



STAFF BRIEFINGS and WORK SESSIONS

Hybrid Meeting

AGENDA

August 12, 2025, Immediately Follow Hearings

BCC Boardroom, 5th Floor and WebEx Virtual Platform

Join our virtual meeting via WebEx

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Access Code/Webinar Number: 2480 459 0596

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1. Work Session	
1.1 Emergency Management - Communication Presented by: Nathaniel Whittington	
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1.3 Quantum COmmons, Colorado Mountain Passenger Rail and Front Range Passenger Rail Presented by: Abel Montoya, Tugce Ucar Maurer and Christina Lane	28
2. Briefing Items - No Briefing Items	
3. Reports - No Reports	
4. Executive Session - No Executive Session	
5. Adjourn	



H.R.1 Work Session

Presented by Dan Conway and County Staff

August 12, 2025



JEFFERSON
COUNTY COLORADO

Agenda

Overview

- Objectives
- From Policy to People
- Timeline Summary

Programmatic and Service Delivery Impacts

Fiscal Impact

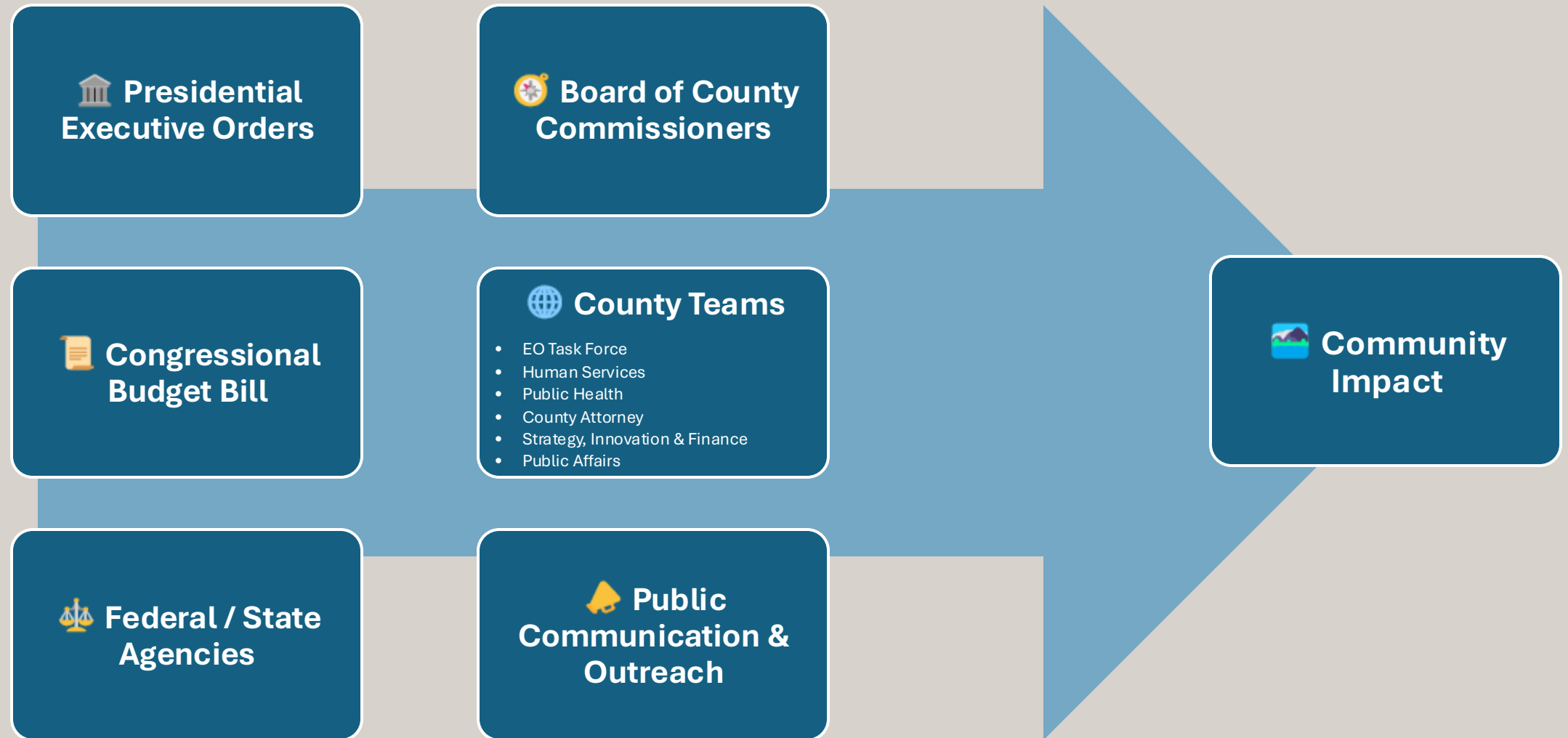
Considerations and What's Next?

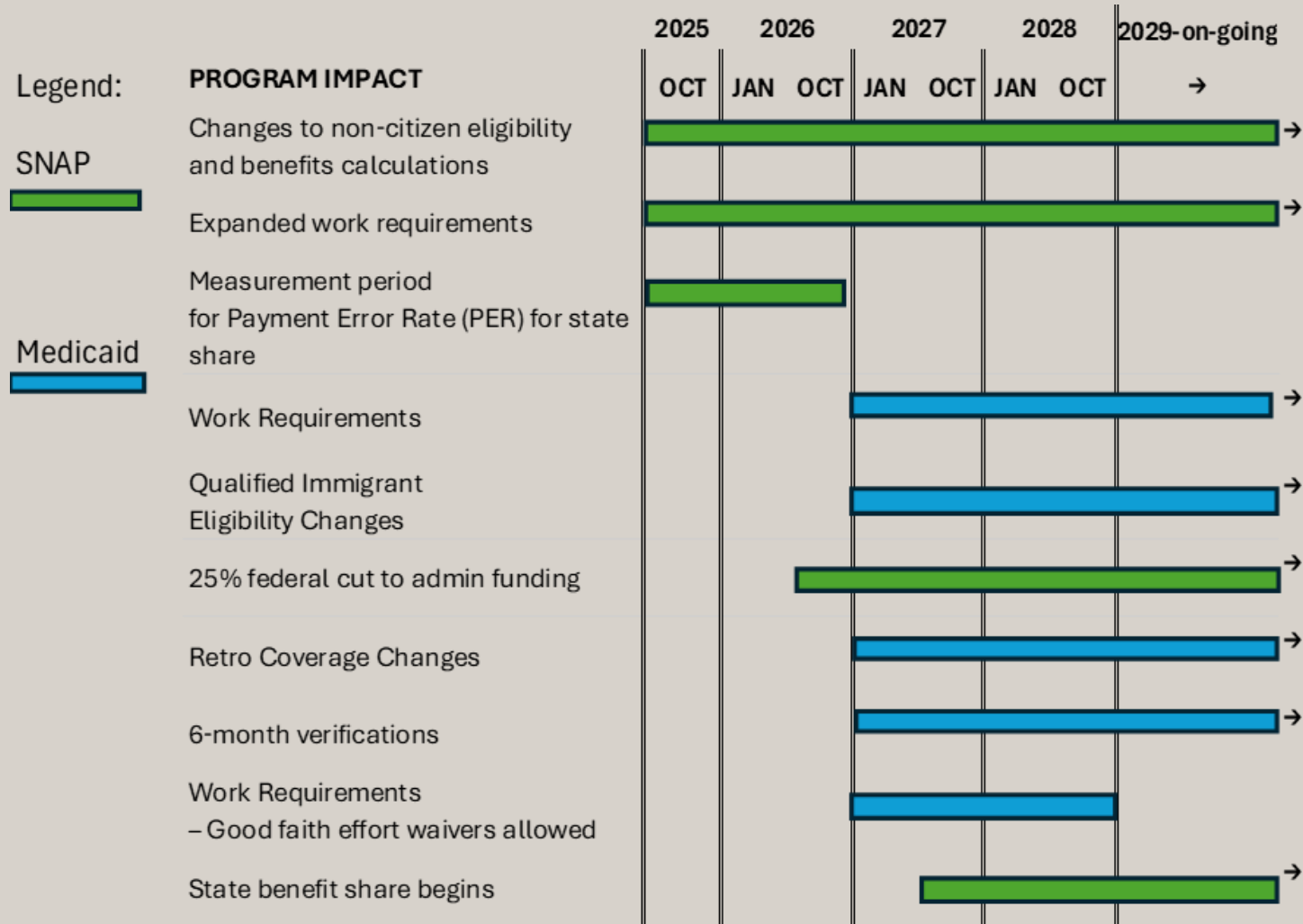
Objectives

Provide detailed information to the BCC regarding potential service and financial impacts from H.R.1

Explore and consider recommendations for solutions and provide the BCC opportunity to give direction to county staff

From Policy to People





Implementation of H.R.1: SNAP and Medicaid

Jefferson County Expansion Population

Estimated **33,340** in the Medicaid expanded population utilizing FY 2025 data

- The Affordable Care Act allowed for adults under 138% of the Federal Poverty Limit to receive Health Insurance.
- This population are directly impacted by the Medicaid Policy Changes included in H.R.1
- Caseload has decreased by 15% since the last data was received. Data estimate is made using limited data available.



