

FRPR FRONT RANGE
PASSENGER RAIL

COMMUNITY Q&A





Commuting

Solutions

Welcome

Audrey DeBarros

Executive Director,
Commuting Solutions

Agenda

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Audrey DeBarros

Executive Director, Commuting Solutions

Opening Remarks

Mayor Susie Hidalgo-Fahring, City of Longmont

Joan Peck, FRPRD Board Member, Former Mayor, City of Longmont

FRPRD Overview

John Putnam

Board Chair, Front Range Passenger Rail District

Longmont Station

Harold Dominguez, City Manager, City of Longmont

Ethan Johnson, Vice President of Operations, Front Range Community College

Q&A

Audrey DeBarros, John Putnam, Harold Dominguez,

Ethan Johnson

Next Steps

Audrey DeBarros



Opening Remarks

Susie Hidalgo-Fahring
Mayor, City of Longmont



Opening Remarks

Joan Peck

Secretary, Front Range Passenger
Rail Board of Directors
Former Mayor, City of Longmont



FRPR FRONT RANGE
PASSENGER RAIL

About the Front Range Passenger Rail District

John Putnam

Chair, Front Range Passenger
Rail Board of Directors

About the Front Range Passenger Rail District



Created by the Colorado General Assembly in 2021

Empowered to refer tax question for voter approval

Statutory direction to plan, finance, construct and operate intercity passenger rail

Discussions have commenced with **the Broncos** to consider a special event station at their new stadium location.



