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Greater Denver Transit Front Range Passenger Rail System Introduction - May 2023

Front Range Passenger Rail

Imagine a **fast and reliable passenger rail system** that connects the towns and cities along the entire Front Range...

Communities linked together with employment opportunities, education centers, Denver International Airport, and leisure destinations.

Frequent, all-day service enables easy visits to multiple destinations in a single day without driving.

Fast center-to-center journey times from speeds of up to 125mph.



Why Build Rail?



Investing in rail brings **economic growth and benefits** that extend beyond the main city center of a region.

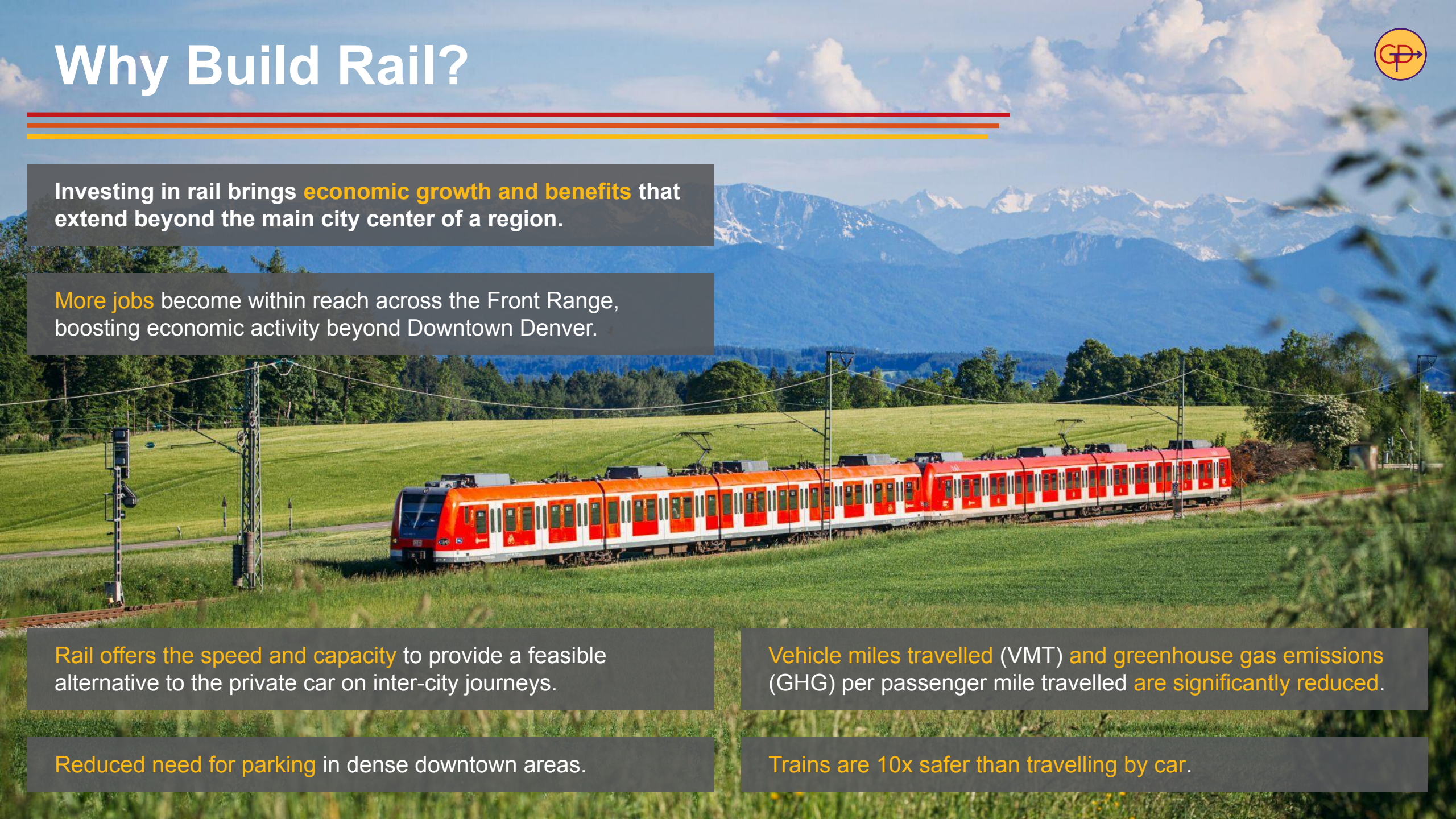
More jobs become within reach across the Front Range, boosting economic activity beyond Downtown Denver.