Impacts of Medicaid Policy Changes

January 2027- Eligibility redeterminations every six months for Medicaid expansion population.

Existing processes:

- Eligibility Specialists process 768 Medicaid renewals on average monthly
 - 503 could fall into the Medicaid expanded population
 - 503 hours of work X 38% to capture those that would be in the expanded population = 191 additional renewals each month
 - 5 new eligibility specialists would be needed
 - Estimated cost \$375,000

If changes are made to auto re-enrollment (Ex Parte):

- 33,340 people are estimated to be in the Medicaid expansion population
 - $33,340 / 12$ months in a year = 2,778 each month on average
 - 77 new eligibility specialists would be needed
 - Estimated cost \$5.78M



Impacts of Medicaid Policy Changes to People with Disabilities

- Prior to Affordable Care Act (ACA), Medicaid coverage was limited to children, individuals with disabilities and parents with very low income
 - Long Term Care Medicaid
 - SSI Mandatory Medicaid
- Medicaid expansion allowed for coverage up to 138% Federal Poverty Level (FPL)
 - Disabled persons that did not qualify for traditional Medicaid due to State or Federal standards of disability were able to receive coverage based on their Income. This population will be subject to policy changes.
- Starting October 2027, the Working Adults with Disabilities (WAwD) program will be sunset due to funding cuts



Case Management Agency

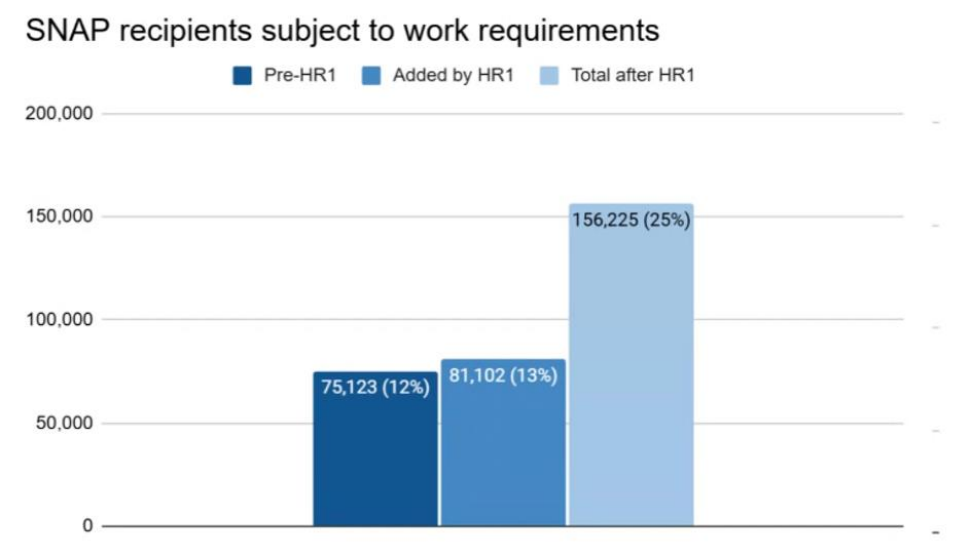
The CMA serve 4100 community members that are living with a documented disability and participating in various Medicaid Waivers.

- Currently there has been no reduction in Federal funding for those Medicaid members participating in Waivers.
- Waiver participants are exempt from the new work requirements.
- We are still seeking clarity on whether Medicaid members who are family caregivers of Waiver participants will be exempt from work requirements.
- Newly increased eligibility requirements and increased address verifications are expected to include Waiver members.

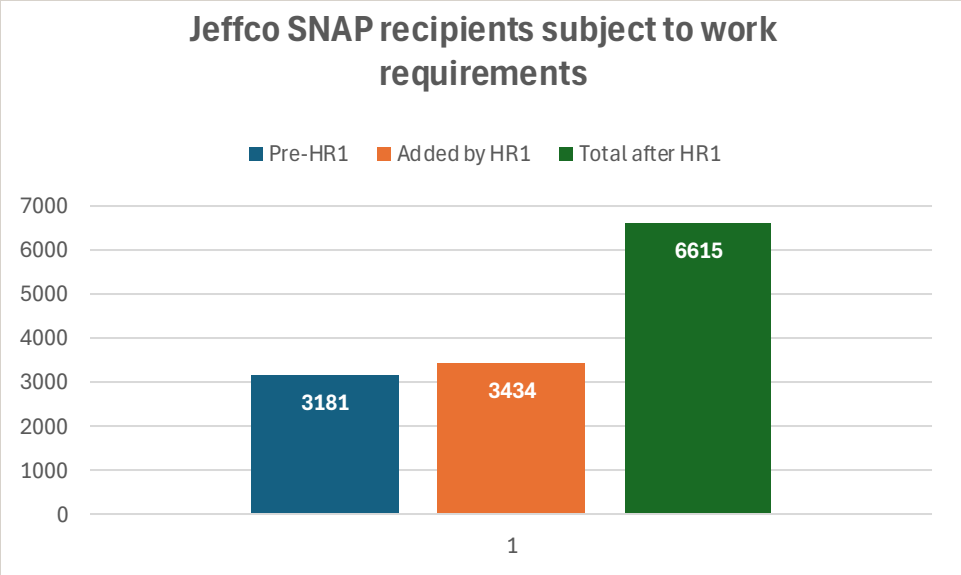


Impact of SNAP Policy Changes

Upon enactment- SNAP Work Requirements: Expands the definition of “Able Bodied Adults Without Dependents (ABAWDs)” to include individuals up to age 64 (up from 54 currently) and individuals with children 14 and up.



SNAP work requirement population in Colorado is estimated to increase by 108%



860 of the current ABAWD population in Jeffco will lose their exemption status for homeless, former foster youth or veteran status



Impacts of ABAWD Policy Changes for SNAP

- Federal ABAWD requirements changed in 2020, 2023 and now with H.R. 1 in 2025.
- Policy and system data entry are complex and error prone Statewide.
- ABAWD vs. Medicaid Work Requirement misalignment in policies will cause confusion with customers and staff.
- Increase in the ABAWD population will lead to more case denials, terminations and subsequent applications.
- High potential to cause workload increases for Employment First program.



Establishment of State Match for SNAP Benefits

Starting October 2027, Colorado will be required to pay a portion of SNAP benefit allotments based on the SNAP Quality Control Payment Error Rate (PER)

PER below 6% - No match is required

PER 6% to 7.99%- States pay a 5% share

PER 8% to 9.99%- States pay a 10% share

PER 10% or higher- States pay a 15% share



Payment Error Rate in Colorado

PER in Colorado- FFY 2024

- Overpayment Rate: 7.91%
- Underpayment Rate: 2.06%
- Total PER 9.97%

PER in Jefferson County

- FFY 2024 8.93%
- We contributed to 5.46% of the total dollars that were found in error