Joint Service: Accelerates Service Delivery

**Starter Service: 3 daily round trips by 2029
(Denver–Fort Collins)**

**Capital build-out fully funded by RTD & state
enterprises**

**Ballot funds go directly to station & service
expansion**



Longmont

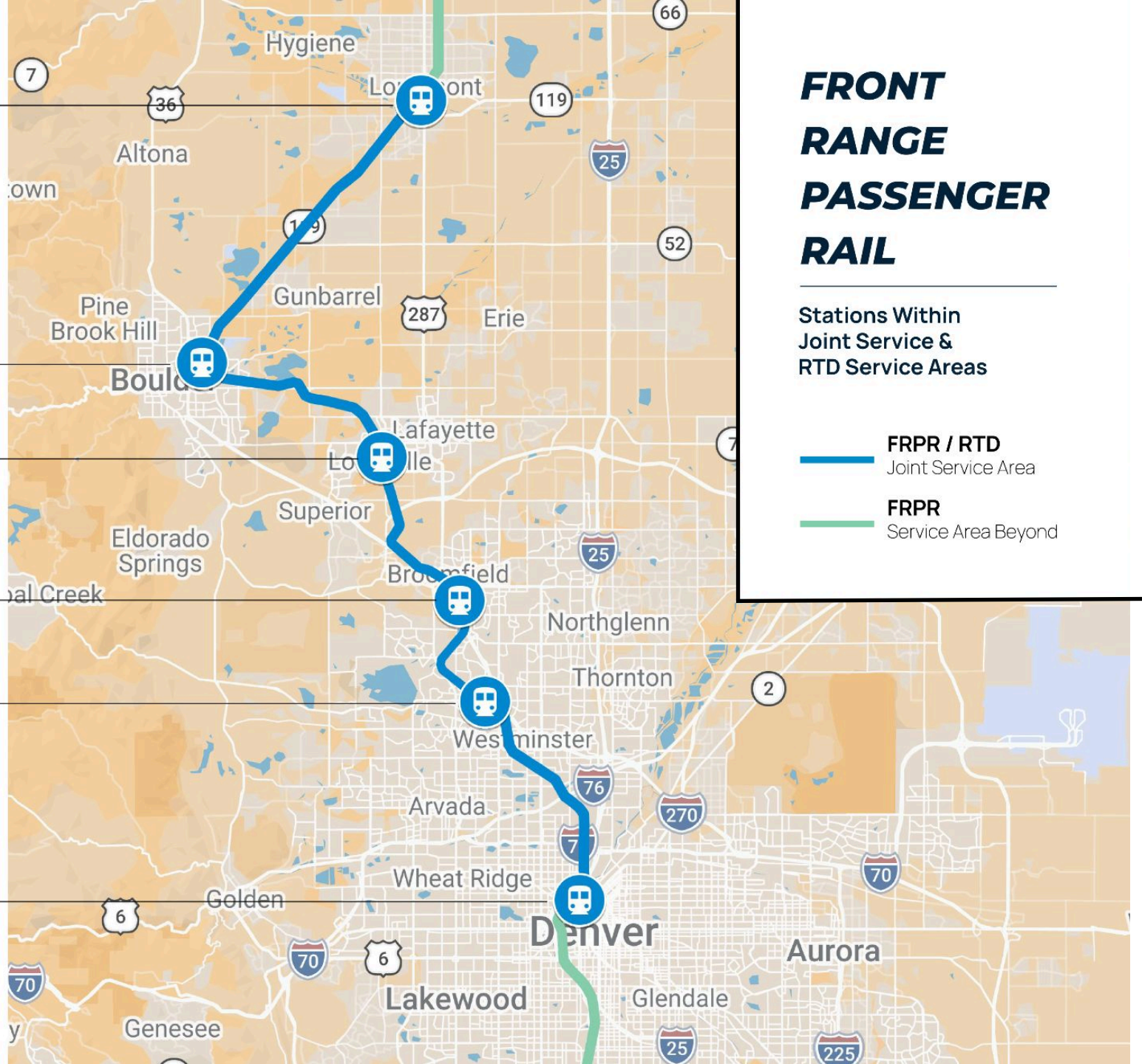
Boulder

Louisville

Broomfield

Westminster

Denver



FRONT RANGE PASSENGER RAIL

Stations Within Joint Service & RTD Service Areas

- FRPR / RTD Joint Service Area
- FRPR Service Area Beyond

WITH SPECIAL GUESTS

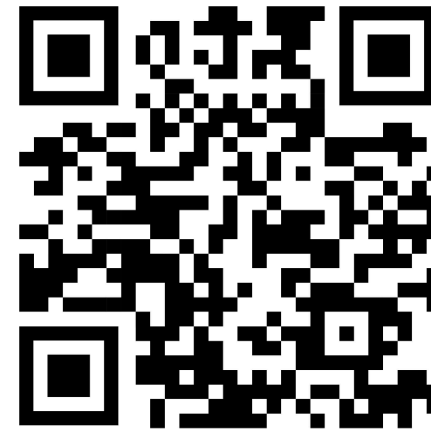
JOINT SERVICE ANNOUNCEMENT

THURSDAY

April 9, 2026

10:30-11:30 AM MST

Please join the Joint Service negotiation team as they announce details of the term sheet between the State and BNSF to commence passenger rail from Denver to Fort Collins. This webinar will share exciting, new details of the negotiations.



[REGISTER NOW](#)



LISA KAUFMANN

Sr. Strategic Advisor,
Governor Polis



DEBRA JOHNSON

GM/CEO, Regional
Transportation District



SAL PACE

GM, Front Range
Passenger Rail District

NORTHWEST METRO REGION FRONT RANGE PASSENGER RAIL TOWN HALL SERIES



Longmont Museum and Cultural Center

April 8, 2026
6:00 - 7:30 p.m.



East Boulder Recreation Center

April 15, 2026
6:00 - 7:30 p.m.



Westminster City Hall

April 29, 2026
6:00 - 7:30 p.m.

