



**Front Range Passenger Rail District  
REGULAR BOARD MEETING AGENDA**

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**Friday, April 28, 2023, 9:00am MST**

- 1) Call to Order; Roll Call**
- 2) Public Comment**
- 3) Approval of Minutes March 24, 2023, Regular Meeting**
- 4) General Manager's Report**
  - A. CIDP Application
- 5) Board Action Items**
  - A. Discussion and Consideration of Resolution #23-06 Procurement and Purchasing Policy For Goods and Services
- 6) IT Updates**
- 7) Committee Reports**
  - A. Executive
  - B. Planning
  - C. Finance
  - D. Government Affairs/Communications
- 8) Director Updates / Other Business**
- 9) Adjourn**



Board Role	Director	Executive	Finance	Planning	GA/Comms
CDOT	Amber Blake	X			
Gov. Appt.	Daneyá Esgar				X
PACOG	Dennis Flores		X		
Colo Springs ~ PPACG	Jill Gaebler	Vice Chair		X	
PPACG	John Graham				X
NFRMPO	Will Karspeck			X	X
Gov. Appt.	Josh Laipply	X	X	Chair	
Gov. Appt.	Claire Levy				X
SCCOG	Luis Lopez		X		
DRCOG	Julie Duran Mullica	Secretary		X	X
DRCOG	Deborah Mulvey	X		X	Chair
DRCOG	Chris Nevitt	Treasurer	Chair	X	
NFRMPO	Johnny Olson			X	
Gov. Appt.	Sal Pace				
DRCOG	Joan Peck	X		X	X
Gov. Appt.	Jose Soto				
Gov. Appt.	Jim Souby	Chair		X	
<i>I-70 Coalition</i>	<i>Randy Wheelock</i>			X	
<i>RTD</i>	<i>Debra Johnson</i>				
<i>Amtrak</i>	<i>Alex Khalfin</i>				
<i>BNSF</i>	<i>Jim Tylick</i>				
<i>Union Pacific</i>	<i>Nathan Anderson</i>				
<i>Wyoming</i>	<i>Dale Steenbergen</i>				
<i>New Mexico</i>	<i>David Harris</i>				

*Directors in italics are non-voting members*



MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS  
**FRONT RANGE PASSENGER RAIL DISTRICT (THE "FRPRD")**

Held: Friday, March 24, 2023; 9:00 am  
Douglas County Philip S. Miller Building - 1st Floor Conf Rooms A&B  
100 Third St., Castle Rock, CO, 80104

The regular meeting of the Board of Directors of the FRPRD was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

Attendance: Nathan Anderson, Daneya Esgar, Dennis Flores, Jill Gaebler, John Graham, David Harris, Will Karspeck, Debra Johnson, Claire Levy, Luis Lopez, Julie Duran Mullica, Deborah Mulvey, Chris Nevitt, Joan Peck, Jose Soto, Jim Souby, Dale Steenbergen, Jim Tylick, and Randy Wheelock.

Not Present: Amber Blake, Alex Khalfin, Josh Laipply, Johnny Olson, and Sal Pace.

Chair Souby called the meeting to order @ 9:04 am: Chair Souby welcomed meeting attendees. Vice Chair Gaebler took the roll.

Public Comment: Chair Souby shared that no public comments were received in advance of the meeting. Chair Souby opened the floor to public comments; no public comments were raised.

Approval of Minutes February 24, 2023, Regular Meeting: Director Nevitt motioned to accept the prior meeting minutes and Vice Chair Gaebler seconded. Director Soto raised a correction. Page 6 of the minutes misattributed the comments regarding Las Animas County's procurement policy to Director Soto; those were comments by Director Lopez. Chair Souby asked for an amended motion to accept the minutes as corrected. Director Nevitt motioned, and Director Gaebler seconded. The motion passed unanimously.

General Manager's Report:  
Alternative SDP Update  
General Manager Karsian noted that at the December Board meeting, Directors approved a motion to evaluate an expanded Service Development Plan (SDP) for Pueblo to Trinidad and Denver to Greeley. Per this motion, General Karsian procured bids from the firms HDR and HNTB for expanded SDPs. Their responses and General Manager Karsian's recommendation are summarized in the memorandum included in the board packet. Both firms recommended against amending or changing the current SDP and instead pursue a parallel process. A new SDP would cost between one half and one million dollars, dependent upon whether one or both corridors are evaluated. The District is currently coordinating with the Governor's Office on a budget request. In this request, General Manager Karsian recommended requesting additional planning dollars for the District to perform a parallel SDP from Pueblo to Trinidad and Denver to Greeley.

Chair Souby voiced support for General Manager Karsian's recommendation. If additional state funding is procured to fund the parallel SDPs, Director Mulvey supports the process, especially as it opens opportunities for future federal funding for this portion of the District. Director Esgar noted that the General Assembly just closed the call for budget items; she asked if the budgetary request would need to be a legislative amendment. Mr. Karsian clarified that the request was part of original budgetary discussions and is expected to be part of the Governor's budget package. In addition to the funding potentially coming from



this year's budget allocation, new District funding could come from a bill the General Assembly is considering for allocating IJA matching planning dollars.

Director Levy asked whether the District's planning processes can consider border to border service in the absence of an SDP with border to border limits? Chair Souby's understanding is that a federally accepted SDP is required to obtain federal funding. Director Levy raised the concern that a new contract and scope could delay the FRPR effort and thus she would like confirmation from FRA if the SDP is required. General Manager Karsian responded that the parallel SDP process could be advanced as a future planning effort and would not impact the timing of the current SDP. Claire Levy reframed her question; is a new SDP required to put together a package to go to the voters and/or to seek additional federal funds? Commissioner Lopez noted that it would be hard to pass any ballot measure if there's not a plan in place to provide border to border service. He does not want to lose support in the southern or northern counties because of this.

Director Nevitt raised that he does want the public to get the false impression that the District is overlooking the southern segment beyond Pueblo. He noted the Southwest Chief and Front Range Passenger Rail Commission, which predated the District, developed a separate process and funding stream to evaluate service from Trinidad to Pueblo. The Southwest Chief Thru-Car Study is intended to address this need. Director Levy wants to proceed with the understanding that border to border service will be pursued, she simply has a technical question as to whether an SDP through the FRA is required. District staff will connect with the Federal Railroad Administration (FRA).

**CIDP Application** The District is applying to the FRA's Corridor Identification and Development Program, recently developed through the IJA. The District is securing letters of support from the Colorado Congressional delegation and intends to submit the application in advance of the March 27 deadline. If the District is accepted into the program, it will receive \$500,000 in first round funding. General Manager Karsian anticipates the first round of funding will be used to coordinate with partners like RTD, to identify and strategically advance key infrastructure projects along the corridor, and to hire additional staff or consultant support for the District.

**Director Pace Condolences** General Manger noted that Director Sal Pace recently lost his former wife and expressed condolences on behalf of the District. Directors are signing a sympathy card the District will send to Director Pace.

**Fiscal Year 2023 Budget:**  
**Public Hearing on the Proposed 2023 Budget** Chair Souby convened the budget hearing, noting that this hearing was properly noticed in the *Denver Post* and the budget documents have been made available on the District website. No public comments were received in advance of the meeting. Chair Souby opened the floor to public comments and no public comments were raised.

**Resolution #23-01 Approving the 2023 Budget** Director Nevitt moved to adopt Resolution #23-01 Approving the 2023 Budget. Director Mulvey seconded the motion. The motion passed and the Resolution is adopted.

**Colorado Springs Station Planning Presentation:** Vice Chair Gaebler welcomed Travis Easton (Director of Public Works, City of Colorado Springs), Lan Rao (Acting Transit Services Manager, City of Colorado Springs), and Chris Proud (Consultant Project Manager, HDR) to present on the Colorado Springs Passenger Rail Station Location Study. The Study, completed in recent months, was tasked with identifying

a site location for a passenger rail station within the City of Colorado Springs to serve the possible extension of the Southwest Chief and new Front Range Passenger Rail service. The charge was to work with the Colorado Springs community to identify the best station location, so the community is ready when passenger rail service arrives. The Study team previously presented the recommendations to City Council. Now, local advocates are looking to secure funding and build continued support for a new passenger rail station. The [presentation slides](#) were provided in the March board packet and are available on the District website.

Mr. Proud noted that eleven sites were initially identified through the Study. Sites were chosen because of adjacency to the current rail corridor, historic rail use (some sites), adequate space for station, and proximity to key origins and destinations. Four sites advanced to further study: Historic Rail Depot, America the Beautiful Park, Drake Power Plant, Nevada/Tejon area. Sites were further evaluated for their performance on factors including conceptual cost, economic development potential, connectivity to activity centers, rail operations performance, multimodal and vehicular access, and construction complexity. The planning effort identified America the Beautiful Park as the preferred site. The remaining sites were prioritized in case future factors render America the Beautiful Park no longer a candidate. Mr. Proud presented a conceptual site layout adjacent to the US Olympic & Paralympic Museum with a parking garage, pickup/drop-off lane, and public plaza. As of now, the rail station building is on the east side of the rail tracks and the platform is on the west side; the proposal is to connect them through an underground tunnel.

Vice Chair Gaebler noted the Study's stakeholder working group raised the concern that the platform is on the opposite side of the tracks from the station. In future planning phases, the goal is to work with the freight operators to align the passenger platform on the same side as the main station. The station site is within the Colorado Springs Urban Renewal Authority (CSURA) area. Vice Chair Gaebler noted that the legislation creating FRPRD provides the authority to develop station improvement districts to fund and support the maintenance of stations. There may be administrative challenges between CSURA and a future station-specific improvement district. Colorado Springs has had active dialogue between advocates wanting to site the station north of the city to capture northern-bound commuters and people who want the station to be a walkable connection to downtown Colorado Springs. Lastly, Director Gaebler shared that the City is currently redeveloping its downtown transit center. Ideally, the transit and passenger rail stations would be co-located as one facility, however this is not likely to occur as the current bus station is at the end of its life (redevelopment will happen sooner than passenger rail will arrive) and a new site closer to downtown has already been identified for it.