Payment Error Rate Categories

PER is made up of three categories

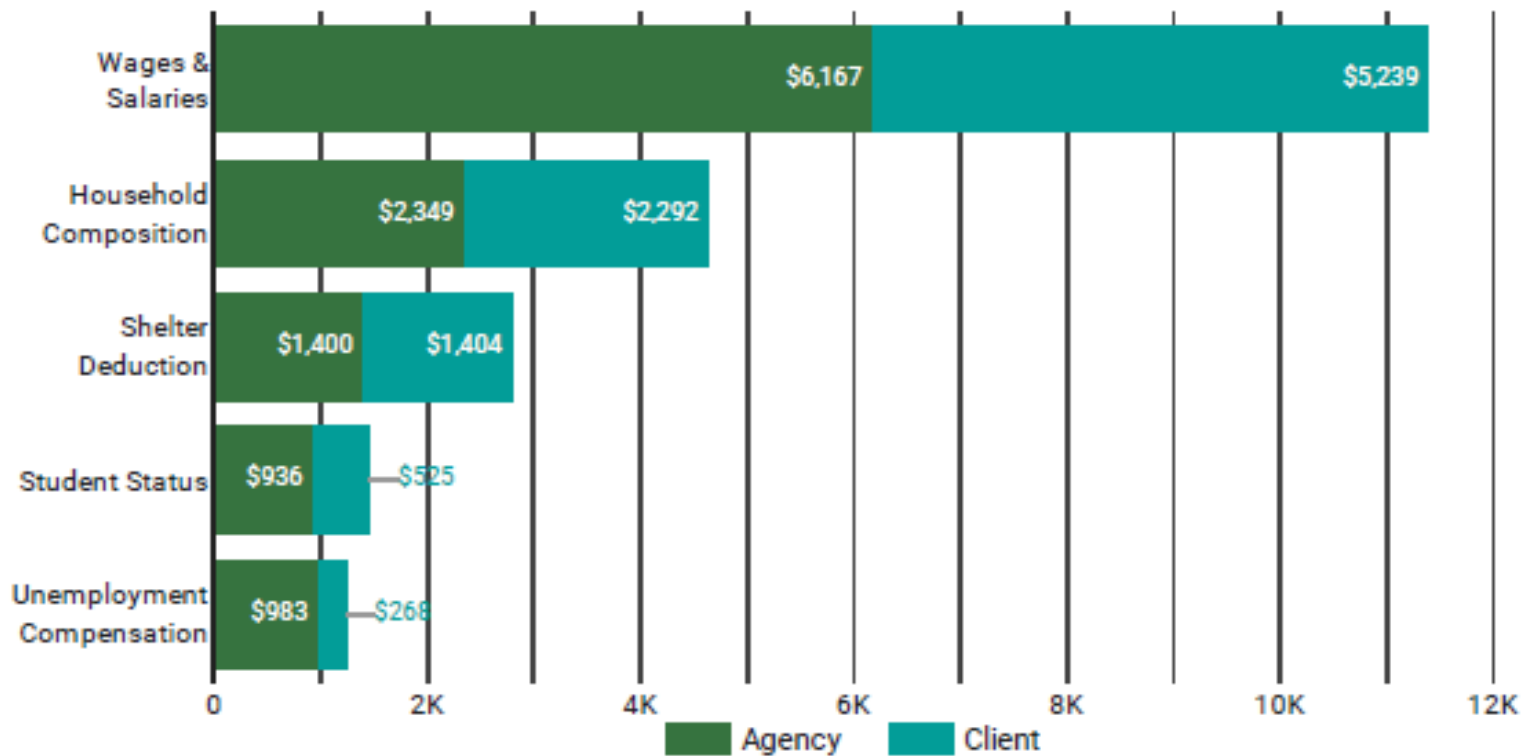
Colorado is accountable to all incorrect dollars issued over/under the threshold (\$53) regardless of what category the errors falls:

- **County-caused errors**
 - Policy is incorrectly applied, or data entry errors result in incorrect issuance.
- **Customer-caused errors**
 - Customer provided incorrect information or verification
- **State-caused errors**
 - CBMS incorrectly applies a rule or policy



PER Errors with Highest Impact

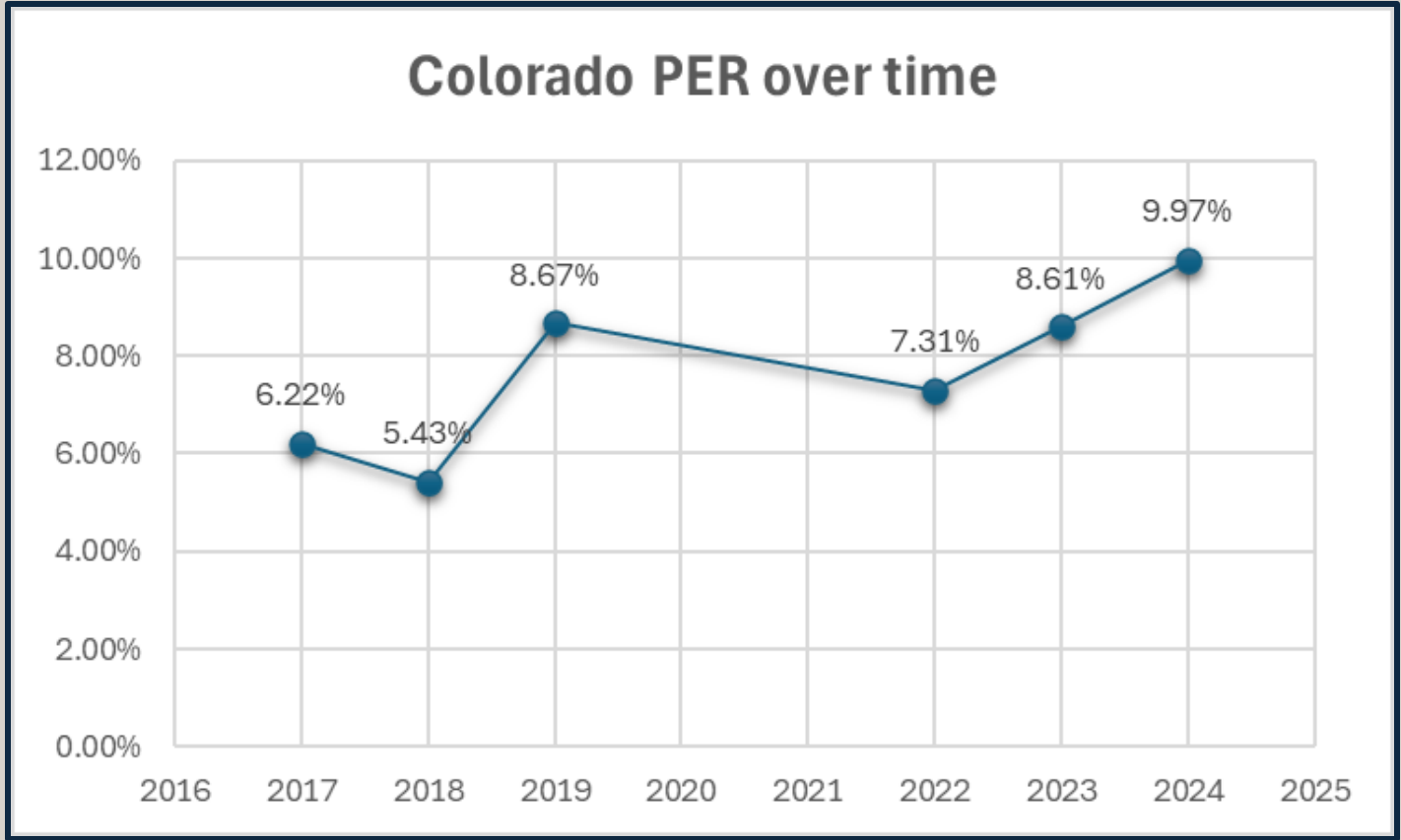
Top PER Error dollars by Responsibility



In FFY 2024, 45% of the errors attributed to the PER were client caused errors where the specialist did not have accurate information to determine eligibility correctly



SNAP Payment Error Rate History



QC regulatory requirements for quality error rates suspended in 2020 and 2021, no data is available



Internal PER Strategies

1

- Create review consistency- All lead ES and supervisors trained to complete all case reviews within the QA tool.
- Collaboration with the Program Integrity Team to enhance the QA tool to create efficiencies and gather meaningful trending data.
- Process improvement efforts to gather data on individual and division quality scores to identify a baseline of quality expectations for new and seasoned eligibility specialists.

2

- Utilize state and internal data and root causes to inform coaching support and training needs for individuals and the division.
- Identify individuals who are struggling in quality outcomes and create monitored coaching and performance improvement plans.
- Conduct division wide training utilizing quality data.
- Partner with CDHS in Statewide quality efforts to reduce the PER below 6%.

3

- Increase the number of reviews completed on SNAP cases by shifting or adding staff to the quality assurance team.
- Conduct targeted pre and post authorization reviews in error prone areas.
- Analyze quality data to ensure training effectiveness. Continue to provide refresher training and coaching as needed.



Personal Responsibility and Work Opportunity Reconciliation Act 1996

- July 10th – United States Department of Health and Human Services (HHS) announced an expanded interpretation of PRWORA
- PRWORA prohibits individuals who are not considered "qualified" immigrants from receiving federal public benefits unless under a specific exemption
- PRWORA delegated authority to federal agencies to determine which programs fall under the definition of a federal public benefit
- The law requires agencies to verify immigration status before granting access to any program classified as a public benefit.
- Under 8 U.S.C 1642, nonprofit charitable organizations are exempt from the requirement to verify immigration status, whereas state, county, and school district grantees are subject to PRWORA's verification requirements.



New Federal Interpretation of PRWORA July 2025

Programs within the Human Services Department

- SNAP has already been determined a federal public benefit
- Head Start was reclassified as a federal public benefit (previously considered an early education program)

Head Start Act guarantees that once a child is eligible, they remain eligible through the following program year.