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LEARN MORE



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**REGISTER
NOW**



Colorado Connector: Full Corridor Development



13 stations spanning the corridor

Connecting major cities from Fort Collins to Pueblo

Generally following the I-25 corridor

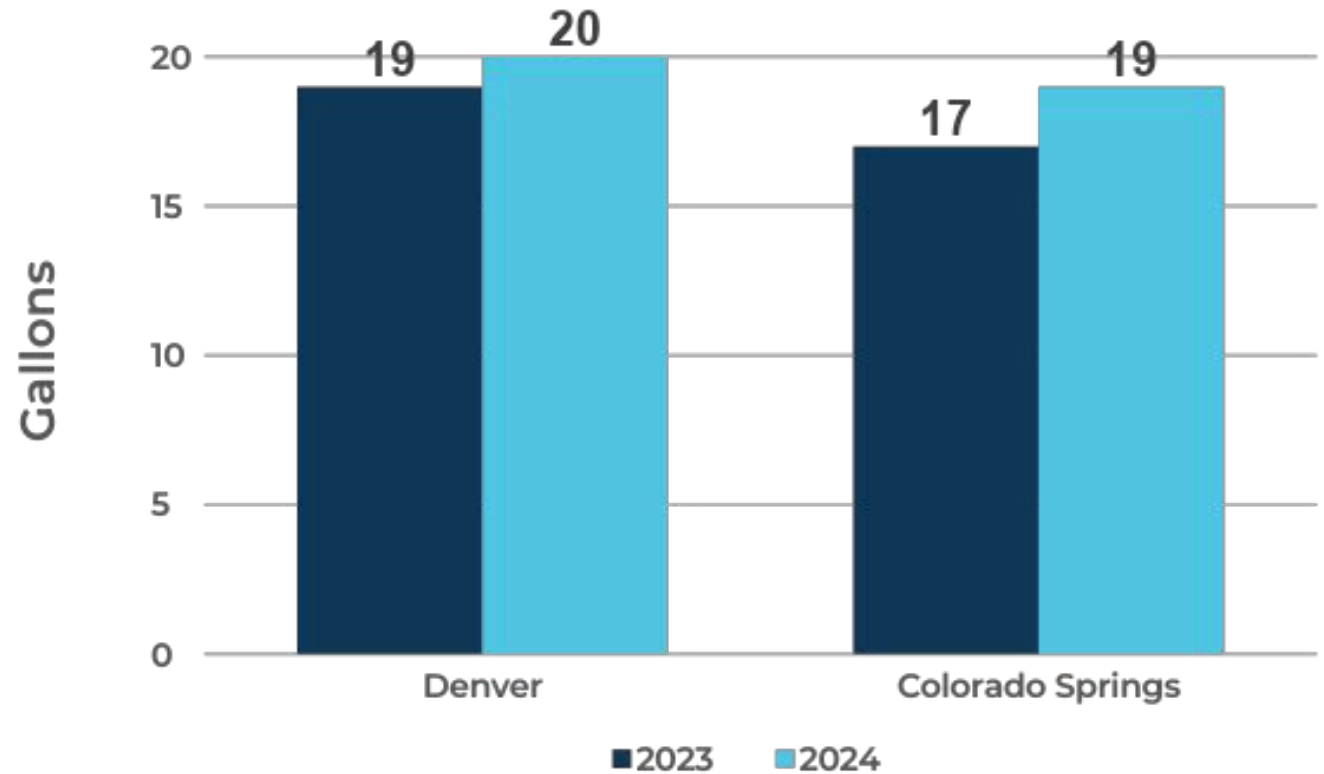
Vision: Connections to Wyoming and New Mexico



Why Front Range Rail: Improve Air Quality

Fuel consumption is increasing year over year . In 2024, the average Denver metro commuter consumed an excess of 20 gallons just because of traffic delays .

