

Colorado Connector

The Zero-Traffic Option for
Front Range Travel.



Hello, CoCo

A Better Way to Go.

Colorado Connector will connect the Front Range with fast, reliable, and comfortable passenger rail service.



12
COMMUNITIES
connected



190 TRACK MILES
from Fort Collins to Pueblo



2029
SERVICE BEGINS



15 NEW COCO STATIONS
13 Daily Service Stations
2 Special Event Stations



UP TO 10
round trips per day
by 2045



500 PASSENGERS
300-500 seats per train.
Hundreds fewer cars.



Over 25,000 Colorado residents voted to name our train “Colorado Connector” (CoCo).

A Colorado Connector train is stopped at a station platform. The train is white with blue and orange accents, featuring the 'CO' logo and the text 'COLORADO CONNECTOR'. The scene is viewed through a large glass window of a cafe, with the words 'FRESH ROAST CAFE' visible in reverse on the glass. Inside the cafe, a man in a white shirt and dark apron is working behind a counter, and a woman is seated at a table in the foreground. The lighting is warm and ambient, with pendant lights hanging from the ceiling.

A Train For You Sooner Than You Think

A Smarter, Faster, Cheaper Phased Approach, Using Existing Infrastructure

Starter Service by 2029



Fort Collins to Denver Is Happening

Phase 1 Funding is Already Identified



3 Round Trips / Day
7 days a week



8 Stations Served



69 Track Miles
Fort Collins - Denver



~ 90 Minutes
travel time includes stops



60%+ lower cost vs. RTD going it alone



Expedited Delivery via Partnerships:

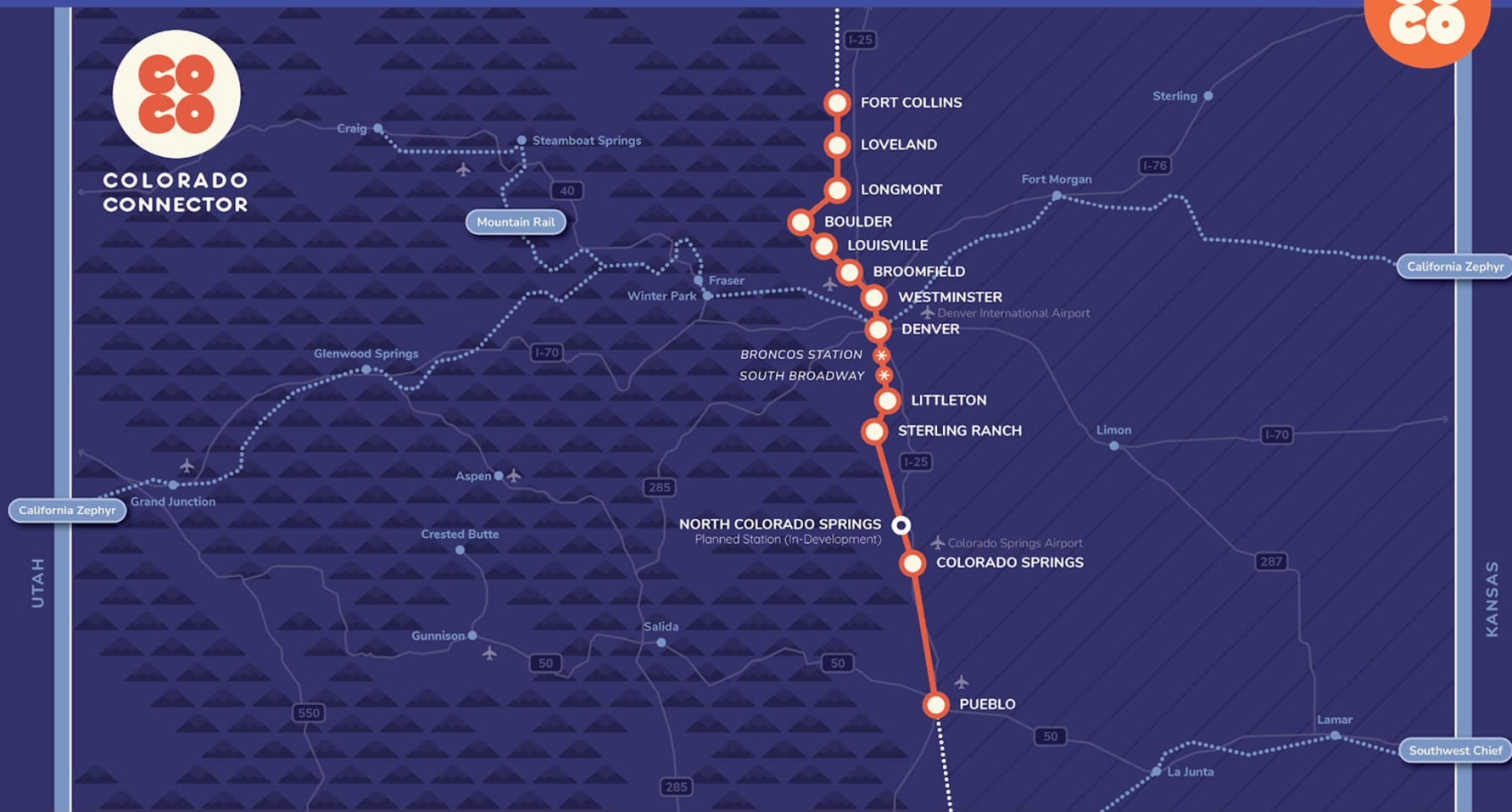
State partnership targeting 2029 start vs. 2050+ from RTD alone;
made possible by a direct access agreement with host railroad.