Rail offers the **speed and capacity** to provide a feasible alternative to the private car on inter-city journeys.

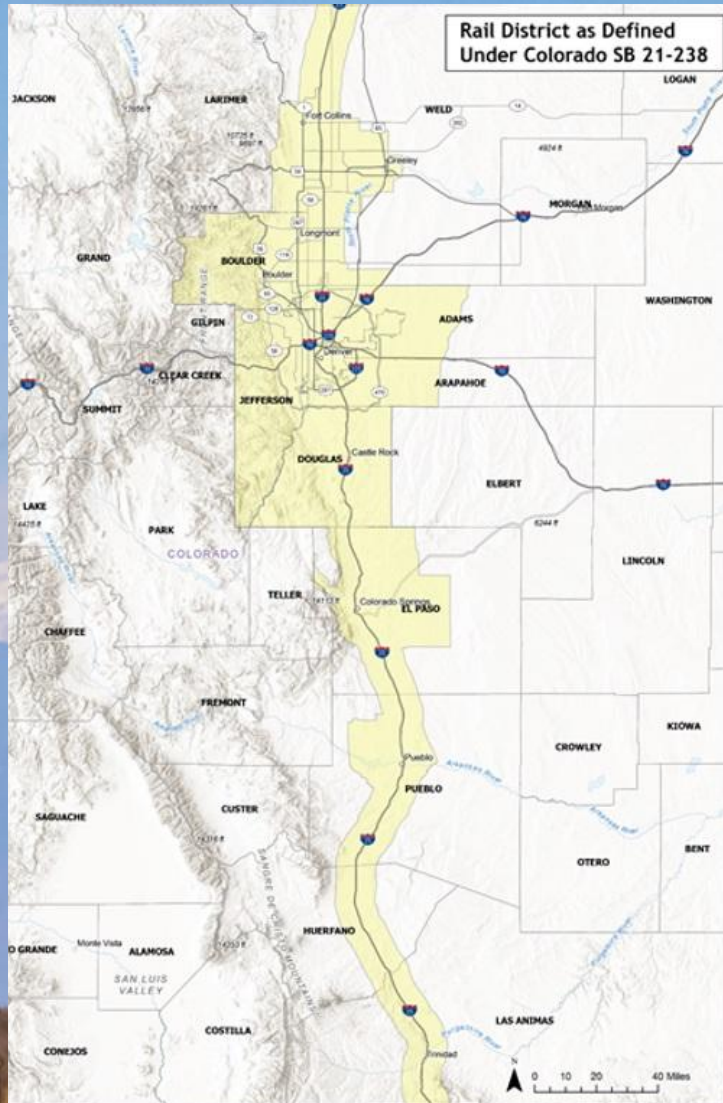
Reduced need for parking in dense downtown areas.

Vehicle miles travelled (VMT) and greenhouse gas emissions (GHG) per passenger mile travelled **are significantly reduced**.

Trains are 10x safer than travelling by car.



The FRPR District



The **Front Range Passenger Rail (FRPR) District** and **CDOT** are leading the development of a intercity rail service that spans the Front Range.

FRPR District formed in 2022 by Colorado Act SB 21-238 to create an 'interconnected passenger rail system along the Front Range'.

FRPR District must collaborate with RTD & Amtrak (where appropriate).

CDOT working with **HNTB Corporation** to produce the **Service Development Plan**.

Ballot measure in 2026.



Core Route Options



The **FRPR 2020 Alternatives Evaluation Report** selected three possible alternatives for the core section. All 3 alternatives were recommended for further study.