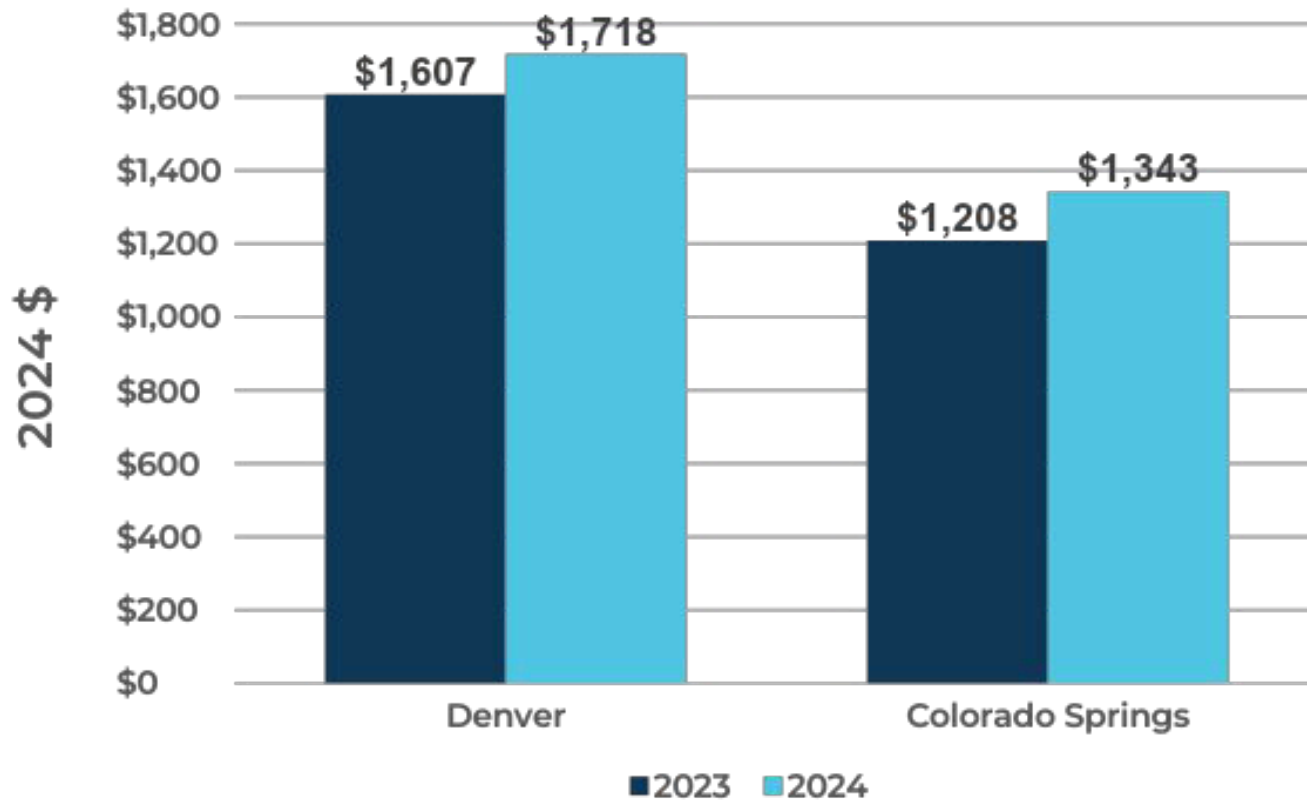
Excess Fuel Consumed per Commuter



*Source: 2025 Urban Mobility Report

Why Front Range Rail: Reduce Costs

Annual Congestion Cost per Commuter



Congestion costs are increasing year over year for commuters. In 2024, the congestion cost on the average Denver metro commuter was \$1,718.



Moving Forward: The Front Range Passenger Rail District is exploring a 2026 ballot question

Next steps include...

Stakeholder Engagement

Complying with statutory mandate for outreach ahead of ballot referral.

Development of Operational Plans

Developing required plans that outline how funding would be managed, safeguarded, and tied to clear service outcomes before any potential ballot consideration.

Local Return

Millions of Dollars Sent Annually to Municipalities

- Purpose: Support local vision while strengthening downtown communities**
- Funds for stations, local connections (e.g., sidewalks, bike access, and transit), and community improvements**
- Local communities maintain local control over station area ownership and management**