Phase 1 (funded, ready in 2029)



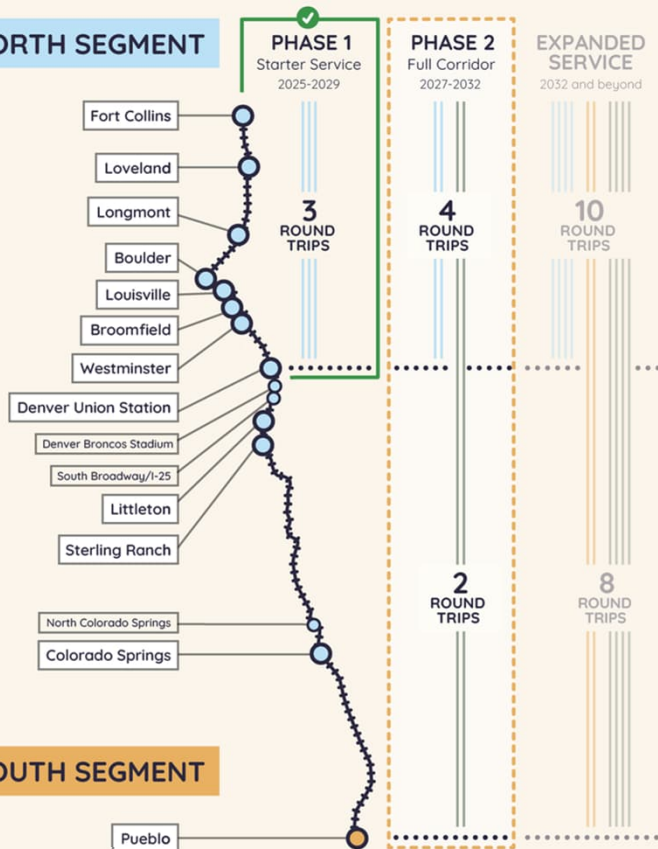
Full Corridor Service Within 5 Years of Funding Approval!



Phasing Overview



NORTH SEGMENT



Phasing Implementation Priority:

Full Corridor Service as Soon as Possible



Starter Service in 2029: Phase 1 is happening, made possible by existing funding from partnership between State of Colorado and RTD.



Full Corridor Service in 2032: Strategy prioritizes delivery of service to the entire corridor within 5 years of ballot funding approval.



Expanded Service by 2045: Additional frequencies and upgrades to infrastructure and rider experiences will be phased in over time.

