance improvements
- Platforms w/ADA access



Short Pattern Initiation: November 2026

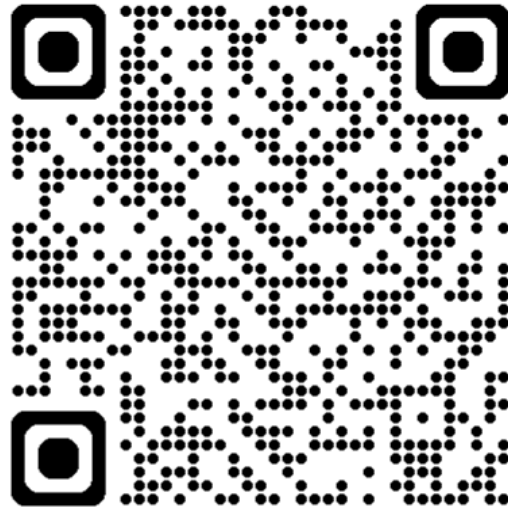
- Operator and used rolling stock procurement
- FRA regulatory approvals for service start
- Design and construction of Granby Layover Facility
- Design and construction of Denver Layover Facility

Future Phases

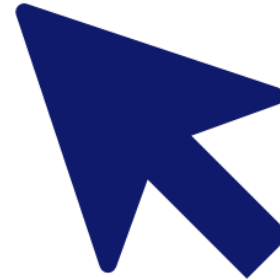
- Design and construction of new stations
- Design and construction of capacity, track and safety improvements
- Procurement of new fleet
- FRA regulatory approvals for extension of service
- Dependent on delivery model and partnership opportunities



Keep in the Know!



Scan QR code
to view the
website



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