Director Wheelock affirmed the importance of siting and designing stations to advance interregional connectivity and passenger convenience. Director Mulvey shared that the themes Vice Chair Gaebler raised of walkability versus reachability apply to her community (Douglas County) as well. She voiced concern with a tunnel citing both safety concerns and the challenge of maneuvering baggage. She affirmed the need to plan stations in desirable and convenient stations, so people choose passenger rail over other travel options. Mr. Proud noted that a tunnel was identified to avoid visually competing with the Park Union Pedestrian Bridge. A tunnel could be controlled so only passengers could use it. The ultimate goal is to move the platform closer to the station.

Director Nevitt voiced his support for advancing downtown stations with strong multimodal connections. Denver has benefited from bikeway, scooter, and car share connections at



Union Station. Passenger rail stations are catalysts for economic growth, so they should be sited in areas where communities want to see economic development. Chair Souby and Director Wheelock affirmed the importance of qualitative considerations – safety, comfort, and ease of use. Ridership and development will follow the qualitative experience. Director Lopez added his concerns about addressing safety and security at stations. He asked how the station will be funded as he anticipates his community will want to better understand funding expectations as Trinidad works to develop its station plan. Mr. Easton shared there is no current funding identified to develop the station and the city will be looking for District partnerships to realize the station.

General Manager Karsian reiterated Vice Chair Gaebler’s note that the District has the statutory authority to develop station improvement districts. The intent is for station planning to be locally driven, but the District can help set up a financing mechanism. He added that partnerships between planning efforts, elected officials, municipal staff, and developers are a strategic opportunity to advance local economic development goals. Chair Souby encouraged communities along the corridor to be proactive in station planning. Director Levy expressed caution about encouraging communities to begin planning rail stations since the SDP has not yet determined where the train stops will be. She recommended station locations and spacing between stations be a discussion item at a future meeting so the Board can get a better sense of planning timelines.

Committee Reports:  
Executive

The Executive Committee held its first meeting in March. The Executive Committee provides committee chairs with the opportunity to report on their committee meetings and to have a leadership sounding board to prepare for the monthly board meeting.

Planning

The Planning Committee held its first meeting this month and will regularly meet the second Wednesday of the month from 8:30 – 10. Josh Laipply is the chair. The committee’s primary charge is to track the progress and provide guidance on the SDP. David Singer, CDOT Project Manager for SDP, will provide regular updates at the committee.

Finance

Chris Nevitt is chair of the Finance Committee. Over the past month, Finance Committee finalized budgetary matters in advance of today’s hearing and reviewed the procurement policy, adjusting it to solely apply to goods and professional services. The committee anticipates sharing an updated procurement policy for adoption at the April board meeting. Additionally, the District had anticipated affiliating with PERA. Through further research, General Manager Karsian and Finance Committee concluded that affiliation with PERA is not recommended at this time. Finance Committee is evaluating alternative retirement options for District staff and will bring this to the board at a later time. Lastly, Finance Committee has been in conversations with the Governor’s Office regarding a future ballot measure, specifically what the funding need will be and how to finance it. These conversations illuminate the interconnection between finance and planning decisions.

Government Affairs/  
Communications

Committee Chair Deborah Mulvey affirmed the interrelationships between the committees. The committee discussed the need for talking points and timeline and process graphics to help Directors communicate on behalf of the District. Chair Mulvey noted that formal community meetings will occur through the SDP outreach process. Additionally, District staff is developing an outreach log so Directors can track engagement occurring on behalf of the District. Lastly, the committee senses that in the future, the District should consider hiring a public relations consultant.



Director  
Updates/Other  
Business:

Ms. Breit shared that the District is making progress on IT matters. Both Chrissy and Andy now have District email accounts. Additionally, the District is setting up District email accounts for directors, so they have access to a director-only file sharing and communication site. The site is intended to house meeting minutes, talking points, templates, and articles of interest. The Director site is anticipated be ready by the April board meeting.

Director Mulvey thanked Douglas County for hosting today's meeting.

Director Lopez is helping to facilitate the transfer of the \$12 million RASISE Grant funds from the District account to the City. Additionally, the South Central Council of Governments looks forward to a visit from General Manager Karsian to provide an update to civic leaders in Las Animas and Huerfano counties.

Adjourn:

The Board adjourned at 10:46 a.m.

**Application for FRA  
Corridor Identification and Development Program  
Submitted March 2023**

[Click here for application](#)



**RESOLUTION NO. 2023-06  
OF THE FRONT RANGE PASSENGER RAIL DISTRICT**

**ADOPTING A PROCUREMENT AND PURCHASING POLICY FOR GOODS AND SERVICES**

WHEREAS, pursuant to Section 32-22-101, *et. seq.*, C.R.S. (the “Act”), the Front Range Passenger Rail District (“District”) was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, Section 32-22-105(2)(d), C.R.S. authorizes the Board of Directors of the District (the “Board”) to make and pass resolutions necessary for the government and management of the affairs of the district and the execution of the district's powers and duties; and

WHEREAS, the Board is further authorized pursuant to Sections 32-22-105(2)(g)-(h), C.R.S., to appoint, hire, and retain professional consultants and to prescribe methods for the letting of contracts for labor, materials, or supplies that may be required to carry out the District; and

WHEREAS, pursuant to Section 32-22-105(1)(a)(I), C.R.S., the Board has the exclusive power to adopt Board policy and procedures.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Front Range Passenger Rail District that the Board of Directors hereby adopts a Procurement and Purchasing Policy for Goods and Services, a copy of which is attached hereto as Exhibit A and incorporated herein by reference, and directs that a copy of such policy shall be maintained in the District's files.

APPROVED this 21st day of April 2023.

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Secretary

**EXHIBIT A**  
**PROCUREMENT AND PURCHASING POLICY FOR GOODS AND SERVICES**

PROCUREMENT AND PURCHASING POLICY  
FOR GOODS AND SERVICES  
FRONT RANGE PASSENGER RAIL DISTRICT

**I. Purpose.**

This policy (“Policy”) of the Front Range Passenger Rail District (the “District”) establishes the criteria and procedures for the letting of contracts for the purchase of goods and services as may be required for carrying out the purposes of the District. This Policy is intended to inform potential vendors, suppliers and service providers of the District’s procurement criteria and procedures so that the procurement process is open and transparent. This Policy is also established to ensure fair and equitable treatment of all persons or firms involved in purchasing by the District; assure that goods and services are procured efficiently, effectively and at prices favorable to the District; promote competition in contracting; provide safeguards for maintaining a procurement system of integrity; ensure that goods and services of high quality and meet the standards and needs of the District; and provide opportunities for small business enterprises to participate in the work of the District. This Policy shall be implemented in a manner to provide consistent, significant opportunities for small business enterprises to supply goods and services to the District.

This Policy is not intended to govern the District’s purchase of materials or the letting of contracts in association with the construction of improvements, works, or structures. Such procurement and purchasing shall be governed by a separate policy.

**II. Open Records.**

Documents related to procurement shall be available to the public consistent with the Colorado Open Records Act, Part 2 of Article 72 of Title 23 of the Colorado Revised Statutes as amended or any successor provisions.

**III. Administration of Procurement Process.**

All procurement transactions shall be administered by the General Manager, or such other person as the Board of Directors of the District (the “Board”) may designate in writing. Purchase orders, contracts or contract amendments shall be in writing and shall set forth the terms of the procurement. In applying this Policy, the General Manager shall estimate the value of the goods or services to be procured in his or her reasonable discretion.

Decisions on the final award of a contract for goods and services may be based on a variety of factors including responsiveness to any request for proposal or qualifications, cost, quality, experience of the individual or entity, small business enterprise participation, and overall value to the District. Economic, as well as non-economic, criteria may be considered in the reasonable discretion of the District in selecting the individual or entity to provide the goods or services required.

The General Manager shall have the discretion to enter procurement contracts up to \$20,000. Procurement contracts of more than \$20,000 shall be authorized by the Finance Committee. Procurement contracts of more than \$20,000 may also be authorized by the Board Treasurer if the circumstances allow, such as timing, safety, or other reasons. All Finance Committee or Treasurer authorized procurement contracts will be referred to the Board for ratification at the next board meeting following the authorization of the contract. Procurements of \$150,000 or more shall only be effected through a written contract approved by resolution of the Board of Directors.

**IV. Procurement of Goods or Services Valued up to \$20,000.**

For services or purchases up to \$20,000, only one quotation or bid need be solicited if the price quoted or bid is considered reasonable by the General Manager, in his or her discretion.

**V. Sole Source Criteria for Contracts of \$20,000 or More.**

In general, the District shall conduct procurement competitively. However, procurement by non-competitive proposals may be used for contracts of \$20,000 or more only when the procurement by competitive proposal is not practical for one of the following reasons: (1) the item is available only from a single source, based on the General Manager's good faith review of available sources; (2) an emergency exists that threatens the public health, safety, or welfare, or endangers property, or would otherwise cause serious injury to the District or its property; or (3) the Board has determined that it is in the District's best interests to procure by non-competitive proposal.

**VI. Procurement of Goods or Services Valued from \$20,000 up to \$150,000.**

For services or purchases in amounts of more than \$20,000 but less than \$150,000 (as estimated by the General Manager in his or her reasonable discretion), bids or proposals shall be solicited from at least three vendors or firms, which may be done by e-mail or other written means. The names of the vendors or firms contacted, addresses and/or telephone numbers, and persons contacted shall be documented in writing and maintained as a public record.

**VII. Procurement of Goods or Services Valued at \$150,000 or More.**

For services or purchases in amounts of more than \$150,000 but less than \$500,000 (as estimated by the General Manager in his or her reasonable discretion), public notice appropriate for the procurement involved, as determined by the General Manager, is to be given at least seven (7) business days before the deadline for submission of bids or proposals. For procurements of \$500,000 or more, public notice shall be published on the district's website and/or other appropriate publicly accessible format, at least fifteen (15) business days before the deadline for submission of bids.

**VIII. Disadvantaged Business Enterprises.**

The District has a strong commitment to providing opportunities for small and disadvantaged businesses to receive the contracts it awards, and will take appropriate steps, including advertising, outreach, and direct solicitation, to fulfill this commitment. Participation of small business enterprises may be a factor considered in the award of contracts for goods and services by the District.