Full Corridor Service - Key Stats



Distance



190

track miles

Frequency



10

round trips per day, by 2045

Top Speed



79

miles per hour



Travel Time*

Denver - Fort Collins: ~ 90 minutes

Denver - Pueblo: ~ 150 minutes



Equipment

Dual-mode

(electric + battery / low-emission diesel)

Long-term Plans for Zero-Emission Fleet



Delivery

Fort Collins to Denver in 2029

(Phase 1 / Joint Service Funding)

Fort Collins to Pueblo in 2032

(Phase 2 - Ballot Funding)

Up to 10 round-trips per day by 2045

(Phases 3-5 - Ballot Funding)

Special Event Stations



Taking Coloradans straight to the events they love without the hassle they don't.

Host railroads already pass through three exciting Priority Stations. Still in exploration, stations include:

Denver Broncos Stadium

At Burnham Yards



Denver Summit Stadium

At I-25 & Broadway





Ready to Implement

The Nuts-&-Bolts of Getting from Vision to Reality

Key Partners Already at the Table

Private Host Railroads:

Direct collaboration



Signed a **term sheet** with BNSF for the Fort Collins to Denver segment (April 2026).



Approved a phased implementation model grounded in **existing tracks**.



Infrastructure needs **jointly defined** during planning process with both Union Pacific (UP) and BNSF Railway (BNSF).



Ongoing partnership needed to deliver future phases of the project.



BNSF Railway (BNSF)
Host Railroad from Fort Collins
to Westminster



**Regional Transportation
District (RTD)**
Host Railroad from Westminster
to Denver Union Station



Union Pacific (UP)
Host Railroad with BNSF
from Denver to Pueblo



BNSF freight train passing through Downtown Denver

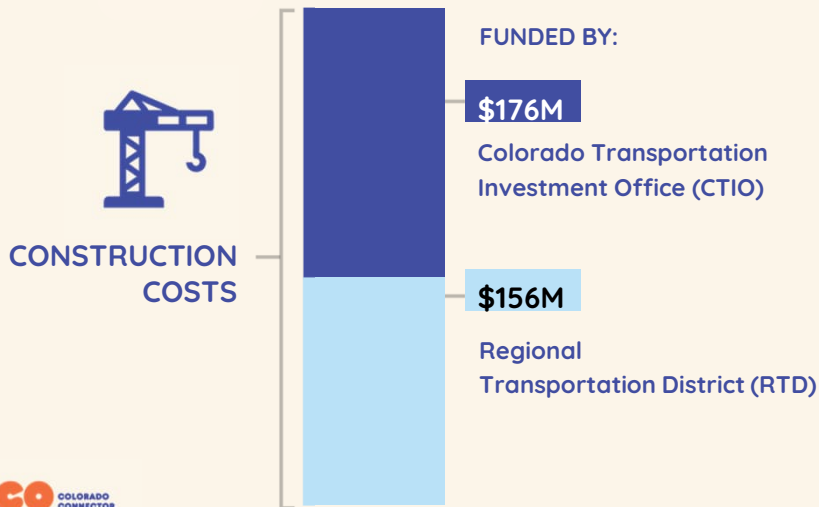
Phase 1: Starter Service Financial Stack

Initiated entirely with existing revenue sources.

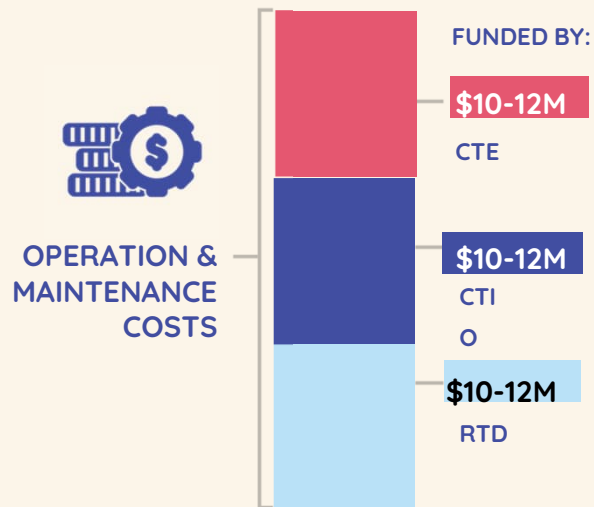
Phase 1 Starter Service full funding identified from current sources to launch 3 daily round trips between Fort Collins and Denver by 2029.