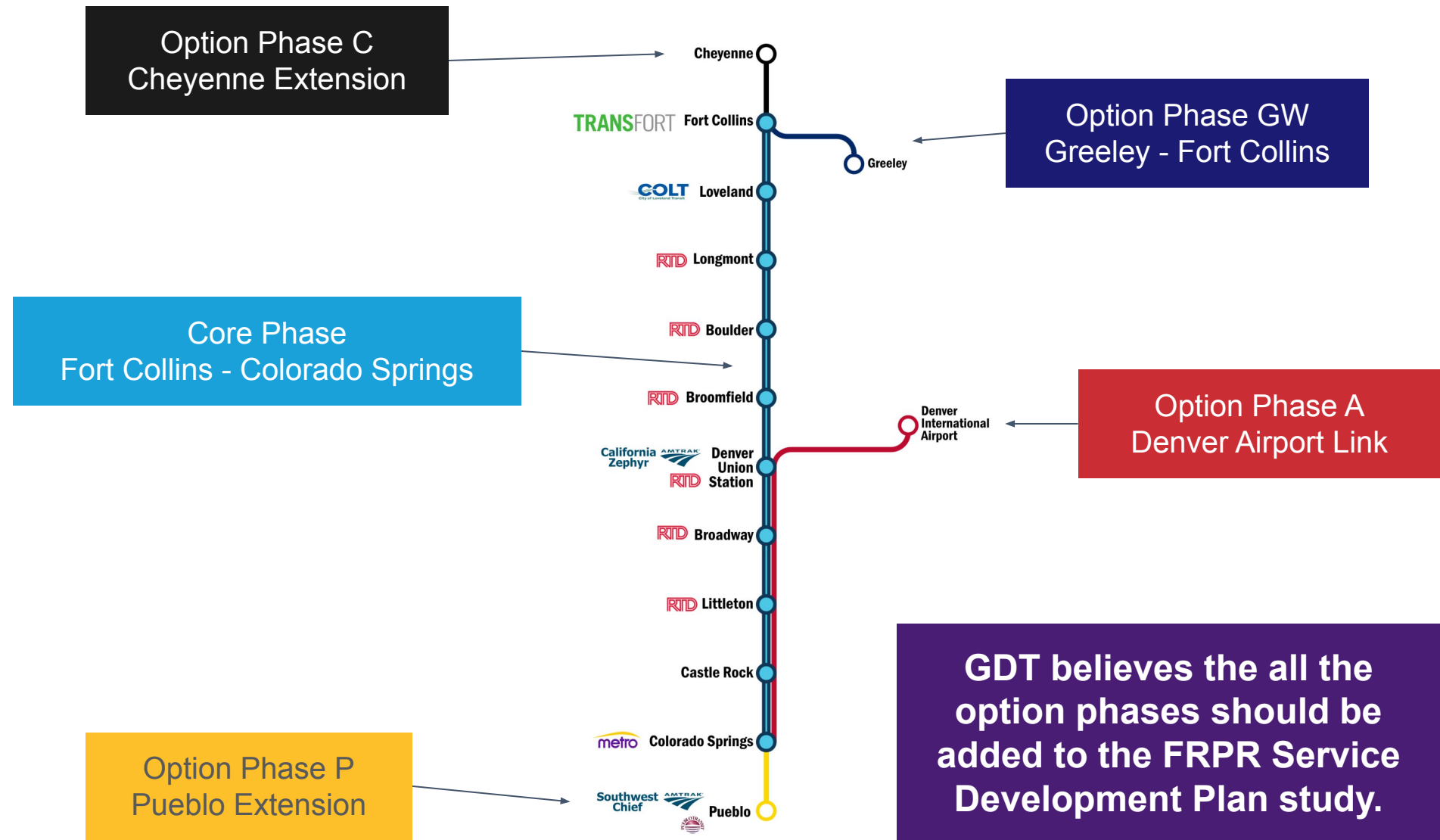
BNSF Right-of-Way Alternative (Green):
Serves Longmont, Boulder, Denver Union Station and Littleton.

BNSF Right-of-Way + North I-25 EIS Commuter Rail Alternative (Yellow):
Serves Longmont, Denver Union Station and Littleton.

I-25 + E-470 Highway Alternative (Purple):
Serves Denver Airport, Centennial and development east of Denver.