- Child Welfare - Title IVE prevention program or Family First Preservation Services Act
- Kinship Guardianship programs
- Workforce Innovation Opportunity Act Programs, Wagner Pyser programs (Business and Workforce Center)
- Community Services Block Grant



New Federal Interpretation of PRWORA July 2025

Community Based Programs

Certified Community Behavioral Health Clinics

Community Mental Health Services Block Grant

Federal Qualified Health Center Program (Stride)

Mental Health and Substance Use Disorder Treatment, Prevention, and Recovery Support Services Programs administered by the Substance Abuse and Mental Health Administration

Projects for Assistance in Transition from Homelessness Grant Program



Discussion of Other Impacts: Public Health

Safety Net and Assistance Providers

- Potential for closures or reduced services

Economic Impacts

- Increased unemployment
- Reduced worker productivity
- Increased insurance and leave costs for employers

Residents

- Delayed care and increased emergency room visits
- Worsening food insecurity
- Negative impacts on mental health and wellbeing



Fiscal Impact

Potential Cost Increases- >\$17.19M

SNAP Cost Sharing

County could face \$11.4 million in additional costs if State's cost share is passed down to Counties:

- **\$9.25M** – SNAP benefit cost share (10% based on FY24 PER)
- **\$2.16M** – Administrative cost share (25% increase)

Administrative, Staffing , Technology Costs (Medicaid and SNAP ~\$5.78M)

- Greater system demands, PER monitoring, expanded client communication on eligibility and compliance changes; rising operational complexity and resource needs

Rising employer health insurance costs

- Marketplace premium rate hike → rising employer costs, higher employee out-of-pocket expenses, delayed care, reduced wellbeing, increased absenteeism/turnover

Potential Funding Losses- >\$16.8M

Sequestration Risks

- Head Start~\$4.3M
- TANF~\$7.7M
- Social Services Block Grant (SSBG)~\$1.8M
- Other human service (CSBG, HUD, LIHEAP)~\$3M

Shifting Federal Priorities

- Reduced support for workforce programs due to reprioritization
- Uncertainty around sustained funding for existing initiatives





American Rescue Plan (ARPA) Interest Revenue & Rescue Plan Project Fund (RPPF) \$5M Total One-Time Funding

Unallocated Funds
Available from ARPA
Interest Revenue and
LATCF *

\$1.4M

Unallocated Funds
Available from RPPF
Fund Balance

\$3.6M

* Local Assistance and Tribal Consistency Fund (LATCF)

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Potential Financial Considerations

(Each item carries broader implications beyond its immediate scope.)

On-Going

- Ballot measure
 - Sales tax
 - Debt (Bonds/Certificate of Participation)



One-Time

- Reallocation of Mill Levies
- General Fund underspend
- Social Services Fund balance
- American Rescue Plan (ARPA) Interest Revenue
 - Unassigned - \$1.4M
 - Navigation Center - \$6M
- Rescue Plan Project Fund (RPPF)
 - RPPF Fund Balance - \$3.6M
 - Broadband Infrastructure - \$2.3M
 - Sheriff Detention Center Staffing - \$4.5M
- Reduction submissions
- Salary and hiring freeze
- Non-County Agencies Program (NCAP)
- Sale of buildings and assets

Considerations What's Next?

Statewide Work Groups

Communication Strategy

Community coordination
(summit/roundtable, etc.)

Community Partner Survey
Outreach



JEFFERSON
COUNTY COLORADO

Thank you for
your time!



Agenda Item 1.3

BOARD OF COUNTY COMMISSIONERS BRIEFING PAPER

Topic: Quantum Commons, Colorado Mountain Passenger Rail and Front Range Passenger Rail

Presented by: Abel Montoya, Director, Development & Transportation, Tugce Ucar Maurer, Planner II, Planning & Zoning, Christina Lane, Transportation Operations & Planning Manager, Transportation & Engineering

Date: 8/12/2025

☒ For Information

☐ For Discussion/Board Direction

☐ Consent to
Place on Business/
Hearing Agenda

Issue: Share information about the Quantum Commons, Front Range Passenger Rail and Colorado Mountain Passenger Rail between staff and the Board of County Commissioners.

Background: Quantum Commons is a proposed state of the art campus located south of State Highway 72 between State Highway 93 and Indiana Street.

Colorado Mountain Passenger Rail is a proposed passenger rail service using the existing Union Pacific rail line to connect the Denver Metro Area with the mountain towns, including Winter Park, Granby, Steamboat Springs and Craig.

Front Range Passenger Rail is a proposed passenger rail service to connect Pueblo to Fort Collins with potential future connections to Wyoming and New Mexico.

County staff is currently monitoring these three projects and will discuss what we know about the current status of each. No pre-applications or formal applications have been received by the County on any of these projects. The information in this briefing paper is based on information on websites or news reports.

Discussion:Quantum COMmons

Quantum COMmons is a state of the art campus dedicated to advancing quantum innovation. This collaborative research and development facility is proposed for a site that is currently within unincorporated Jefferson County. The 70-acre site is currently owned by Colorado School of Mines and is located south of State Highway 72 between State Highway 93 and Indiana Street. There is the potential that the City of Arvada will receive a petition to annex the property. At this time, the County has not received notice of an annexation.

The current zoning is Industrial-Two (I-2). I-2 is a relatively permissive industrial district that allows for a broad range of manufacturing, process, or fabrication of products. It excludes the manufacturing and storage of explosives and the storage of machinery or vehicles not in operating condition.

The County's adopted Comprehensive Master Plan (CMP) recommends Industrial uses for this site. As drafted, the proposed 2040 Comprehensive Plan (CP) recommends Industrial uses for the site.

As drafted, the Vision statement in the CP is that "Jeffco is a sustainable community that balances innovation, inclusivity, resiliency, and stewardship." The Innovation guiding principle is that "Jeffco is creative and forward thinking. Jeffco will continue to explore new and unconventional solutions to its unique challenges, including housing affordability, natural hazards, and environmental preservation. Jeffco views collaboration as a critical component of problem solving, leveraging diverse perspectives, technological integration, local knowledge, and a skilled workforce to drive economic growth and societal progress."

Colorado Mountain Passenger Rail:

The Colorado Mountain Passenger Rail is a Colorado Department of Transportation (CDOT) led initiative to provide passenger rail service and improve connectivity from the front range to the northern mountain communities of Winter Park, Granby, Steamboat Springs, and ending at Craig.

CDOT is currently exploring station locations along the route, including a Metro West station in the Arvada area. While the exact station location, and whether it is in the unincorporated County is not yet known, it may be

located somewhere along State Highway 72 between State Highway 93 and Indiana Street.

The location of this rail line and potential Metro West station may be relatively close in proximity to the Quantum COMmons campus. The CMP's current land use recommendations along Hwy 72 include Industrial and Neighborhood Commercial/Mixed Use. For informational purposes only the draft CP includes a goal to "Support economic vitality through enhanced connectivity and access." Proposed policies relate to improving infrastructure for goods movement, access to employment, strengthening economic competitiveness, and supporting job centers.

Jefferson County is participating in the Mountain Rail Coalition convened among agency partners to provide guidance on the project. Meetings are convened quarterly. The last Coalition stakeholder meeting was held in July. The next quarterly meeting is scheduled for October 2025.

CDOT is currently working on the Service Development Plan that will determine operational and financial feasibility and define all essential elements of planning and operations. Sub-station planning to identify the Metro West station location is anticipated to begin this fall and be complete by the end of the year. Service to provide one daily round trip between Denver and Granby is slated to begin in November 2026, utilizing existing stations: Denver Union Station, Winter Park Resort, Fraiser-Winter Park, and Granby.

Front Range Passenger Rail:

The Front Range Passenger Rail District (District) was organized under state law (CRS Section 32-22-101, et seq.) to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range. The Front Range Passenger Rail (FRPR) is a train service that will provide connections to several Front Range communities in Colorado from Fort Collins to Pueblo with potential rail extension to Wyoming and New Mexico in the future. The FRPR intends to use 180 miles of existing freight lines to connect the communities.

The planning phase for the project is underway with a Draft Service Development Plan (SDP) to be released later this year. Public engagement meetings, to gather input on the SDP, would follow. A starter service is anticipated to begin service in January 2029 between Denver and Fort

Collins. Full build-out of the Front Range Passenger Rail service connecting to Pueblo is expected by 2045.

Fiscal Impact: ☐ yes ☒ no

SPA Review: Not applicable, informational update only, Michael Smith, 8/4/25

County Attorney Review: Accepted, Kristin Cizowski, 8/4/25

BIT Review: No impact, Andy Corbett, 7/31/25

Fleet Review: No fiscal impact, Janice Mayer, 7/31/25

County Human Resources Review (new FTE only): Not applicable, no new FTEs proposed

Recommendations: Not applicable, this work session is for information only.