Harold Dominguez



Ethan Johnson

LONGMONT STATION

Harold Dominguez

City Manager, City of Longmont

Ethan Johnson

Vice President of Operations,
Front Range Community College

TRANSIT-FRIENDLY PLANNING

LONGMONT'S FUTURE RAIL STOP



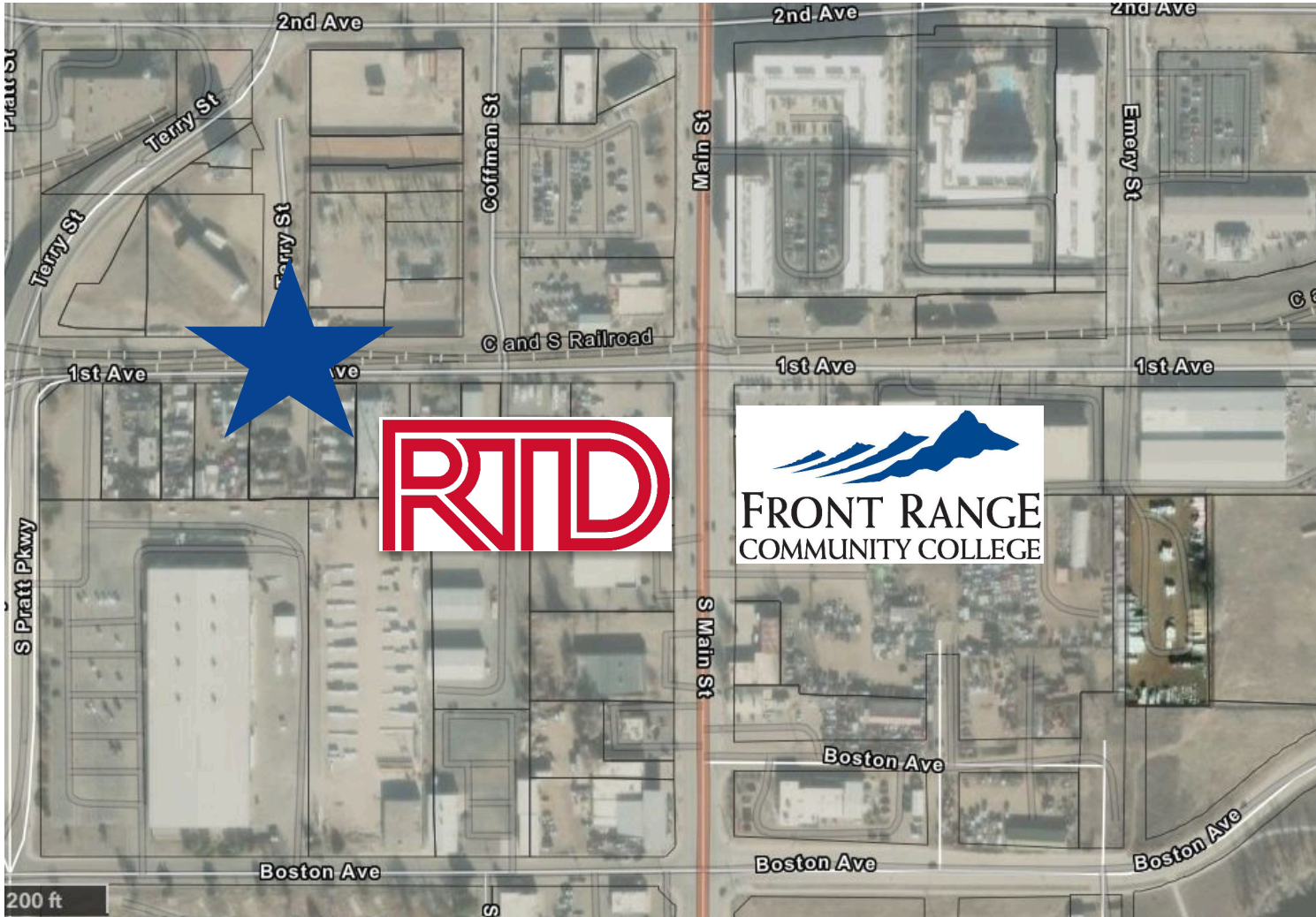
APRIL 8, 2026

What FRPR means for Longmont

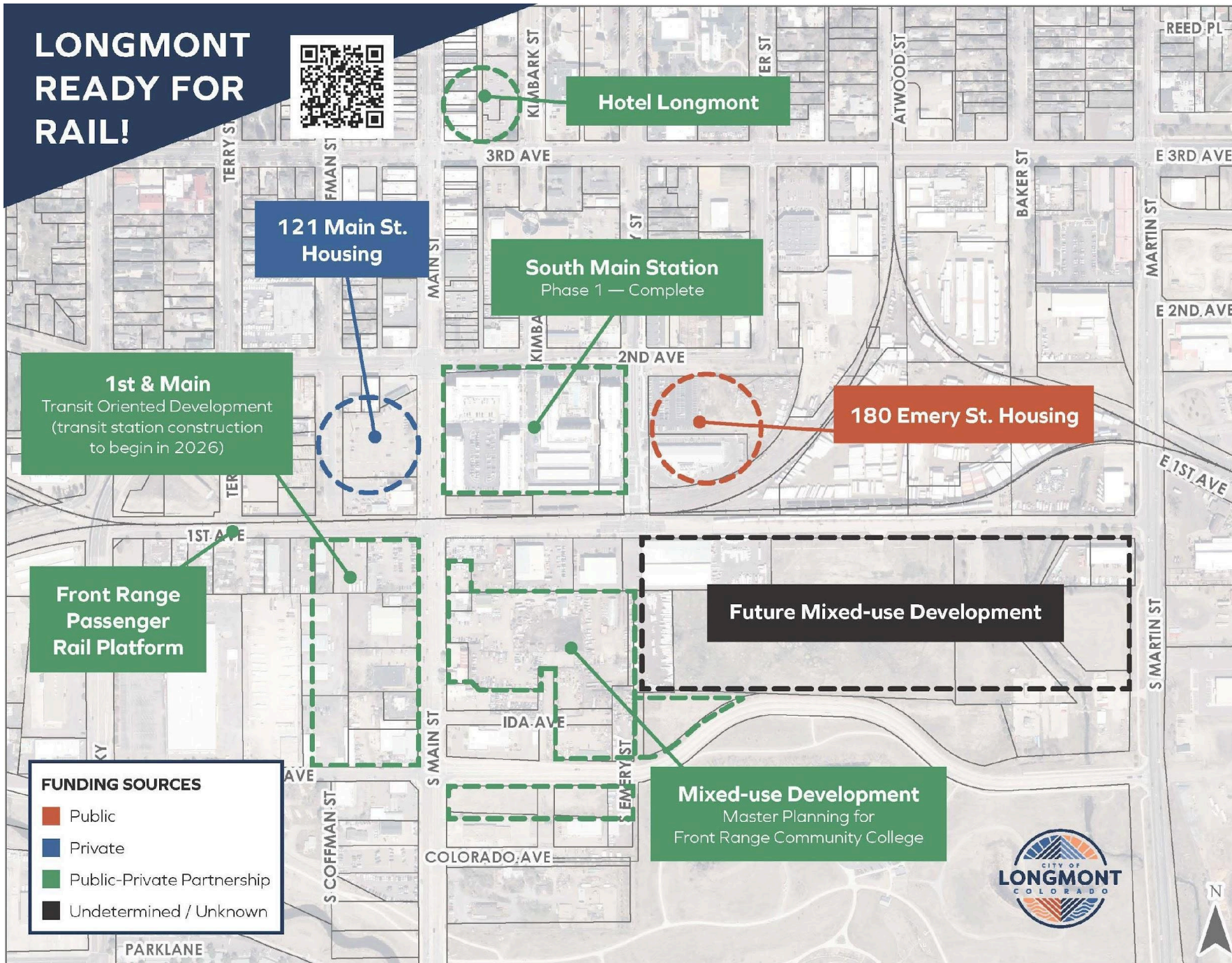
- Train service allows people to connect to places that they want to go (recreation, schools, jobs)
- Economic Development
- Bringing people into Longmont and bringing additional services to downtown