GDT believes the **BNSF Right-of-Way Alternative** would provide the most value to riders, community members, and the state.

GDT Preferred Initial Phasing



GDT believes the all the option phases should be added to the FRPR Service Development Plan study.



FRPR & RTD Partnership

The usefulness of the FRPR system hinges on connectivity & interoperability with the existing RTD commuter rail lines.

FRPR will be complimentary, not competitive with RTD.

Proposed FRPR & existing RTD commuter rail trains can run on the same tracks (same propulsion / signalling technology).

Core section north of Denver to Boulder / Longmont may be built and operated as a partnership with RTD.

Core section south of Denver to Littleton may be created by upgrading the RTD Central Platte Valley & Southwest Light Rail Lines (C Line) to heavy / commuter rail standards.

Southwest rail service may be extended to Highlands Ranch.



Direct Denver Airport Link?

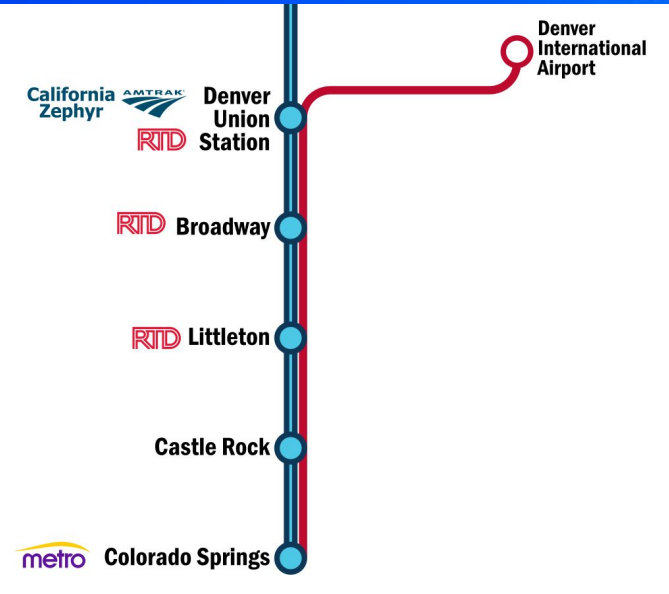
Core constituencies of FRPR outside of Denver demand a **direct link to Denver Airport (DEN)**.

Option Phase A provides Southern Colorado communities a fast, **one-seat ride to Denver International Airport**.

Avoids the cost of building new airport link track through sparsely populated land on the fringes of the metro.

New **½ mile twin tunnels** would connect FRPR tracks through Denver Union Station to the RTD's A Line.

Northern Colorado residents travelling from Boulder or Fort Collins **have an easy transfer** at Denver Union Station.





Who Would Ride It?

Intercity rail across the Front Range would be used by the **widest swath of Coloradans** of any car-alternative transit investment to date.



Airport Passengers



Business Travelers



College Students



Commuters



Concert Goers



Event Participants



Sports Fans



Tourists



Public Support

Surveys show an **overwhelming majority of Front Range residents support connecting our region with rail.**

In a 2019 FRPR project survey, **85% supported passenger rail service** as a mode of transportation for residents and communities along the Front Range.

In the same survey, **92% said they would be interested in using a passenger rail service along the Front Range.**

In a 2022 Rail Passenger Association poll, **78% of Americans said they wanted increased investments in passenger rail in the U.S.**

The public desire for a train is clear, but **we need cooperation and leadership from our elected officials to make it a reality.**



Show Your Support!



Reach out to the following representatives to make your voice heard with [@GreatDenTransit](#) to [#BuildFRPR](#).

Governor of Colorado
[@GovofCO](#)

Colorado Senior Senator
[@SenatorBennet](#)

Amtrak
[@Amtrak](#)

Denver Mayor's Office
[@DenversMayor](#)

Colorado Springs Mayor's
Office [@MayorofCOS](#)

Colorado Junior Senator
[@Hickenlooper](#)

Colorado Department of
Transportation
[@ColoradoDOT](#)

Regional Transportation
District (RTD)
[@RideRTD](#)

Denver Dept. of Transport.
& Infrastructure (DOTI)
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Transportation
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Greater Denver Transit
Thank You!

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