- No new taxes required, uses existing State revenue and RTD Fastracks reserves.
- No Federal Funding is assumed.

Capital Cost: **\$332M** to construct



Operating Cost: **\$30-36M/yr** to operate



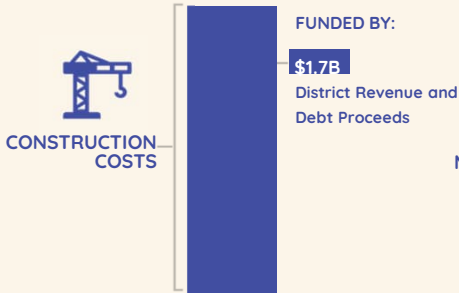
Phase 2: Full Corridor Service

Requires successful ballot initiative in November 2026.

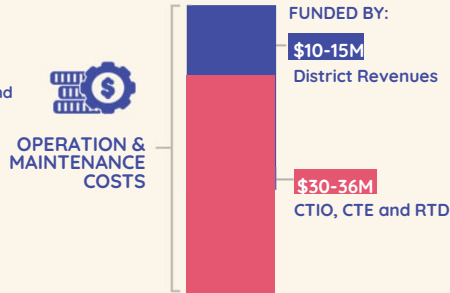
Phase 2 Full Corridor Service requires dedicated new sales tax revenue from a ballot measure to expand service from Fort Collins to Pueblo by 2032:

- Measure 7A proposes a **0.333% sales tax**
- Estimating **\$295M in sales tax revenue** per year
- No Federal Funding is assumed.

Capital Cost:
\$1.7B to construct



Operating Cost:
\$40-51M/yr to operate



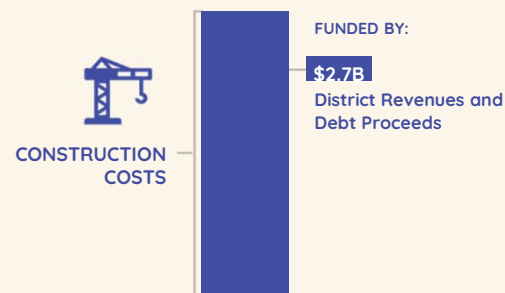
Phases 3-5: Expanded Service

Funding in perpetuity allows project to expand.

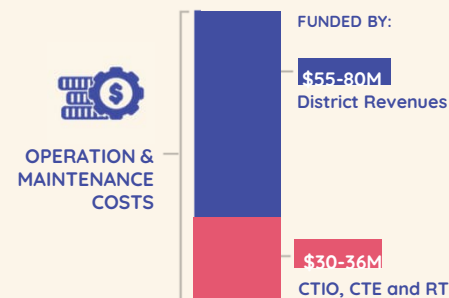
Phases 3-5 Expanded Service will be constructed by ongoing tax revenue and debt proceeds.

- Continue expanding service within the District.
- Continue improving platforms, track, and sidings for faster, more convenient service.
- Possible Federal funding will only speed delivery.