Originator: Abel Montoya, Director, Development & Transportation, amontoya@jeffco.us, 303-271-8578

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- Marni Ratzel, Senior Transportation Planner, Transportation & Engineering, mratzel@jeffco.us, 720-731-3874



Quantum COmmons, Colorado Mountain Passenger Rail, and Front Range Passenger Rail

Board of County Commissioners Work Session

August 12, 2025



JEFFERSON
COUNTY COLORADO

Context

Discussion points:

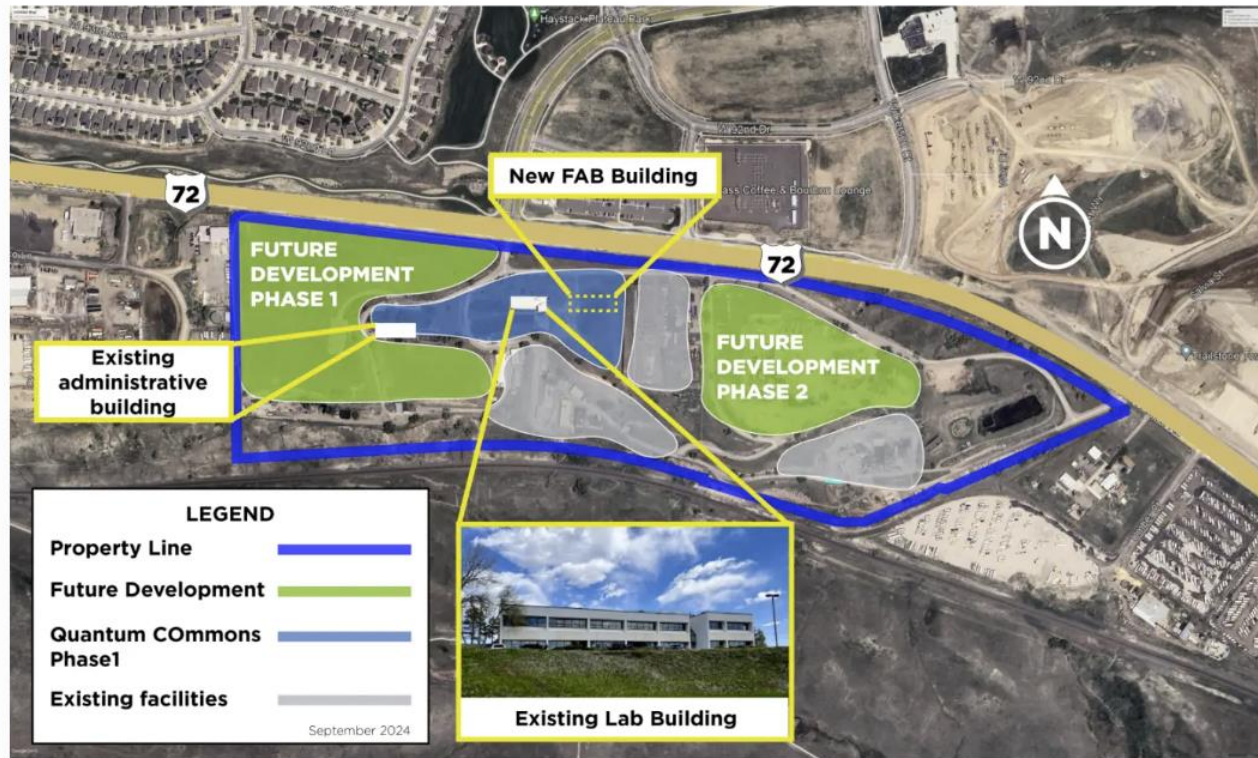
- 1. Quantum COmmons**
- 2. Mountain Passenger Rail**
- 3. Front Range Passenger Rail**



Quantum COmmons

Quantum COmmons @ Arvada

70 acres of future technology transfer development



- A state of the art campus dedicated to advancing quantum **innovation**.
- 10,000 square foot fabrication lab and cleanroom
- 17,000 square foot **open access** quantum lab
- **Collaborative** research and development