**VIII. State and Federal Compliance.**

The General Manager may deviate from this Policy and/or implement alternative procurement approaches as necessary in order to comply with any applicable State or Federal procurement requirements, or to ensure the eligibility of costs incurred by the District for reimbursement from the State or Federal funds.

**IX. General Provisions.**

- A. The District reserves the right to alter or amend this policy at any time by majority vote of the Board.
- B. This policy shall in no way vest any vendor, supplier, individual, firm or entity with any rights of protest or challenge, or any other rights whatsoever.
- C. The District reserves the right to reject any and all proposals, bids, or submissions in its sole discretion.
- D. All contracts entered into with vendors, suppliers, an individual or a firm shall comply in all respects with any other requirements imposed by law.

**FRONT RANGE PASSENGER RAIL DISTRICT  
EXECUTIVE COMMITTEE**

Thursday, April 20, 2023; 2 p.m. (Virtual)

**Attendance:**

- FRPRD Directors: Josh Laipply, Jill Gaebler, Debbie Mulvey, Chris Nevitt
- FRPRD Staff: Andy Karsian, Chrissy Breit

**Discussion:**

Amber Blake, CDOT's appointment to the Board, is leaving CDOT at the end of the month. When Ms. Blake initially announced her departure from CDOT's Division of Transit and Rail, it was anticipated that she would be joining Governor Polis' office to serve as a liaison with the District. Amber recently announced that she will not be moving into this role. At this time, it is uncertain if or when CDOT might appoint someone new to the Board to fill her role.

The committee discussed Governor Polis' keen interest in FRPR. In November 2022, Lisa Kaufmann transitioned from being Governor Polis' chief of staff to a new role advancing passenger rail efforts on behalf of the Governor's office. General Manager Karsian meets every other week with Ms. Kaufmann, Sally Chafee (CDOT), and David Singer (CDOT). Executive Committee members discussed how best to formally engage the Governor's office, including inviting Ms. Kaufmann to sit in on FRPR meetings. The Governor's office is pushing a fast timeline for FRPR and wants to ensure Colorado does not miss out on federal funding opportunities to minimize how much funding is asked of Colorado voters through a ballot measure. Specifically, they are seeking ridership and capital and operations cost figures sooner than the SDP process plans to develop this information. The Governor's office wants this information by January 2024 to determine his preferred FRPR legislative strategy for 2024 – specifically how much money needs to be raised through a 2024 ballot measure. Ms. Breit and Director Gaebler raised the question of voter price sensitivity and suggested one successful ballot measure with a higher asking price may work better than a smaller initial ask followed by a future taxing measure. Director Gaebler emphasized the importance of the stakeholder process and ensuring the District is keeping pace with the Executive branch's schedule. General Manager Karsian shared that the Finance Committee has been discussing consultant services the District may want to retain, specifically as relates to developing a project list and capital and operations costs, to ensure District-driven data is used in ballot conversations. The Governor's office is going retain a Harvard fellow to complete ridership modeling this summer.

Executive Committee members emphasized the need for a process map that outlines the District activities discussed above, including timelines and entity leading each activity. A graphic would help illuminate overlap and disconnect between the planning and political processes. Committee members recommended vetting the process map with the Governor's office, CDOT, District legal counsel, and consultants, and then introducing it to the FRPRD board through an executive session.

Committee members also discussed how station planning timeframes and processes factor in. In some areas like Colorado Springs, a station improvement district (SID) would overlap with an urban renewal district. What happens in these instances, and in others where a SID would overlap with an existing Business Improvement District? Committee members noted working through SIDs and their interaction with existing taxing entities will be a key component of station planning.

Lastly, the Executive Committee discussed the proposed Procurement and Purchasing Policy for Goods and Services that will be introduced at the April Board of Directors meeting for board action. Upon recommendation from District legal counsel, the District is looking for ways to procure a bench of consultant support that can be used in an on-call nature. More information about this will be presented at the April board meeting.

**FRONT RANGE PASSENGER RAIL DISTRICT  
PLANNING COMMITTEE**

Wednesday, April 12, 2023; 8:30 a.m. (Virtual)

**Attendance:**

- FRPRD Directors: Josh Laipply (Chair), Jill Gaebler, Will Karspeck, Julie Duran Mullica, Debbie Mulvey, Chris Nevitt, Johnny Olson, Joan Peck, Jim Souby, Randy Wheelock
- FRPRD Staff: Chrissy Breit
- CDOT Staff: David Singer
- SDP Consultant: Lisa Sakata

Mr. Singer presented an update on the Service Development Plan (SDP). The presentation slides are available upon request.

**Purpose and Need:**

Purpose and Need statements are required of all projects that involve federal oversight.

Characteristics of a Purpose and Need include:

- **Purpose** – Addresses the positive outcome the project endeavors to achieve. Purpose statements are often aspirational, yet achievable.
- **Need** – Addresses the deficiency that warrants the project; it is the problem to solve.
- **Logical termini** – The geographic limits of the study or project.
- **Primary and Secondary Objectives** – FRA oversees rail transportation projects, so the Purpose and Need statements specifically focuses on transportation challenges and goals. Transportation projects often have ancillary objectives, like economic development and sustainability. While not the project drivers, these objectives inform the holistic picture.
- **Inputs** – External factors -- like legislation, market analyses, or prior studies – inform project scope and intent.
- **Outputs** – Purpose and Need are concise statements that advance the alternatives evaluation process. Statements are neither a treatise nor overly prescriptive of outcomes.

Inputs that Informed SDP Purpose and Need:

*Prior Planning Studies*

Findings and recommendations from prior planning studies inform the SDP's Purpose and Need. For example, the 2014 Interconnectivity Study demonstrated that 200 mph train service is not realistic for the FRPR context given spacing between stations. The North I-25 EIS noted that the corridor best suited for rail would pass through the downtowns of Longmont, Loveland, and Fort Collins. The Alternatives Analysis (AA), completed in 2020 for the Southwest Chief and Front Range Passenger Rail Commission, recommended the initial passenger service use an existing freight alignment and focus on the major markets between Pueblo and Fort Collins. Given the findings of these past studies, the SDP is not considering greenfield sites or high-speed rail, which is reflected in the Purpose and Need statements.



Members of the public may feel disheartened by the long history of planning studies. Chair Laipply emphasized that the current moment is unique as the District has more ability and support to accomplish a physical infrastructure project than ever before. The District's charge is to use these studies to deliver a built project.

Whereas the AA recommended starting service from Pueblo to Fort Collins, the legislation creating the District calls for border to border service. Director Nevitt noted that the Commission advanced a separate plan evaluating rail service from Pueblo to Trinidad (Southwest Chief Thru-Car Study). He asked how the Pueblo to Fort Collins SDP factors in with the Southwest Chief Thru-Car Study and the District mandate to deliver service north of Fort Collins. Mr. Singer responded that it is a matter of sequencing. Having a strong Pueblo to Fort Collins backbone is the best first step and bolsters future connections. Director Souby added that the Southwest Chief Commission entrusted Amtrak with developing the service development plan for southern connections to Pueblo, anticipating Amtrak would reroute the Southwest Chief with service from La Junta to Pueblo to Trinidad. Director Nevitt noted that the original efforts would have Colorado Springs to Pueblo/Trinidad as the first leg of FRPR, which is no longer the case. Director Nevitt emphasized the importance of the Purpose and Need acknowledging initial service is part of a larger enterprise extending beyond the study limits.

Chair Laipply affirmed that the District's task is to deliver passenger rail from border to border while determining how best to phase and deliver this service. The environmental analysis for the SDP has to have project limits, but the Purpose and Need statements do not necessarily need to include geographic limits. Mr. Singer added that the 2020 federal CRISI grant specified the SDP limits as Pueblo to Fort Collins, while acknowledging there is a larger service market beyond that 180-mile segment.

#### *Front Range Growth Projections*

Mr. Singer presented graphs showing existing and projected growth for Front Range employment and population centers. These projects inform the key centers the rail service needs to connect.

#### *Vision, Purpose & Need*

Past studies, existing market conditions, and the legislation creating the District center on the concept of choice. The vision for FRPR is developing a new transportation choice that does not exist today. Planning studies have demonstrated that a successful first step is developing an initial service targeting communities and passengers eager for the service – early adopters. Key outcomes of the service are excellent customer experience, connecting major markets, boosting environmental sustainability, and fostering economic development.

#### *Purpose Statement*

The project team submitted this statement to FRA:

*To enhance the state's transportation network and facilitate integrated multimodal travel options among major population centers along the Front Range via intercity passenger rail service along existing transportation corridor. Adding a service that attracts people to choose passenger rail over single-occupancy vehicular (SOV) travel would enhance community connections and contribute to future economic vitality, equity, and environmental sustainability. The FRPR project would:*

- *Provide increased **mobility choices** for safe, efficient, and reliable travel along the Front Range now and in the future.*
- ***Connect communities** to jobs, retail, recreation, health care, leisure, education, entertainment, and other regional destinations.*
- ***Advance federal, state, and community economic, environmental, and equity outcomes** and federal passenger rail policy objectives.*

Responding to the explanation that transportation objectives is the primary need of this project and environmental goals are a secondary consideration, Director Wheelock asked how or when reducing environmental impacts can be considered the primary need – mandatory outcome – rather than an ancillary objective. Director Wheelock noted that this is a planning document – not marketing materials – and that environmental outcomes are crucial for an environmental document. Mr. Singer noted environmental benefit is an evaluation criterion.

Chair Laipply raised concerns that the first sentence of the Purpose statement is too long and detailed. He recommends simplifying it to “providing intercity passenger rail that enhances the transportation network and provides a high-quality customer experience.”

Director Gaebler agreed that fewer words is often better but recommended not prioritizing particular objectives or description over others because FRPR must appeal to diverse interests across the Front Range. She affirmed leading with factors that attract people to rail.

#### Needs Statement

*Colorado needs integrated multimodal travel options to reduce traveler dependence on SOVs, increase transportation system capacity, serve regional travel demand, and advance environmental, economic, and equity goals.*

*Limited mobility choices exist along the Front Range that efficiently connect people to jobs, retail, recreation, health care, leisure, education, entertainment, and other regional destinations.*

*An attractive service would entice travelers to choose passenger rail for travel and enable positive outcomes and experience.*

Director Olson expressed that the Purpose and Need must appeal to the public for a project to be successful. While decreasing SOV usage is a positive externality of the project, the true purpose is connecting communities through a higher-quality transportation system. Director Mulvey noted the importance of having a Purpose and Need that speaks to the range of potential users from students to recreational riders willing to pay a higher fare.