Longmont
station
location



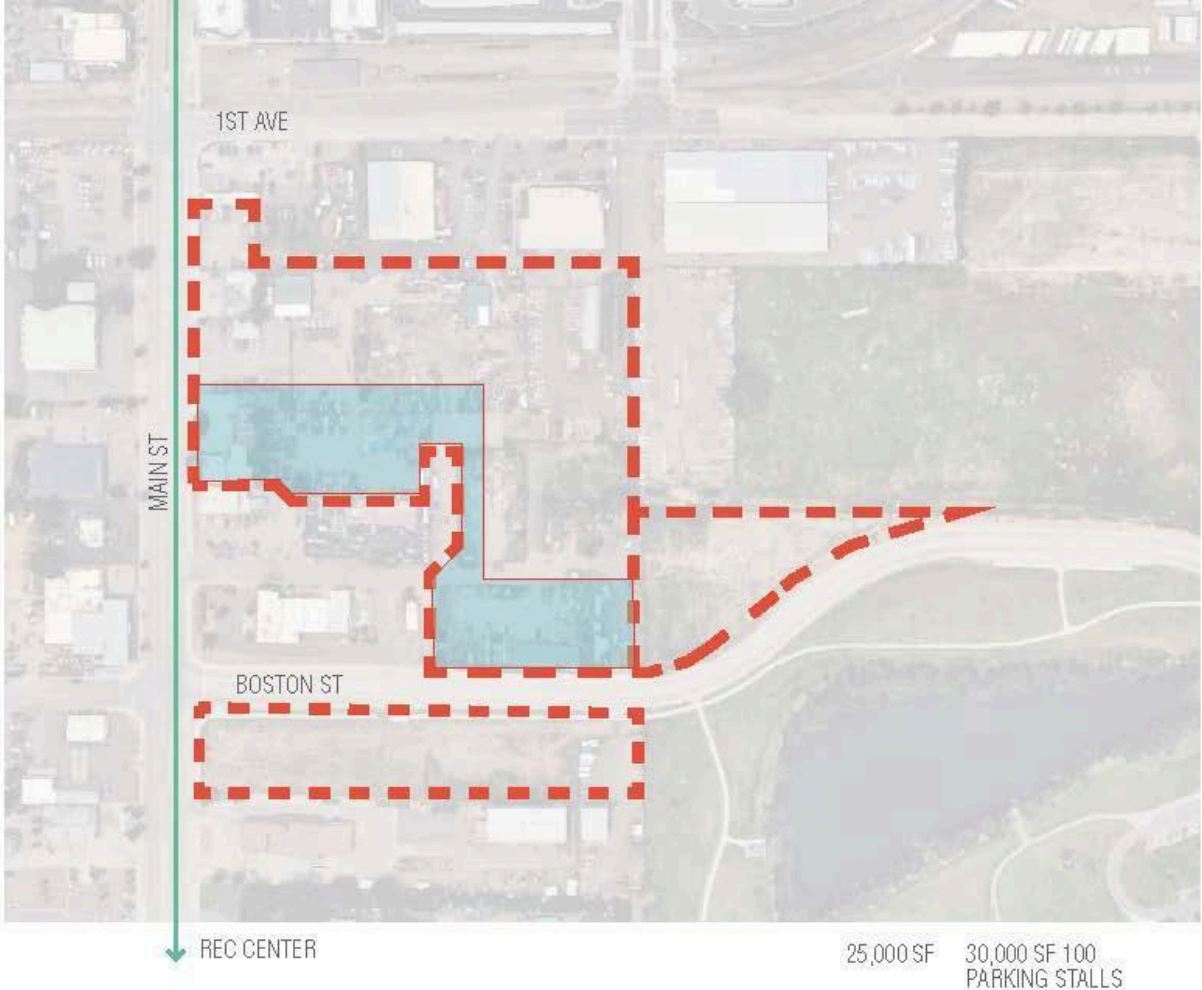
LONGMONT READY FOR RAIL!