Capital Cost:
\$2.7B to construct

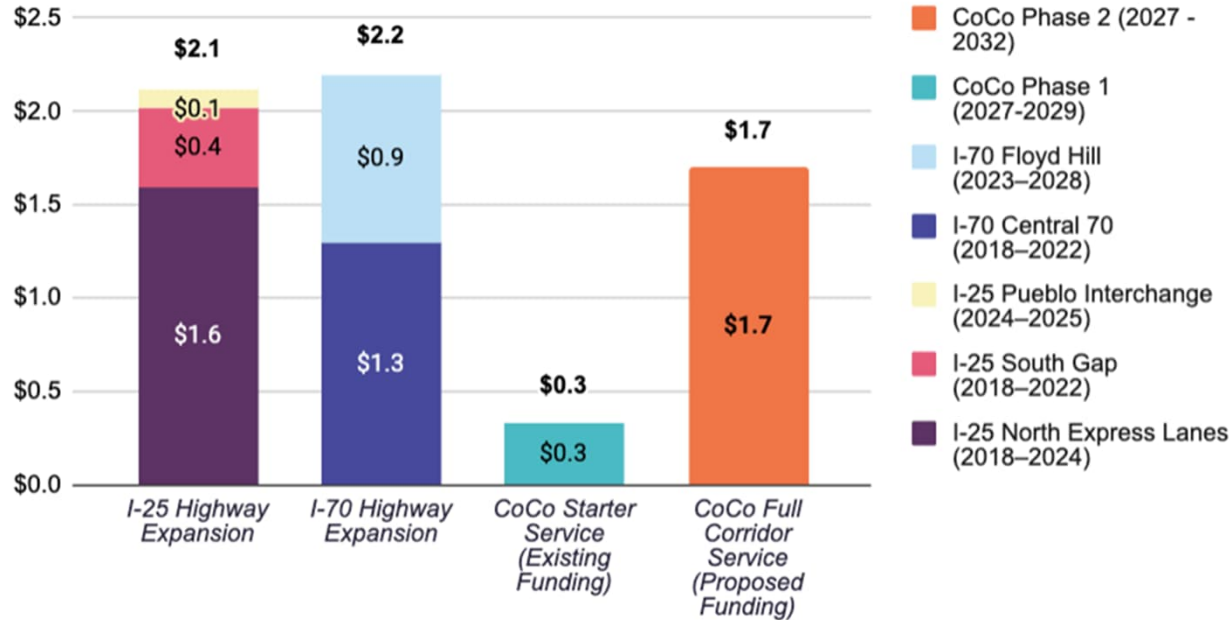


Operating Cost:
\$85-116M/yr to operate



Cost Comparison with Recent Highway Investments

Capital Project Costs by Corridor, 2018–Present (\$B)*



*Historic figures are actual, year-of-expenditure spend;
Post-2025 project data is based on current planning-level estimates.

Since 2018, more than **\$4.3 billion** has been invested to upgrade short segments of the I-25 and I-70 corridors, which already exist.

For less than half the cost, and over the same timeframe, CoCo will bring an entirely new travel option to the entire Front Range.

“Local Return” Funding Program



Support Connectivity Priorities of Local Partners Maximizing Station Area Potential

Program Highlights:

- Tens of millions per year provided by FRPR District to fund station access and first-/last-mile improvements, including sidewalks, bike/ped connections, parking, and local transit.
- Communities retain local control of station-area ownership, management, and project priorities.
- Revenue Stream is Bond Ready so local communities can think big and begin building early.
- Projects delivered through a District–Municipality Intergovernmental Agreement (IGA).





Why a Train?

The Case for Investing in a Train Rather Than Just More Investment in Roads

The Personal Costs of Roadway Congestion



Congestion is expensive and, despite highway investments, it's only going to get worse.



76 hours

lost to traffic in 2024 —
nearly two full work weeks

↑ *up from 72 in 2023*



20 gallons

of fuel burned just sitting in
congestion

↑ *up from 19 in 2023*



\$1,718

in congestion costs per
commuter, per year

↑ *up from \$1,607 in 2023*



Rush Hour traffic won't just get worse — it will spread into the afternoon.

DRCOG projects 2050 traffic at 2 PM will match today's 5 PM.