#### Evaluation Criteria

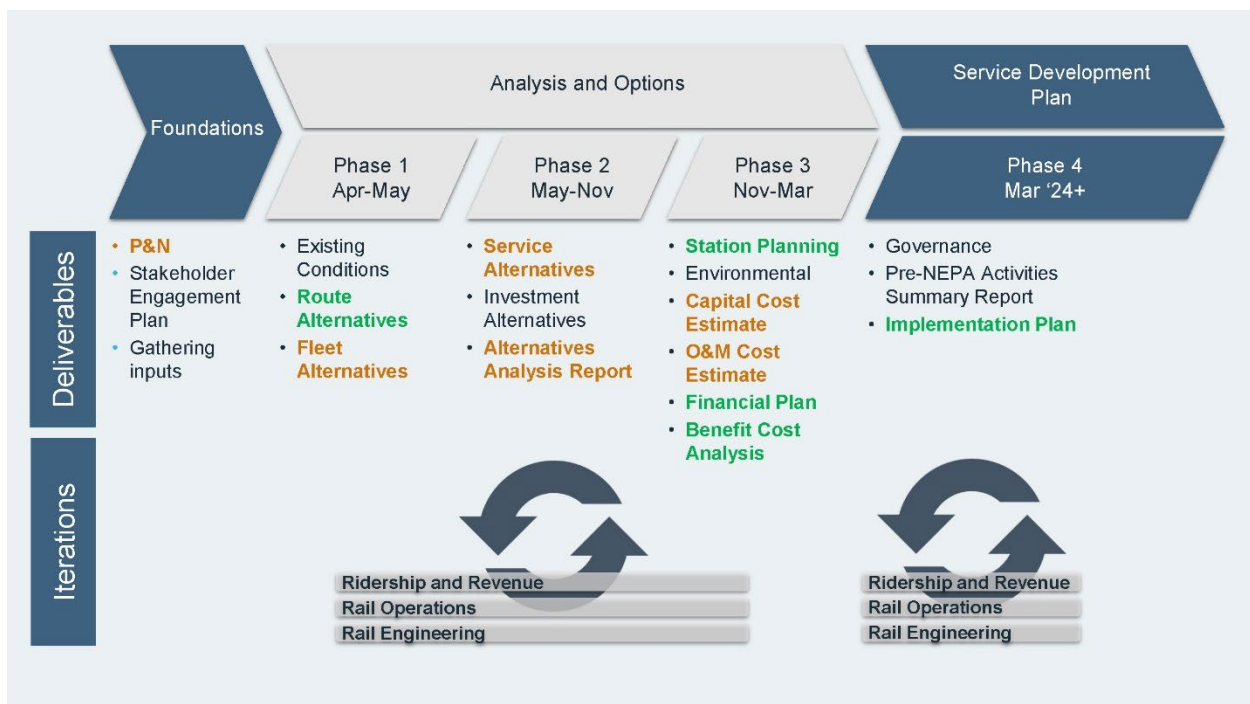
The FRA established criteria for planning a rail service centering on the business case, customer base, policy alignment, and benefits (environmental, economic, equity, connectivity). Alternatives will be evaluated for these criteria.

## Route Analysis

The FRA has distinct definitions for corridor, route, and alignment. The SDP is working within the Front Range corridor. Route is the definition for the path from end to end. A route will be chosen through the SDP. Later studies will determine alignments/right-of-way. Since the SDP is solely considering routes that use existing freight alignments, there is only one route option from Pueblo to Denver. There are two freight route options north of Denver: the Front Range and Greeley subs. The project team will share how the two freight routes perform on the evaluation criteria.

## SDP Timeline

Mr. Singer shared the timeframes and phasing of SDP planning tasks. Topics in orange will be presented to the Planning Committee for awareness and understanding whereas topics in green necessitate deeper committee input and buy-in. The May Planning Committee meeting will feature a discussion of the preliminary route analysis and will introduce analysis of fleet and equipment.



Director Olson shared that many people are asking why the I-25 corridor is not one of the routes under consideration given its central location connecting communities of growth. Recognizing the I-25 corridor may be viable given cost, Director Olson asked if the route could still be considered through the SDP. The AA evaluated the north I-25 corridor. Ridership modeling showed the growth and demand Mr. Olson articulated, however, this corridor has very high infrastructure costs and impacts to recent infrastructure improvements. In developing an initial starter service, using existing freight corridors is a more feasible place to start.

Ms. Sakata shared that the confines of the current SDP are rooted in what was written in the CRISI grant and thus the SDP is only evaluating existing freight corridors.

## **Discussion**

Directors affirmed that going into the ballot measure, the District needs to be prepared to respond to questions about I-25 with key messages and talking points that clearly communicate to elected officials and members of the public the technical findings that have informed planning decisions and why I-25 is not being considered.

Ms. Sakata shared that the preliminary Purpose and Need statements were submitted to FRA in mid-March. The project team recently received FRA's comments and will be addressing them with FRA at a workshop on April 17. The basis of the Purpose and Need is being set now and as the study advances and gets more data, the Purpose and Need can be refined.

Chair Laipply reiterated his desire for simpler Purpose and Need statements that all communities can find value in. Director Olson echoed this recommendation. Director Souby asked if the dictates in SB 21-238 influence the Purpose and Need. For example, the legislation says the train service must be competitive with vehicular travel. Ms. Sakata responded that both legislation and FRA criteria are driving the development of the Purpose and Need.

Director Mullica asked if it would be possible to evaluate two routes north of Denver. Ms. Sakata noted that the FRA is looking for the SDP to narrow down alternatives and identify one proposed project to advance to NEPA. Chair Laipply recommended the project team connect with FRA about the possibility (and associated pros/cons) of evaluating two routes, and then provide that information at the May Planning Committee meeting.

## **Action Items**

- Project team connect with FRA about evaluating two routes and provide FRA response at May Planning Committee meeting.

# Front Range Passenger Rail: Service Development Plan Update

April 12, 2023

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*FRPRD Planning Committee*

# Agenda

- Service Development Plan Big Picture
- Purpose & Need
  - 101
  - FRPR P&N
- Evaluation Criteria
- Route Analysis
- Lookahead

# FRA Service Development Plan Process

You are here

## Purpose and Need



## Alternatives Analysis



- Route
- Service
- Investments

## Project Planning

- Travel Demand Forecasting
- Operations Analysis
- Station and Access
- Fleet
- Conceptual Engineering
- Labor
- O&M Costing

## Environmental

- Natural
- Social
- Cultural
- Physical

## Finance and Governance

- Financial Planning
- Benefits-Cost Analysis
- Governance
- Implementation Phasing

Service  
Development  
Plan

# Purpose and Need



# Purpose and Need Principles

Purpose: What is the expected positive outcome?

Need: What is the problem to be solved?

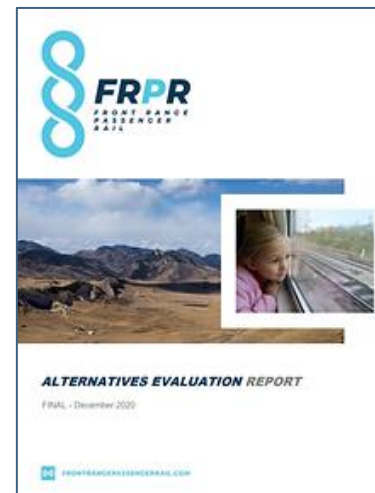
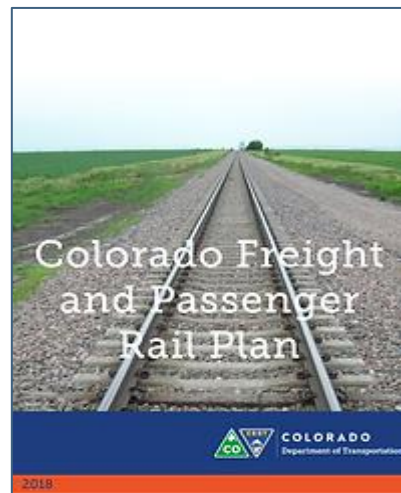
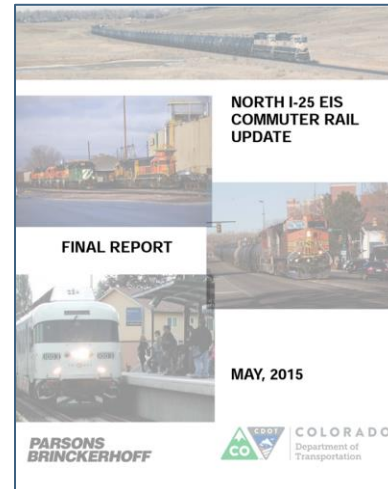
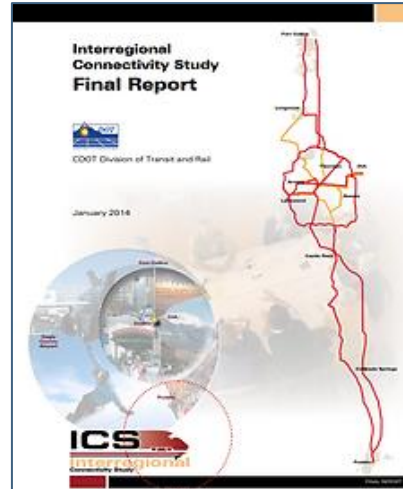
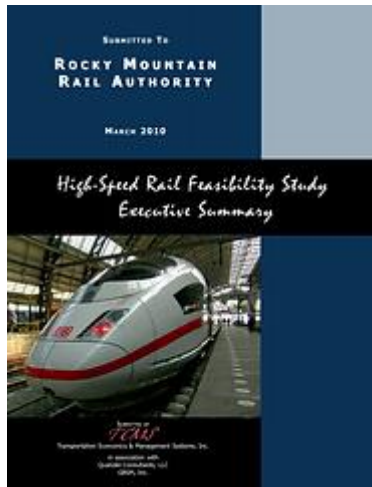
Logical termini:  
Geographic study area