Scan the QR code to visit the StoryMap

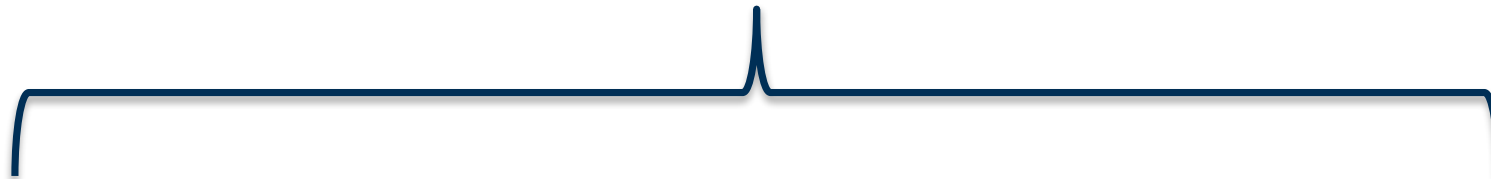


Master Planning Location for FRCC Campus



One Campus. One Rail Line.

Multiple Locations Connected Across Colorado



Westminster Campus
Westminster, CO



Boulder County Campus
Longmont, CO



Larimer County Campus
Fort Collins, CO

Q+A





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City Manager, City of
Longmont



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John Putnam
Chair, Front Range
Passenger Rail Board
of Directors

Next Steps and Closing



**THANK
YOU,**

LONGMONT

FRPR

**F R O N T R A N G E
P A S S E N G E R
R A I L**

Info@FRPRDistrict.com

RideTheFrontRange.com



APPENDIX



COLORADO

**Office of Economic Development
& International Trade**

Joint Service: Where Rail Service in Logmont Will Begin

Branden Shafer

Special Advisor, Transit and Passenger
Rail, Colorado Office of Economic
Development & International Trade

What is Joint Service?

- **A collaborative effort between RTD, FRPRD, and CDOT to develop starter passenger rail service by Jan 2029:**
 - a. Maximizing existing resource: **No** new tax revenue needed
 - b. One operator: Likely Amtrak
 - c. One Access Agreement with BNSF
 - d. Maintain intercity passenger rail classification, not commuter

- **Station Locations:**
 - a. Denver Union Station
 - b. Westminster
 - c. Broomfield
 - d. Louisville
 - e. Boulder
 - f. Longmont
 - g. Loveland
 - h. Fort Collins

Why was the Joint Service model developed?

Joint Service streamlines the planning and project delivery processes and pools revenue and technical capabilities amongst CDOT, RTD, and FRPR.

- In 2004, Colorado voters passed FasTracks “new increase in sales tax” (57¢ - 43¢) tied to a list of projects including a commuter rail line between Denver, Boulder and Longmont - Northwest Rail.
- In 2021, the General Assembly created the Front Range Passenger Rail District to establish a passenger rail system from Fort Collins to Denver to Colorado Springs and Pueblo.
- In 2024, RTD released their *Peak Service Feasibility Study* which studied 3 trains a day and concluded they did not have enough resources alone in the near term.
- FRPR and RTD pursuing separate, siloed rail projects will lead to natural inefficiencies:
 - ◆ Larger budgets due to increased capital projects
 - ◆ Multiple access agreements leading to higher annual operations and maintenance costs
 - ◆ Impacted rider experience
- **Through collaboration, joint financing, and creating a hybrid system between commuter and intercity passenger rail, Joint Service can deliver a cost efficient service by 2029 without any new taxes needed to commence service.**

What are the financials behind Joint Service?

- **Great News:** Between the three revenue streams – SB 184 Rental Car Fee, SB230 Oil and Gas Fee, and RTDs existing FasTracks Sales Tax – there are enough financial resources and cost efficiencies available to commence a starter passenger rail service ***without needing a vote to increase revenue.***

Joint Service Progress to Date



Front Range Passenger Rail accepted into Phase II Corridor ID Program.