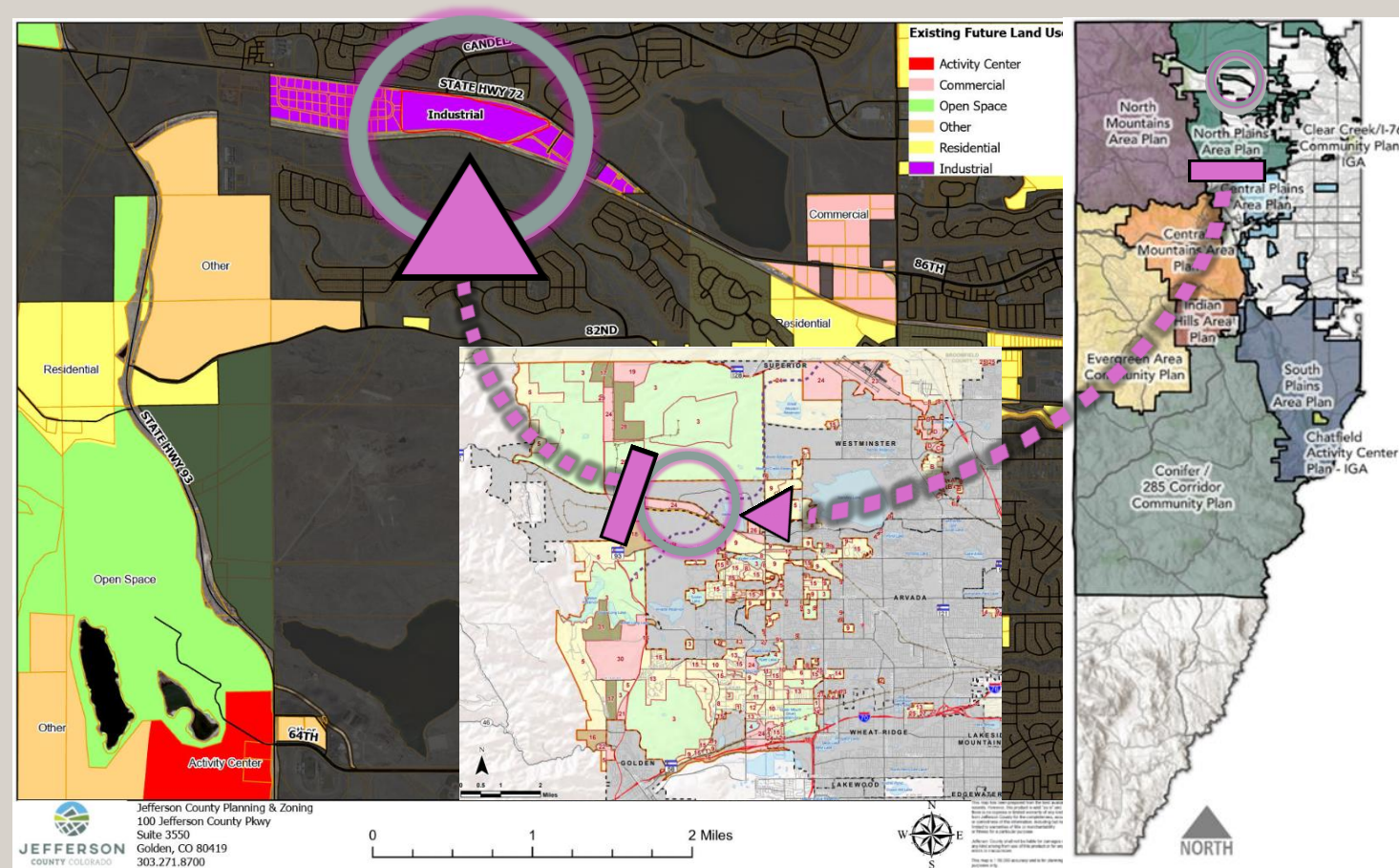


Quantum Commons

Existing CMP

- Existing Future Land Use Recommendation is **Industrial**

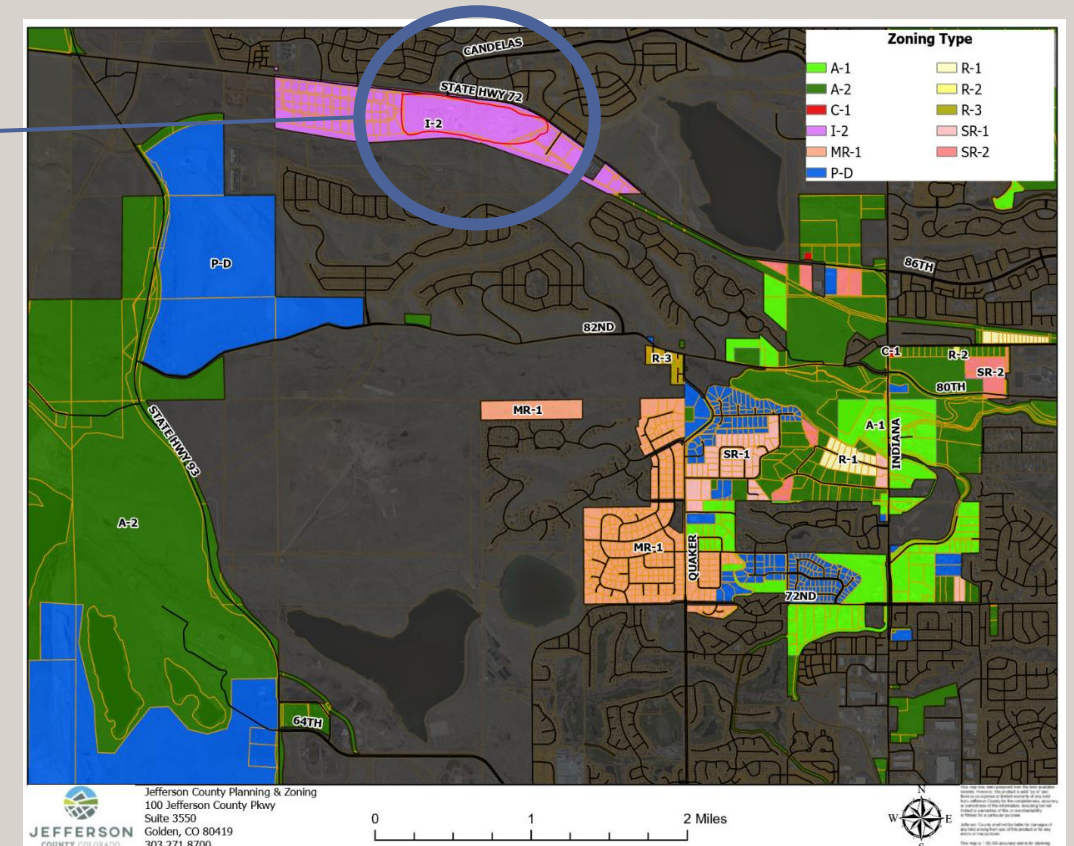
Industrial uses include uses such as manufacturing, processing or fabrication of commodities, warehousing, repair and servicing of equipment, and sale of commodities manufactured, processed, fabricated or warehoused on the premises. Screened outdoor storage is allowed. Light Industrial, Office, and Research and Development uses are also allowed in areas designated for industrial.



Quantum Commons

Existing Zoning

- Existing Zoning is **Industrial - Two (I-2)**
- Allows a broad range of manufacturing, processing, or fabrication of products
- Excludes
 - Manufacturing and storage of explosives
 - Storage of machinery or vehicles not in operating condition



Relationship between Economic Development and Transportation



Quantum COmmons

Proposed CP

*Jefferson County is a **sustainable** community that balances **innovation**, **inclusivity**, **resiliency** and **stewardship**.*



Quantum COmmons

Proposed CP

RESILIENCY

Jeffco views challenges as an opportunity for growth and improvement. Jeffco actively seeks to address climate change by reducing emissions and enhancing resiliency for all residents, for example, by supporting carbon-free energy and reducing waste. Jeffco is proactive in the management and efficient use of its infrastructure and resources.

STEWARDSHIP

Jeffco considers the inherent values of wildlife, natural resources, open spaces, heritage, and recreation opportunities in all decisions. Jeffco values its wildlife and natural resources for both their beauty and their role in creating a healthy ecosystem.

SUSTAINABILITY

INCLUSION

Jeffco recognizes, supports, and enhances diversity in all forms. As Jeffco grows and changes, Jeffco will maintain an inclusive environment for residents and visitors of all backgrounds and abilities. Jeffco celebrates the unique qualities of its communities and strives to maintain accessibility through programming, policy, and education.

INNOVATION

Jeffco is creative and forward-thinking. Jeffco will continue to explore new and unconventional solutions to its unique challenges, including housing affordability, natural hazards, and environmental preservation. Jeffco views collaboration as a critical component of problem solving, leveraging diverse perspectives, technological integration, local knowledge, and a skilled workforce to drive economic growth and societal progress.

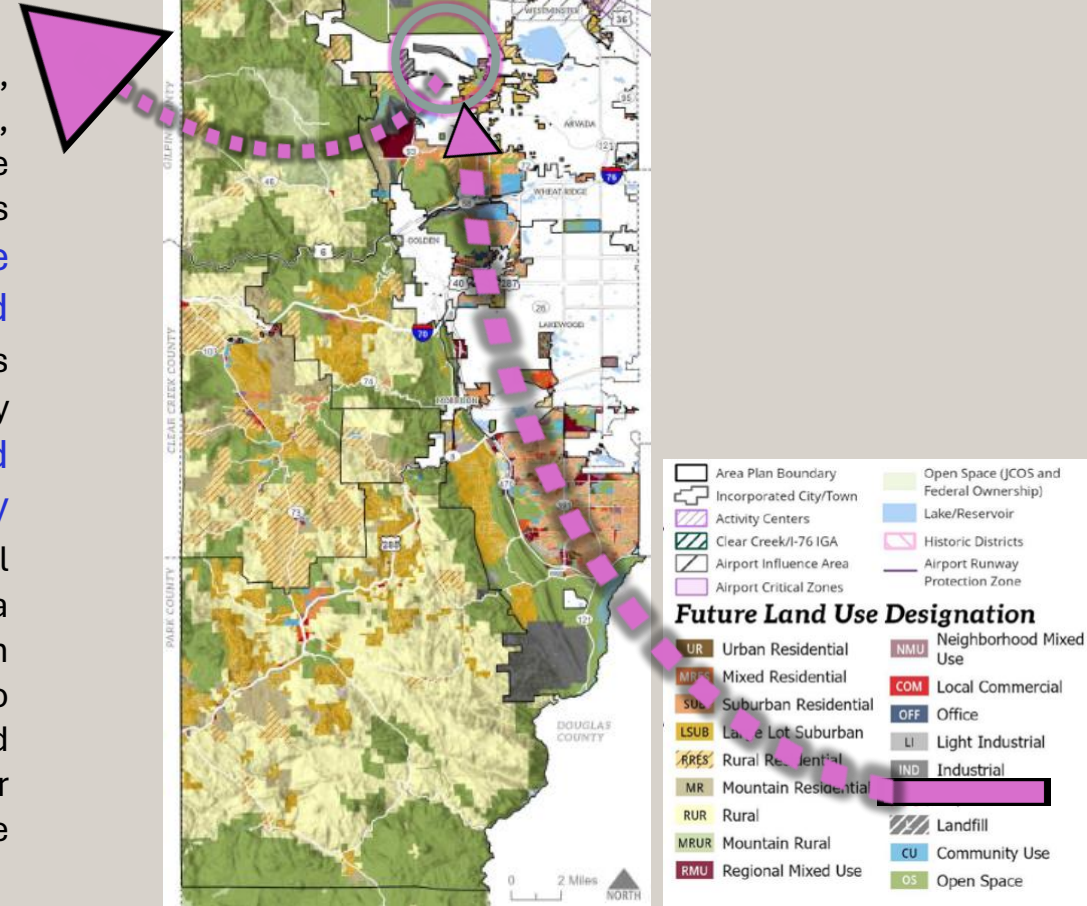


Quantum Commons

Proposed CP

INDUSTRIAL (IND)

Industrial areas provide for activities such as extraction industries, manufacturing, warehousing, extraction and processing of minerals, assembly plants, vehicle-related commercial uses, outdoor storage yards, distribution facilities, and construction. The industrial designation is intended to create an environment in which **industrial operations may be conducted with minimal impact on the natural environment and surrounding land uses**. Separation and buffering from residential uses and community gateways is strongly encouraged. These areas may have outdoor storage, which should be screened. **Industrial uses should be supported by roadways able to accommodate large and heavy vehicles**. To preserve land within Jeffco designated for office and industrial uses, any secondary use proposed for these areas should be of a supporting scale, and not be the primary use of the site. When production reserves are exhausted or it is no longer economically viable to continue extracting resources from the site, mineral extraction sites should be assessed for their ability to transition to community uses such as parks or open space. Mining and extractive use areas should comply with the Jefferson County Mineral Extraction Policy Plan (Appendix E).



Quantum COmmons

Proposed CP

Primary Uses:

Heavy manufacturing, fabrication, gravel and mineral extraction, facilities for alternative energy sources, processing, assembly, logistics, **light industrial uses**, and warehousing.