Primary and secondary objectives

Inputs:  
External Sources +  
Market Analysis

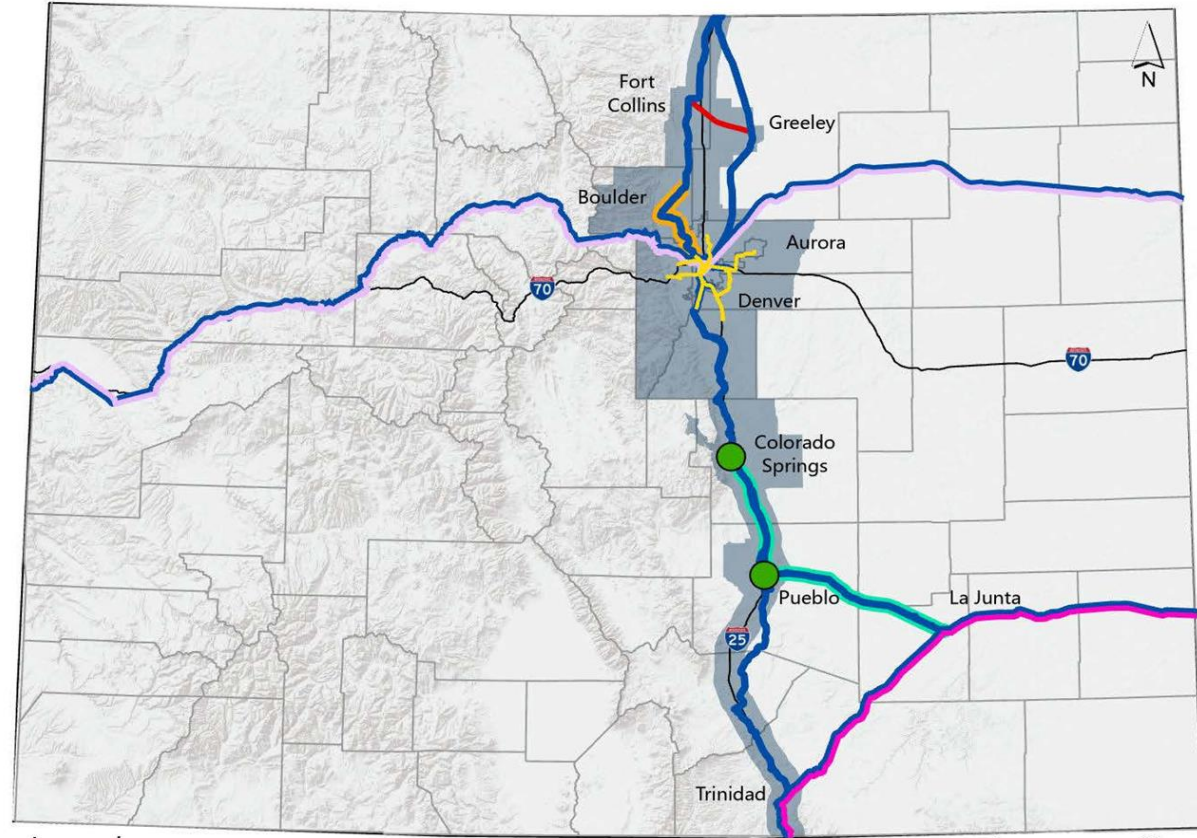
Outputs:  
Concise Statement  
but not a solution

# Front Range Passenger Rail Planning Timeline



- **2010** Rocky Mountain Rail Authority Feasibility Study; North I-25 EIS
- **2014** Interconnectivity Study (ICS)
- **2015** North I-25 EIS Rail Update
- **2017** Rail Commission established; Hyperloop One Challenge
- **2018** Colorado State Rail Plan
- **2020** SWC & FRPR Commission Alt Analysis & Recommendations; FRA Grant Selection
- **2021** Rail District established

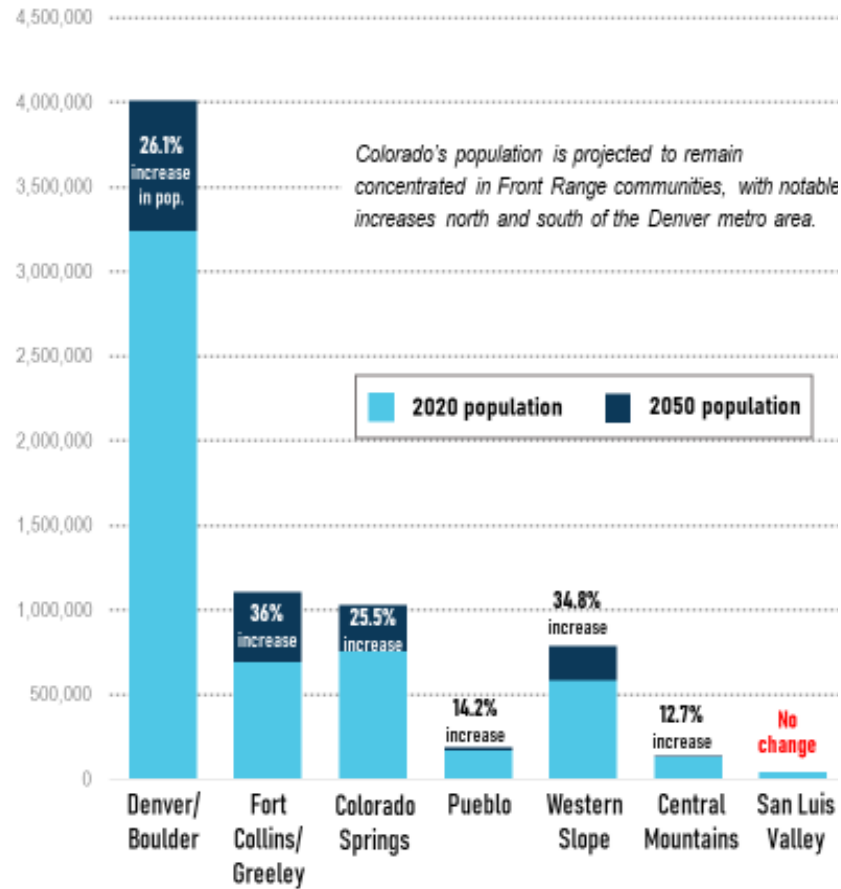
# Interoperate within existing freight alignment



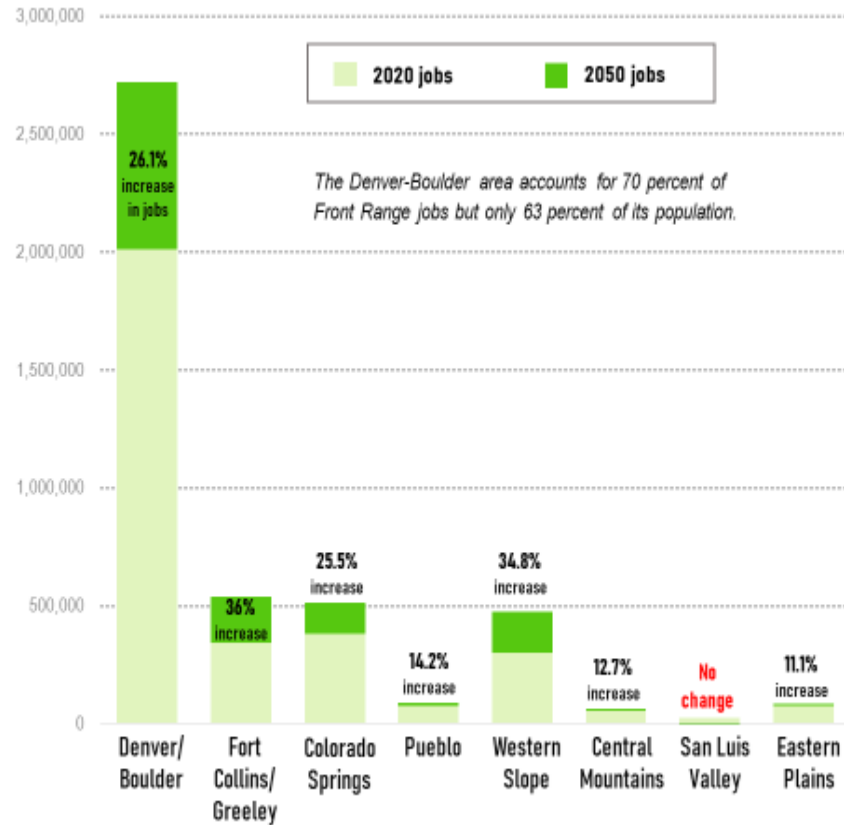
## Legend

- |   |  |  |
|---|--|--|
| FRPR District                                   | Great Western Rail Connection from Fort Collins to Greeley | Potential RTD Northwest Rail (Commuter Rail) Service |
| Class I Railroads Planned for Passenger Service | Amtrak California Zephyr                                   | Potential Southwest Chief Thru-Car Service           |
| RTD Light Rail and Commuter Rail                | Amtrak Southwest Chief                                     | Colorado Springs and Pueblo Station Area Planning    |