Source: 2025 Urban Mobility Report, DRCOG's 2023 Annual Report

The Economic Returns on Investment in Rail



\$1 → \$5

economic return on every
dollar invested in transit
and rail

**\$3 of every \$5 stays
in local sales**



50,000

jobs created per \$1B invested

30%+ more than roads



+24%

higher home values for
properties near rail transit



80%+

less pollution per trip vs. driving
and **50% more energy-efficient**



~\$10,000

saved per year by households
that drop from two cars to one

Demand Already Exists for Intercity Travel Options



Existing Intercity Bus Ridership is Growing

Demand is Already There

Peer Intercity Amtrak
Average Ridership Growth:



+29%

Per year on peer intercity
routes between 2021 and 2025

**Amtrak broke records for
ridership in 2024 AND 2025!**



CoCo will be complementary to existing bus service with parallel routes experiencing **very high ridership growth per year** between 2021 and 2025:

Regional Bus

RTD Flatiron Flyer (US-36) **+15%** per year

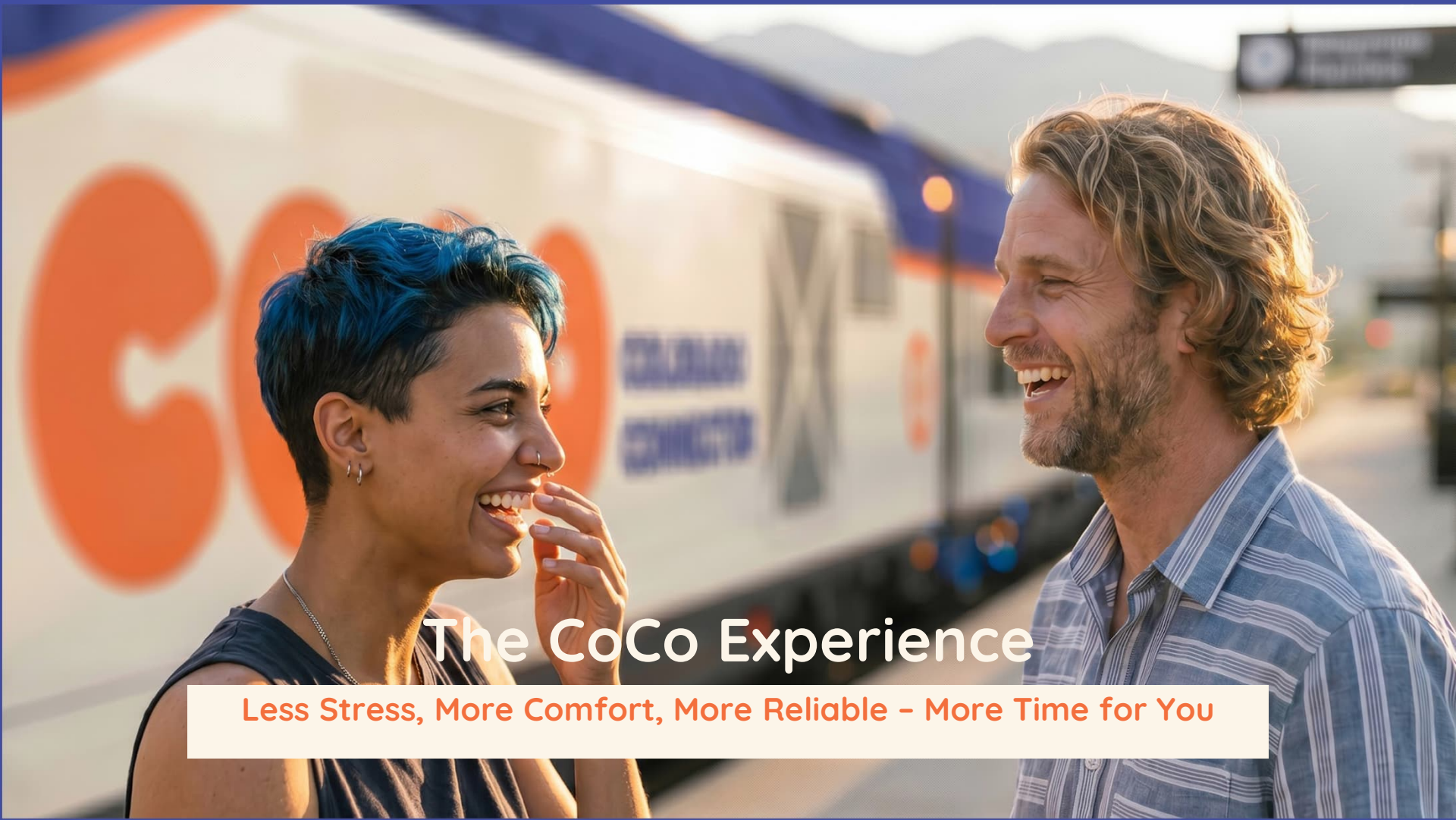
Transfort FLEX (US-287) **+18%** per year