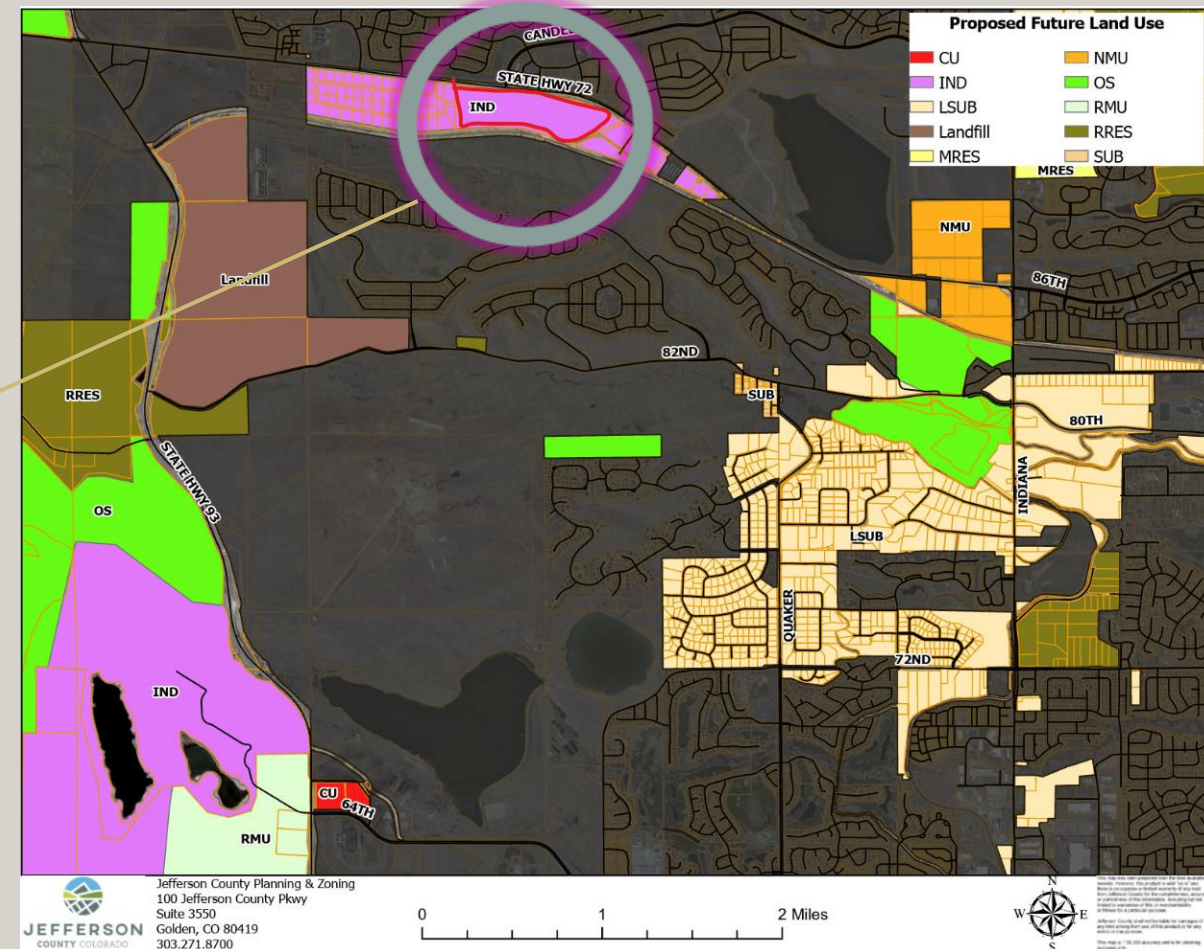
Secondary Uses:

Related and supporting retail and offices, and **research and development facilities**.

Compatible Zoning: Industrial districts.

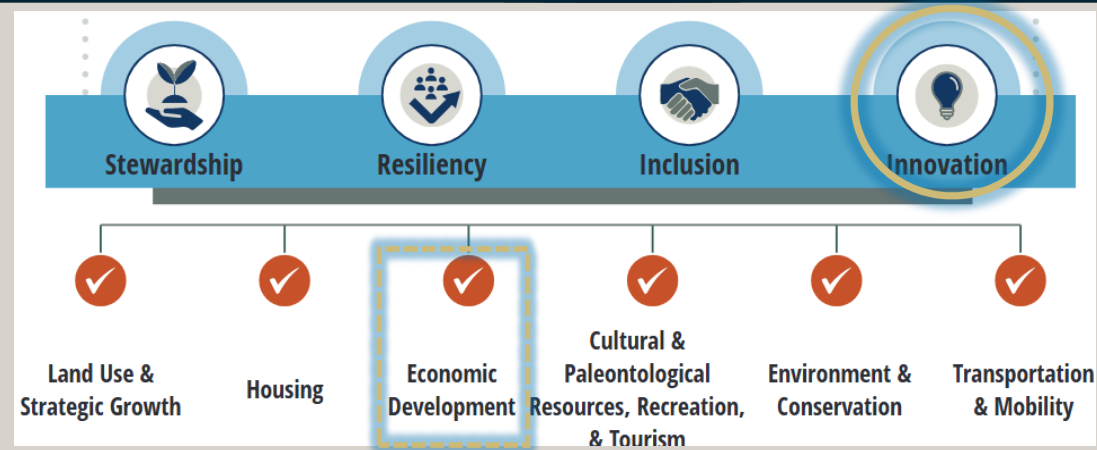
Existing County Example(s):

Coors Brewery and Lockheed Martin.



Quantum COmmons

Proposed CP



ED Goal 2. Foster a diverse and resilient economy that supports community needs, adapts to economic shifts, and integrates a variety of business opportunities.



Policy ED-2-1. Diversify Jeffco's economic base to enhance resilience against external economic shifts.

Policy ED-2-2. Promote economic growth by encouraging the use of existing Opportunity Zones (OZs) and Enterprise Zones (EZs) to stimulate targeted investment.

Policy ED-2-3. Encourage industries creating primary jobs, including aviation, aerospace, bioscience, energy, and emerging technologies such as biomass and nanotechnology.

The Opportunity Zone (OZ) program provides a federal tax incentive for investors to invest in low-income urban and rural communities through favorable treatment of reinvested capital gains and forgiveness of tax on new capital gains. Jeffco has five designated OZ zones.

ED Goal 3. Support workforce development, enhance educational partnerships, and attract targeted industries to ensure long-term economic growth and a high quality of life.



Policy ED-3-1. Collaborate with local educational institutions to enhance vocational training and workforce development.

Policy ED-3-2. Enhance workforce training and education programs to bridge skill gaps and strengthen community resilience.

Policy ED-3-3. Consider the creation of a County Revitalization Authority (CRA) to access additional funding for revitalization projects.

Policy ED-3-4. Support a diverse employment base that provides ongoing job opportunities for individuals at all age, education, and skill set levels.



Quantum COmmons

Proposed CP

GOALS & POLICIES



ED Goal 5. Support economic vitality through enhanced connectivity and access.

Policy ED-5-1. Develop economic opportunities aligned with Rocky Mountain Metropolitan Airport (RMMA), including enhanced opportunities to coordinate with Front Range Passenger Rail.

Policy ED-5-2. Support the viability of RMMA through appropriate land use planning adjacent to the airport, and in line with its growth plans including community outreach and mitigation of potential negative impacts.

Policy ED-5-3. Foster economic development around RMMA to strengthen supportive industry, office, and limited commercial and capitalize on airport-related opportunities.

Policy ED-5-4. Maintain and improve infrastructure to facilitate goods movement and access to employment hubs.

Policy ED-5-5. Improve regional and local connectivity to strengthen economic competitiveness.

Policy ED-5-6. Ensure transportation planning supports job centers with efficient, multimodal access.

Policy ED-5-7. Encourage development patterns that enable shared access and support major transportation corridors.

Policy ED-5-8. Coordinate local planning with regional transit initiatives to connect housing, jobs, and services.



At the potential Quantum Commons site, existing zoning provides for industrial land uses. The current Comprehensive Plan recommends industrial land uses, including office, research and development land uses. The proposed comprehensive plan recommends industrial land uses and various proposed goals/policies/visions encourage innovative land uses.