# Front Range Growth Projections

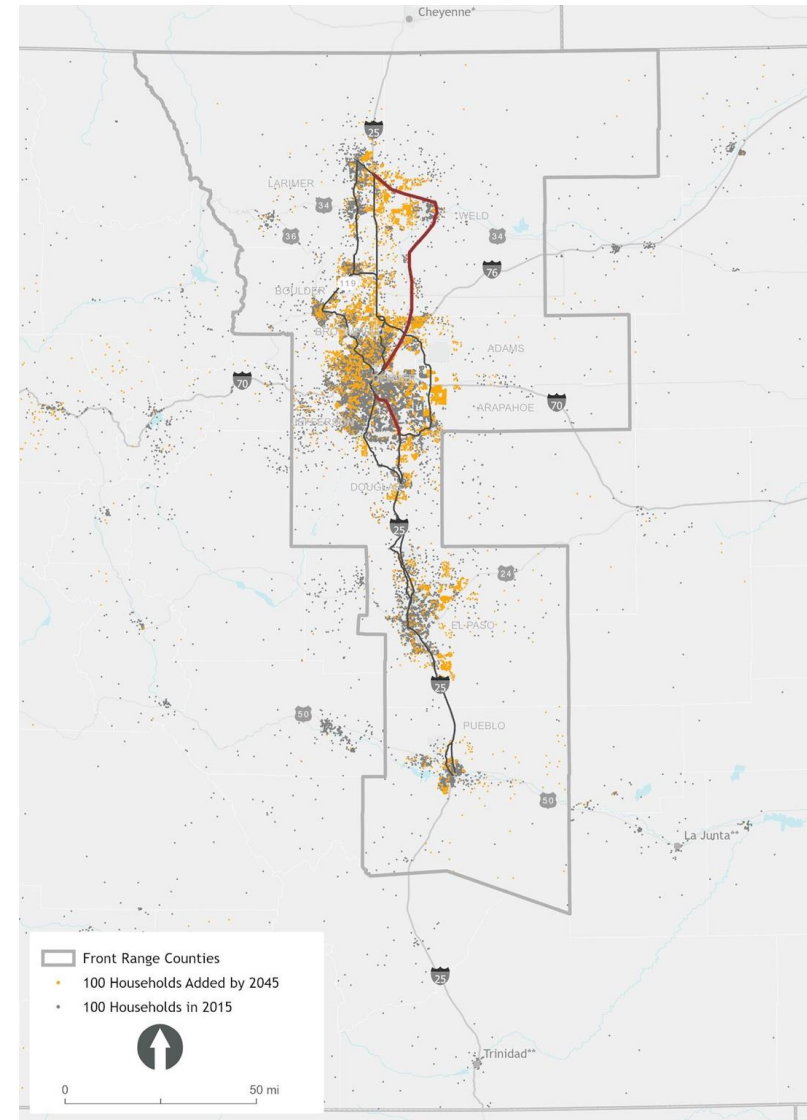
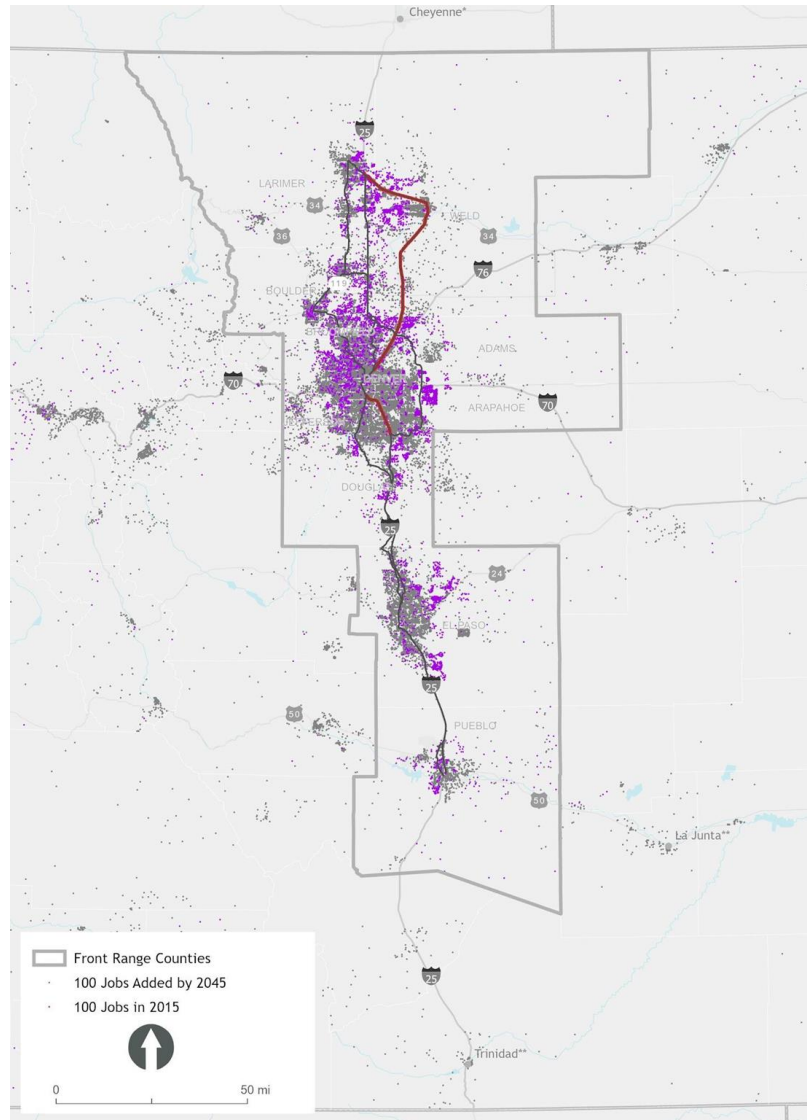


Sources: Colorado Division of Local Affairs; State Demography Office (2023)



Sources: Colorado Division of Local Affairs; State Demography Office (2023)

# Front Range Growth Projections



# Vision, Purpose & Need

## VISION

**Choice** Passenger Rail System that changes how people travel

## PURPOSE

Integrated **Initial** Service that attracts early adopter passengers

## OUTCOMES/ NEEDS



EXCELLENT  
CUSTOMER  
EXPERIENCE



COMMUNITY  
CONNECTIONS



ENVIRONMENTAL  
SUSTAINABILITY



ECONOMIC  
VITALITY

# Project Purpose

To enhance the state's transportation network and facilitate integrated multimodal travel options among major population centers along the Front Range via intercity passenger rail service along existing transportation corridor. Adding a service that attracts people to choose passenger rail over single-occupancy vehicular (SOV) travel would enhance community connections and contribute to future economic vitality, equity, and environmental sustainability. The FRPR project would:

- \* Provide increased **mobility choices** for safe, efficient, and reliable travel along the Front Range now and in the future.
- \* **Connect communities** to jobs, retail, recreation, health care, leisure, education, entertainment, and other regional destinations.
- \* **Advance federal, state, and community economic, environmental, and equity outcomes** and federal passenger rail policy objectives.



**FRPR**

**STARTER SERVICE**

- Initial Schedules and Markets
- Early Operational Phase

**EXPANSION**

- More Markets
- Enhanced Service Frequency and Speeds

**VISION**

- Other Colorado Connections
- Interstate/National Connections

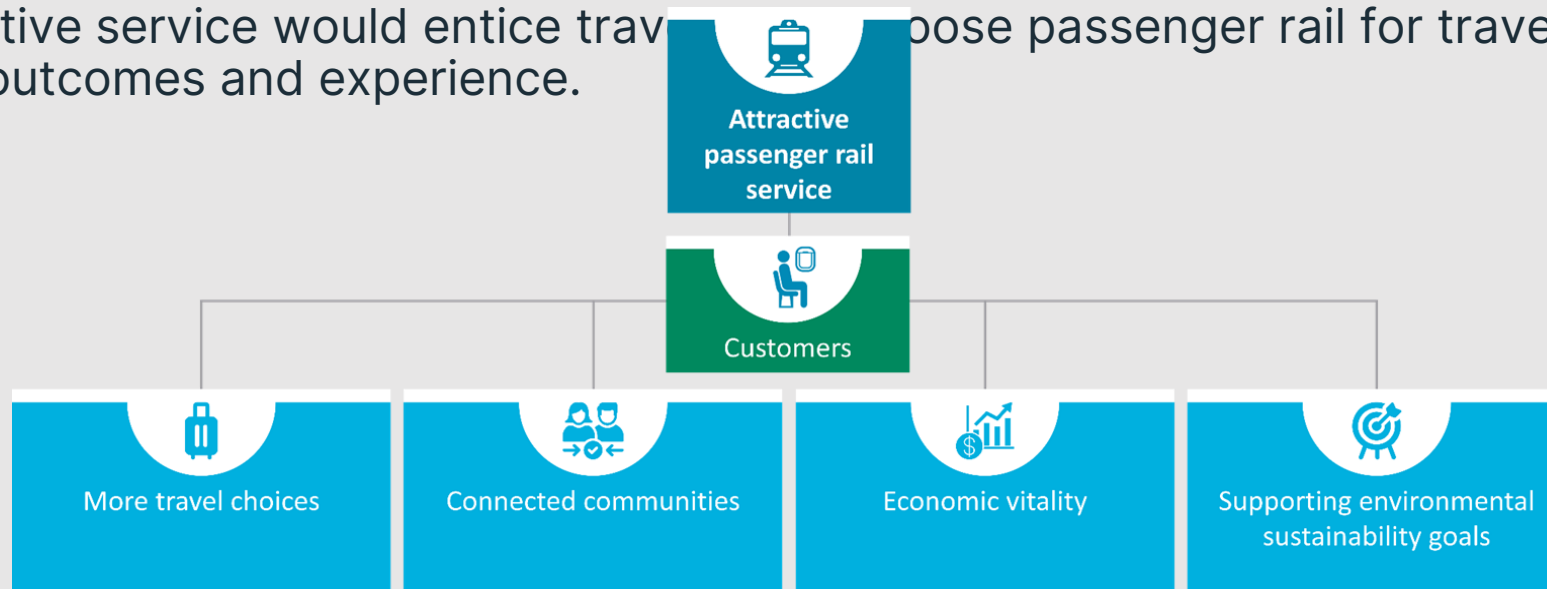


# Project Needs

Colorado needs integrated multimodal travel options to reduce traveler dependence on SOVs, increase transportation system capacity, serve regional travel demand, and advance environmental, economic, and equity goals.

Limited mobility choices exist along the Front Range that efficiently connect people to jobs, retail, recreation, health care, leisure, education, entertainment, and other regional destinations.

An attractive service would entice travelers to choose passenger rail for travel and enable positive outcomes and experience.



# Evaluation Criteria

- 2 The projected ridership, revenues, capital investment, and operating funding requirements;
- 6 Anticipated non-Federal funding;
- 14 Passenger rail operator support for the corridor.