Intercity Highway Express Coach

Bustang Core I-25 Routes **+36%** per year

Bustang North Line (I-25) **+43%** per year

Bustang South Line (I-25) **+26%** per year

A young woman with short, vibrant blue hair and a nose ring is laughing and looking at a man. The man has wavy blonde hair and a beard, and is also laughing. They are standing in front of a white train car with large orange 'CoCo' lettering. The scene is set outdoors during the day, with mountains visible in the background.

The CoCo Experience

Less Stress, More Comfort, More Reliable - More Time for You

CoCo = “Business Class” Travel for Everyone



CoCo trains will be modern, comfortable, and accessible for riders of all abilities.

A Comfortable Relaxed Ride: Roomy | Options for Facing Pairs with Tables | Restrooms | Smooth and Quiet | Bike storage | ADA Accessible.

Travel Time That’s Your Time: to work, read, watch a show, catch up with someone, or just rest, instead of white-knuckling traffic.

Every Rider is one less Driver: New traffic-free option along I-25, US 36 and US 287, taking more cars off the road with every ride.



Interior of new Amtrak Airo Coach by Siemens

Works with Your Journey



Simple, Reliable, and Seamless with Other Services.



Reliable and predictable service: vs. the traffic guessing game, plan your day around a schedule and arrive on time.



Easy to use. Integrated with Local Transit: straightforward stations with connections to ride, walk, bike, park and ride, and more to get where you need to go.



Affordable: fares designed to maximize ridership. Competitive with services like Bustang.



Denver Union Station's Train Hall



What Comes Next

Public Review of Program & Upcoming Ballot Measure

Delivery Plan



A Complete Project Roadmap:

Delivery Plan & Detailed Financial Plan Approved

RAIL READY.

The Delivery Plan provides practical and accessible roadmap to launch the Colorado Connector.

- Find your station and future connections.
- **Phased Approach:** service begins in 2029. Service everywhere within 5 years!
- Built on **existing tracks!** CoCo is doing it smarter, faster, and more cheaply!
- **Detailed Financial Plan** demonstrating a path to Delivery.

Visit: ColoradoConnector.com/Plan/



CoCo Ballot Measure Referred – Measure 7A



A November 2026 Ballot Question For Voter Consideration



The FRPR District Board voting to refer a ballot measure for CoCo on 8/28/26 at the Transportation Technology Center (TTC) in Pueblo.

- **FRPR District Voting Board of Directors** voted to refer a ballot measure at their August Board Meeting.
- On November 3rd, **FRPR District voters will consider a $\frac{1}{3}$ of a penny sales tax** to expand CoCo beyond the funded Starter Service.
- The **ballot measure and sales tax apply only to the FRPR District**, not statewide.

Who is in the FRPR District?

The Municipalities in the District As Defined in State Legislation:

Arvada	Federal Heights	Manitou Springs
Boulder	Fort Collins	Mountain View
Bow Mar	Glendale	Pueblo
Broomfield	Greenwood Village	Sheridan
Centennial	Lafayette	Starkville
Cherry Hills Village	Lakeside	Sterling Ranch
Colorado Springs	Lakewood	Superior
Columbine Valley	Littleton	Trinidad
Denver	Longmont	Westminster
Edgewater	Louisville	Wheat Ridge
Englewood	Loveland	

Note: In 2026, FRPR District Boundaries were defined around stations and surrounding station municipalities that were receiving services directly.



CoCo is Good to Go

Thank You!



- ← Get Involved
- ← Learn more about CoCo
- ← Scan the QR Code