Colorado Mountain Passenger Rail

Colorado Mountain Passenger Rail





Mountain Passenger Rail

Timeline



Ongoing stakeholder updates
continue past service plan development

Mountain Rail Coalition

Stakeholder Committee Meetings

- Last meeting hosted on July 17, 2025
- Upcoming meetings
 - October 16
 - January 15



Mountain Rail Key Milestones

- June 2025 Open House
 - [Presentation](#) slides
- Moffit tunnel 25-year agreement with Union Pacific
- Winter Park Express Season Service implemented
- Most station locations have been finalized



Scan QR code
to view the
website



Metro West Rail Station

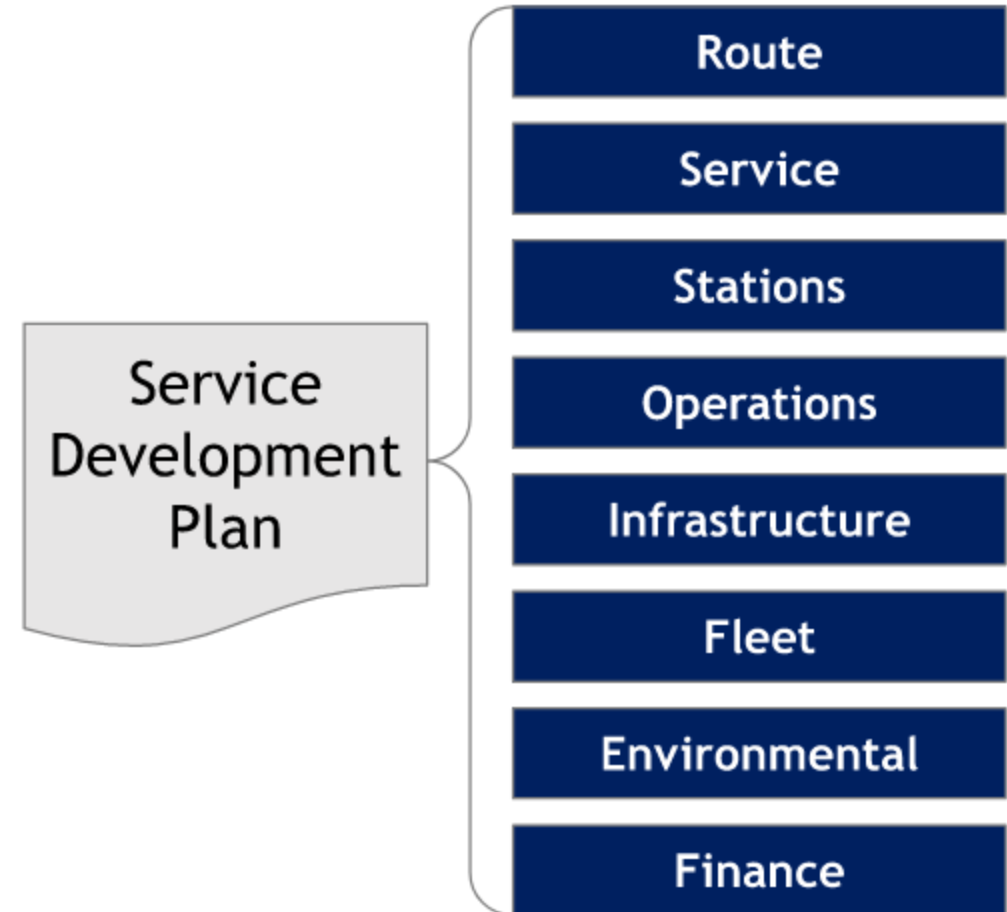
- Sub-station planning to begin late summer/fall 2025
 - Timeline proposes to complete by end of year
- Five station location sites identified for analysis
 - Planned as in-fill station to be constructed later than initial service





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





Mountain Passenger Rail 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.



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

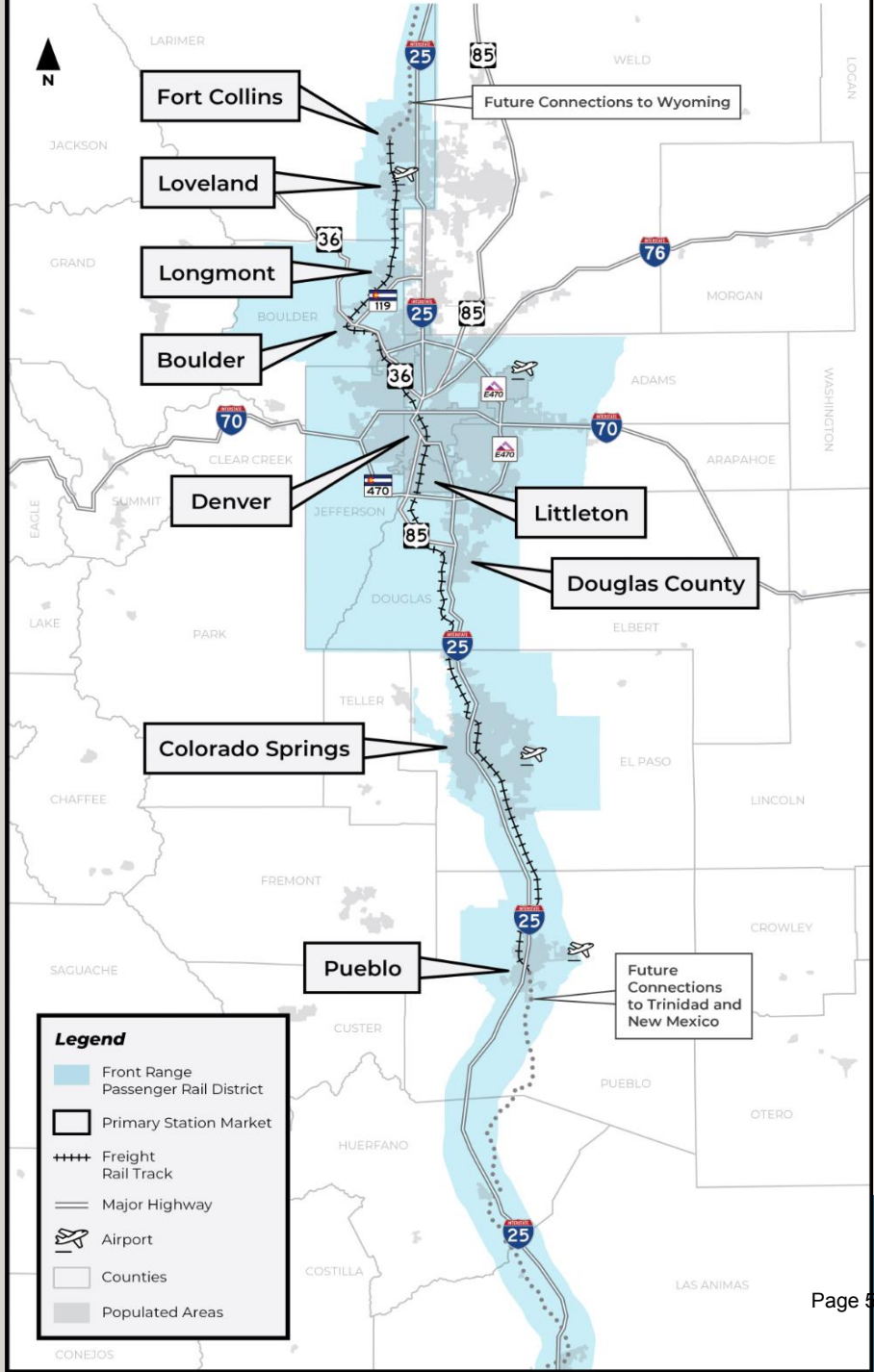
- Design and construction of new stations
- Design and construction of capacity, track and safety improvements
- Procurement of new fleet
- FRA regulatory approvals for extension of service
- Dependent on delivery model and partnership opportunities



Front Range Passenger Rail

Front Range Passenger Rail

- Starter Service expected in January 2029
 - Denver to Fort Collins
 - Service partially funded by continuous stream of revenue
- Full build-out expected by 2045
 - Connecting to Pueblo



Front Range Passenger Rail

Next Steps

- Planning Phase still underway
 - Draft Service Development Plan to be released later this year
 - Confirm costs, timing and logistics
 - Obtain approval to distribute RTD and state funding streams
 - Access agreement negotiations with BNSF
 - Interagency Agreement
 - Financing Plan
 - Public Meetings for Service Development Plan input
 - Sign up for Updates at <https://www.ridethefrontrange.com/get-involved>





Potential Funding Mechanisms



State Funding Sources:

- CDOT Funds
 - e.g. SB 24-184 - Congestion Impact Fees, MMOF
- DOLA and OEDIT Programs
 - e.g. EIAF, Prop 123, Neighborhood Centers, Housing Planning Grant, etc



Federal Grant Dollars:

- Funding may be available through Federal Railroad Administration grant programs such as Corridor ID, Fed-State Partnership, CRISI, and R&E



Mountain Passenger Rail 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.



JEFFERSON
COUNTY COLORADO

Thank you for
your time!