## BUSINESS



## CUSTOMER (OR PROXY FOR)

- 4 Is projected trip times competitive with other transportation modes;
- 10 Is there improved connectivity with existing or planned multimodal transportation services;
- 11 Does corridor connect at least 2 of the 100 most populated metropolitan areas;

- 1 Is the route identified by regional or interregional planning studies;
- 8 Is corridor in a State's approved rail plan;
- 9 Does corridor serve historically unserved or underserved and low-income communities or areas of persistent poverty;

## POLICY



## BENEFITS

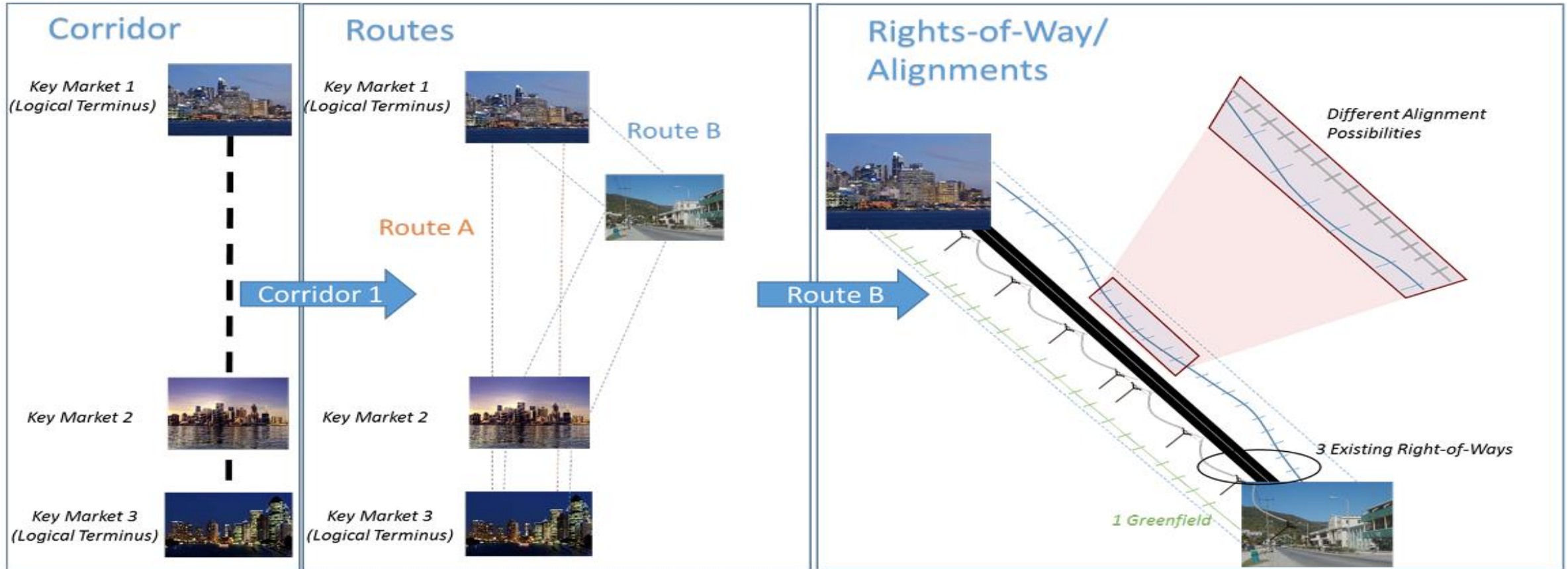


- 3 Environmental, congestion mitigation, and other public benefits;
- 5 Economic and employment impacts;
- 7 Rural communities;
- 12 Enhance the regional equity and geographic diversity of intercity passenger rail service;
- 13 Integration into the national rail passenger transportation system

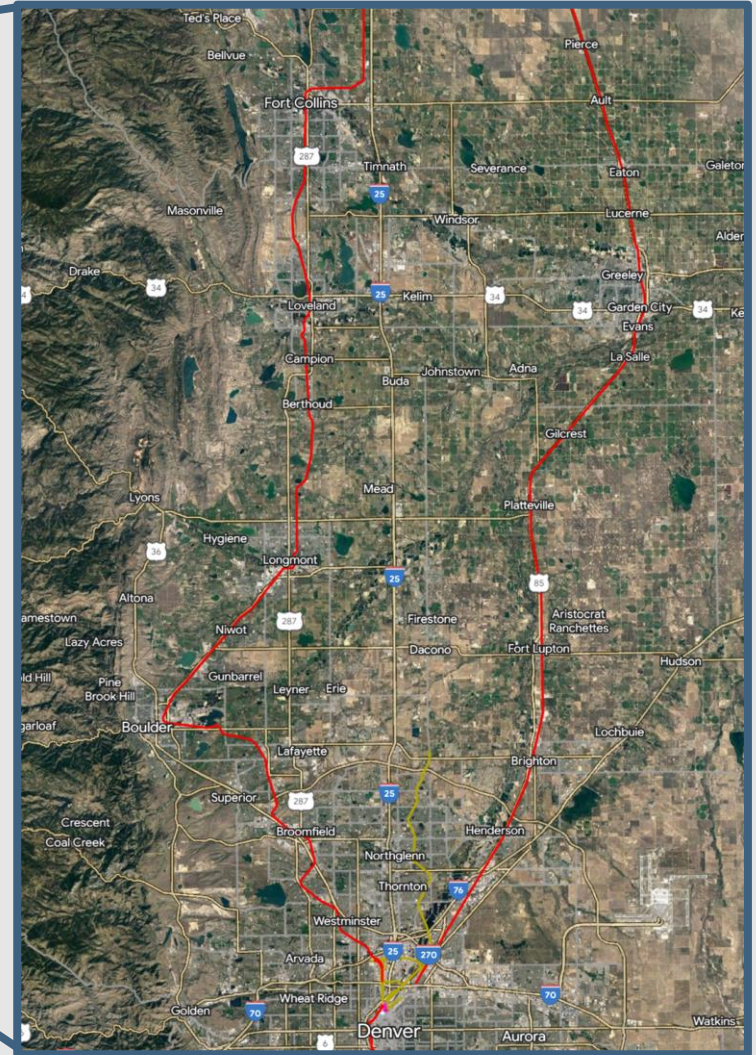
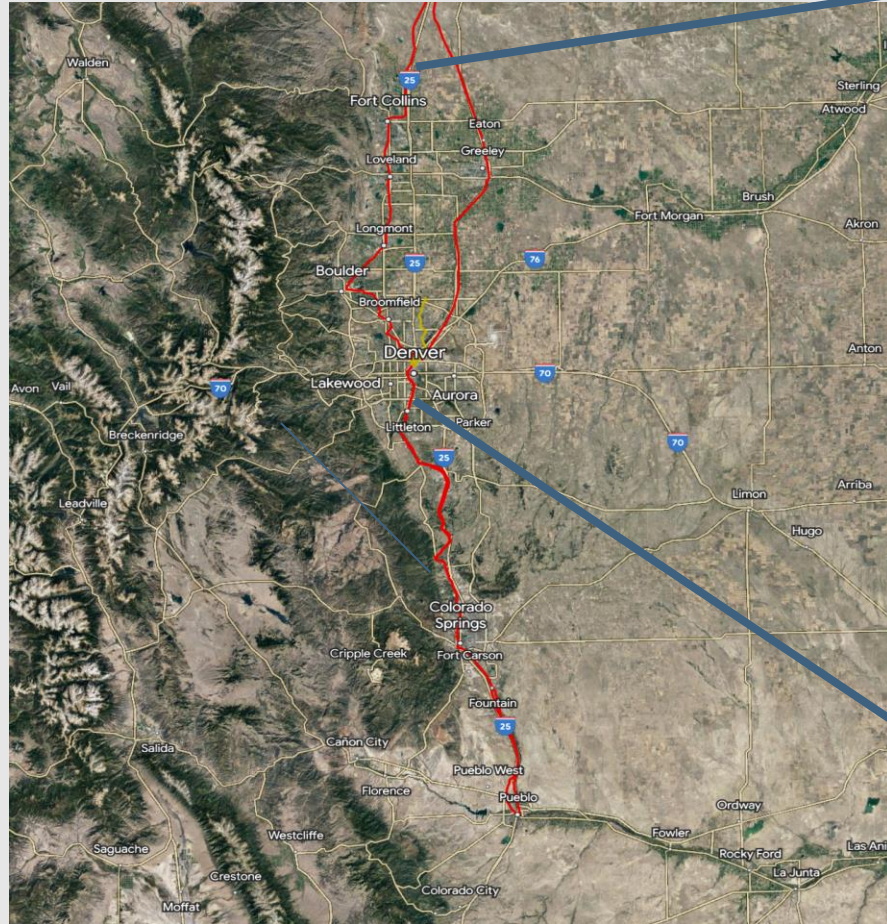
Modified from Federal Register: Establishment of the Corridor Identification and Development Program

# Route Analysis

# Terminology – Corridors, Routes, Rights-of-Way, Alignments



# Route Analysis



# Lookahead

## Foundations

## Analysis and Options

## Service Development Plan

Phase 1  
Apr-May

Phase 2  
May-Nov

Phase 3  
Nov-Mar

Phase 4  
Mar '24+

## Deliverables

- **P&N**
- Stakeholder Engagement Plan
- Gathering inputs
- Existing Conditions
- **Route Alternatives**
- **Fleet Alternatives**
- **Service Alternatives**
- Investment Alternatives
- **Alternatives Analysis Report**
- **Station Planning**
- Environmental
- **Capital Cost Estimate**
- **O&M Cost Estimate**
- **Financial Plan**
- **Benefit Cost Analysis**
- Governance
- Pre-NEPA Activities Summary Report
- **Implementation Plan**

## Iterations

Ridership and Revenue

Rail Operations

Rail Engineering

Ridership and Revenue

Rail Operations

Rail Engineering



# Next Meeting (May 10th)

- Discussion of preliminary route analysis
- Introduce fleet/equipment analysis

**Front Range Passenger Rail District  
Finance Committee**

**AGENDA**

**Thursday, April 6, 2023**

12:00 – 1:00 p.m. MST

Zoom Link: <https://us06web.zoom.us/j/89643806679>

(Virtual Only)

**Committee Membership**

Chris Nevitt – Treasurer, Chair

Dennis Flores

Luis Lopez

Josh Laipply

Meeting Minutes: (Draft)

Front Range Passenger Rail District Finance Committee Meeting  
April 6, 2023

Treasurer Nevitt called the meeting to order and recognized all members were present and a quorum was present.