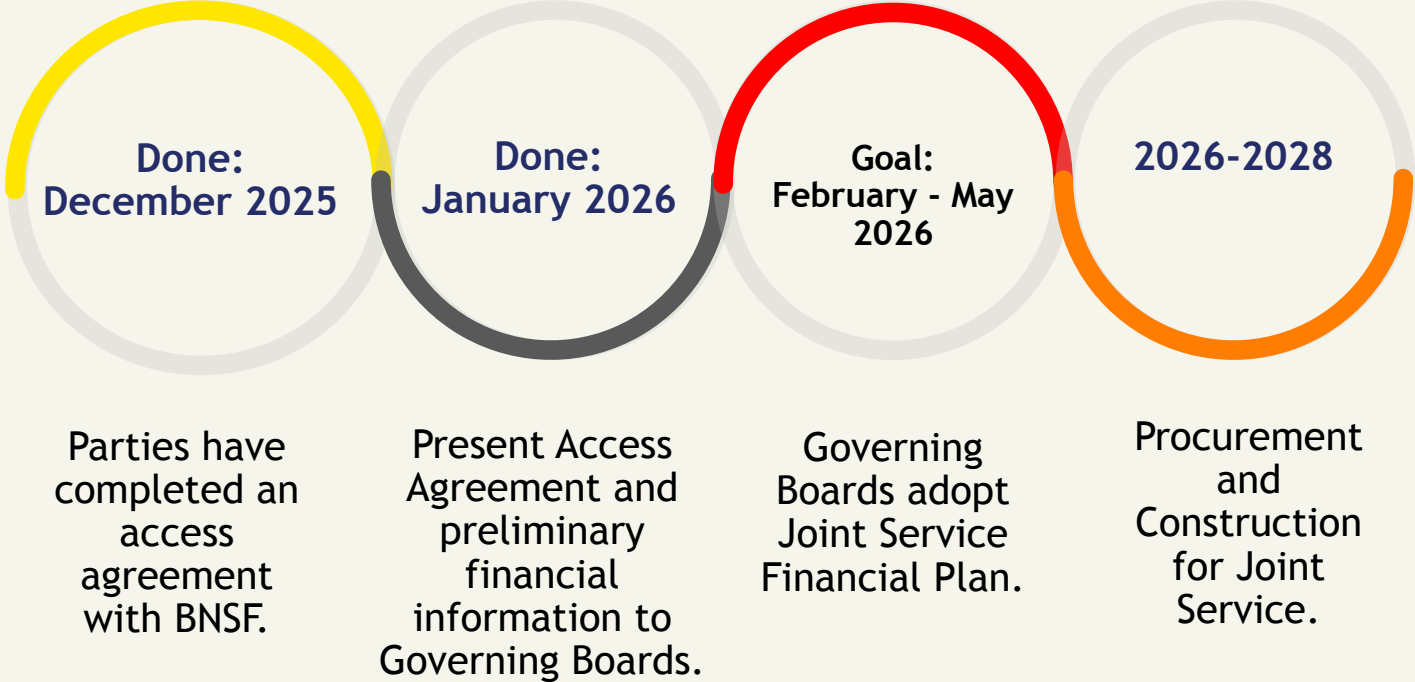
Governor Polis signs two new revenue streams to support passenger rail efforts into law. (SB24-184, SB24-230)

Joint Service Principals from CDOT, RTD, and FRPR convene to begin collaborating towards Joint Service.

Governing Boards at CDOT, FRPR, and RTD enter into an IGA to advance Joint Service.

Access Agreement negotiations commence amongst BNSF and Joint Service leadership.

Joint Service Lookahead



What will the corridor likely learn from final access agreement?

→ Core Details

- ◆ Agreement on route and stops
- ◆ Initial schedule and meets
- ◆ Structure of the relationship between Class I Railroad, State of Colorado, and Operator
(*Important cost savings*)

→ Economics

- ◆ Access Fee
- ◆ Annual Operations & Maintenance Cost
- ◆ Insurance and Indemnification requirement
- ◆ Performance Incentives

→ Construction

- ◆ Needed capital projects
- ◆ Process for future service changes, or increased frequency

What will the corridor *NOT* likely learn from final access agreement?

→ Economics:

- ◆ Annual operating costs for the *operator* and associated maintenance costs
- ◆ Purchasing and/or leasing rolling stock options

→ Timeline:

- ◆ Expansion of service for full buildout of FRPR

Conclusion

- We are on a path to deliver an initial starter passenger rail service from Denver to Fort Collins with no new taxes needed to commence service by 2029.
- Joint Service is the starter service and Governor Polis remains committed and supportive of the full vision of Front Range Passenger Rail from Fort Collins to Pueblo and onto Trinidad.
- Providing this proof of concept is critical to future expansion and show voters that the State can deliver on large projects.