GM Karsian updated the committee on the status of the Corridor Development Identification Program (CIDP). The district submitted the application at the end of March and posted the application on the website on the *Documents* page. The district expects it will hear from FRA about whether they accepted the district by the end of the summer/beginning of fall.

The committee discussed the general fiscal oversight the district will play with these funds. Director Laipply mentioned that CDOT or RTD could be direct recipients for the federal dollars coming to the district via the CIDP. GM Karsian clarified that in conversations with possible accounting firms for the district, knowledge of federal funding oversight and management is a part of the decision on which firm to hire. Director Flores got some clarifying answers about the timeline and structure of the CIDP within FRA.

GM Karsian reviewed the edits from the committee members and himself on the district procurement policy. GM Karsian proposed the following edits to the policy:

- all procurement in writing by the GM or Board designee;
- variety of factors listed to guide decision (cost, small business participation, value, experience, quality...)
- GM discretion = up to \$20K and can be single source
- \$20K+ to \$150,000 = Treasurer/Finance committee approval with monthly report to board
- \$150,000+ = multiple bids and majority board approval

- All approvals may be done by email and not necessarily in board meetings
- Public notice for bids above \$150,000 on dedicated webpage on district website and other relevant publications if appropriate

Committee members agreed on the edits and GM Karsian will have a clean copy of the policy for full Board review for the April board meeting.

GM Karsian updated the committee members on conversations around the service development plan process. In ongoing conversations with the Governor and his staff they expressed a desire to have additional information sooner than the service development plan timeline would allow. Ridership modelling, project capital costs, and general operation costs are data points the Governor would like to have by the beginning of the year to help direct future policy discussions for the next legislative session. Generally, there is a sense that the funding for the district could/should be a diverse funding strategy that could rely on everything from direct federal grants to legislative funding to voter approved funding.

The District is willing to pay HDR consulting to gather data outside of the existing service development plan process that will enhance the data collection process and lead towards good decisions made in the future. Specifically, the district will enter into a contract with HDR to look at operating and access costs, and development of a capital construction project list. Director Laipply raised the conversations around Burnham Yard as another reason why it behooves the district to have a sense of what projects need to be built and how much the cost will be as strategic conversations around that property continue.

The service development team is actively determining the corridor FRPR will use. The Northwest Rail alignment (Denver to Boulder to Longmont) continues to be a strong alternative. This route would help both RTD and FRPRD leverage future funding for necessary projects along the shared line north of Denver.

GM Karsian discussed the current efforts underway to quantify financial models for paying for the district's needs moving into the future. The Governor's office, CDOT, FRPR, and several fiscal consultants are beginning to develop the scope around how to quantify this problem. The Finance committee confirmed the intent of needed to be a part of the conversations moving forward to ensure the parties involved understand and model correctly the nuances around infrastructure projects and the vagaries of the district, as opposed to treating this solely as a statewide funding policy discussion.

Treasurer Nevitt raised the ongoing research around retirement planning for FRPR District employees. GM Karsian has some leads and will follow up with companies before the next Finance Committee meeting and will report to the committee on the results of the conversations.

Chair Nevitt adjourned the meeting.

**FRONT RANGE PASSENGER RAIL DISTRICT  
GOVERNMENT AFFAIRS/COMMUNICATIONS COMMITTEE**

Monday, April 3, 2023; 10:00 a.m. (Virtual)

**Attendance:**

- FRPRD Directors: John Graham, Will Karspeck, Julie Duran Mullica, Deborah Mulvey, Jim Souby
- FRPRD Staff: Andy Karsian, Chrissy Breit
- CDOT Staff: David Singer
- Kearns & West (Consultant for SDP): Morgan Lommele

**General Manager's Outreach Update:**

Mr. Karsian shared the District's outreach log, which shows past and upcoming briefings.

Recent attendance:

- Longmont Transportation panel presentation to public
- Annual update to Colorado General Assembly (SMART hearing)
- North Front Range MPO Transportation & Air Quality Planning Council
- Northwest Mayors and Commissioners Coalition
- DC visit with NMCC – meeting with CO delegation, FRA, FRA, Amtrak, USDOT
- Move Colorado Membership Meeting
- Pueblo Area Council of Governments Transportation Advisory Commission
- Commuting Solutions Membership Meeting
- City of Fort Collins public briefing

Upcoming scheduled outreach:

- Presentation to Fort Collins rail advocates (Bob Briggs' son)
- Presentation at Colorado Transportation Symposium with Service Development Plan team

Outreach has primarily focused in the north along the Northwest Rail corridor. The District is planning to pivot to more southern outreach with a visit in late spring to Las Animas County, Pueblo, and Trinidad to brief leaders in these communities, to look at the Pueblo station planning efforts, and to meet with Director Soto and other labor leaders in Pueblo.

**FRPR District Clean-Up Bill:**

The District has been considering a smaller clean-up bill for this legislative session, to be followed by a more substantive bill next year. The clean-up bill would clarify:

- Quorum language in the District bylaws,
- Requirements of the FRPRD annual meetings with MPOs, RTD, I-70 Coalition (preference for these to be organizational briefings by FRPRD staff, rather than full board meetings),
- Delegation of some contracting powers from Board to FRPRD staff (which ties in with the Procurement Policy that Finance Committee is working on), and
- Legality of the Board to enter into a sole source contract with a rail operator.

At the time of this committee meeting, the Colorado General Assembly was not actively considering a District clean-up bill. The component that most warrants a clean-up bill is the sole source contracting measure. Legal counsel's interpretation of District bylaws is that the District currently has the legal power to enter into a sole source contract with an operator. Since legal counsel is of this interpretation, Mr. Karsian recommended waiting to run a clean-up bill until next year. Next year's bill could also include provisions relating to elections within District (sub-District elections) and other policy considerations that may arise. The committee concurred with the recommendation not to advance a public bill at this time regarding sole source powers that the District already has.

The Joint Budget committee is running a bill to appropriate \$90 million for IIJA matching funds statewide. Senator Zenzinger is the prime sponsor. The District may be able to utilize up to \$10 million of the \$90 million. Separately, legislation is being advanced to appropriate \$5 million for passenger rail development: \$3 million for CDOT's Division of Transit and Rail (DTR) and \$2 million for the FRPR District. This money would help with parallel service development plan modeling, administration of the District, and additional outreach. The money going to DTR would indirectly benefit the District as those funds would support engineering, design, environmental, and grant management overseen by CDOT. The District intends to continue to utilize CDOT for procurement, contract negotiations, design, and implementation – areas of expertise and capacity the District currently does not have.

#### **SDP Stakeholder Engagement Plan:**

David Singer and Morgan Lommele presented the Stakeholder Engagement Plan for the Service Development Plan (SDP). The slides are included with this summary. This section provides a high-level synopsis of the presentation.

Engagement goals for the SDP:

- Leverage previous FRPR engagement efforts.
- Engage a diverse group of stakeholders.
- Educate the broader public about the project goals.
- Create an open and transparent process for agency coordination and public outreach.
- Align engagement with SDP schedule and memorialize consensus at key technical milestones.

Outreach will include traditional and emerging tactics including a blend of in-person and virtual information-sharing and input opportunities. The first outreach activity is updating the District website.

Outreach Phases:

1. Initiation: Introduce the SDP and generate common understanding of the intent and process.
2. Building Consensus: Conduct public meetings and stakeholder briefings to present technical findings related to the alternatives analysis (route, fleet, service, investment) and gain input on priorities and trade-offs.
3. Public Review and Implementation Preview: Gain additional feedback on SDP results, determine additional refinements, and seek consensus on implementation path.

The presentation deck includes graphics that detail the engagement activities that will be deployed at each outreach phase, in coordination with the key technical milestones. The presentation also includes an overview of the key engagement processes by audience per each outreach phase. SDP outreach is focused on sharing information and getting input on the SDP. This outreach does not include advocacy activities. Mr. Singer noted that RTD has a parallel planning process occurring along the Northwest Rail alignment. RTD, CDOT, and the District are in frequent communication and partnership, but are certain not to speak on behalf of each other's project.

Director Mullica emphasized the importance of engaging diverse stakeholders – from future commuters to those who would use the rail service to access entertainment destinations. Committee members asked about the plans for business outreach during the SDP. Director Mullica noted that Amazon played a significant role in expanding transit in her community due to their large warehouse. Chair Mulvey added that engaging large employers like Lockheed Martin is a key stakeholder in her region and that she can provide recommendations on Douglas County chambers of commerce/ business groups. The District has a contact list with over 6,000 people that were engaged through the 2020 Alternatives Analysis. This list of contacts will be updated and utilized during the SDP. Ms. Lommele proposed the consultant team develop a tailored list of stakeholder audiences and provide it to the committee for their input. Chair Mulvey proposed an upcoming Communications/ Government Affairs committee be dedicated to collectively discussing the list.

**FRPR District 2023 Advocacy Strategy:**

In advance of the meeting, the draft FRPR District 2023 Advocacy Strategy was distributed to committee members. The document is included at the end of this summary.

Whereas outreach for the SDP is rooted in sharing information and seeking input on the planning process, the District's the Advocacy Plan is intended to guide the District's efforts of galvanizing a base of understanding and support going into a future ballot measure. The purpose of the document is to flesh out the District's advocacy and communication goals and then determine appropriate tactics to reach those goals. This plan is intended to reflect the top priorities of the District and help to identify which tactics are most important to advance over the year ahead. Ms. Breit shared that she anticipates the committee will spend one to two months refining the plan, and thereafter a finalized version will be presented to the board.

The first proposed goal is: *District Directors are equipped to advocate on behalf of the District using standardized messaging that can be adapted to different District/audience contexts.*

The priority tactic is providing key messages and talking points.

Additional tactics for this goal include:

- Establishing a Director site with informational materials talking points, FAQs, PowerPoint, Fact Sheet, templates) Directors can use in their outreach.
- Developing a timeline/milestone process graphic illustrating the steps from District formation to an operating train service
- Developing District map showing key municipalities, freight tracks and roadways.
- Providing standard PowerPoint presentation and fact sheet for Director use.
- Cross-committee coordination and communication.

Directors affirmed the value of having a strong map that shows the multiple municipalities and jurisdictions that District crosses. Director Mulvey raised discussion about the corridor coalition segments from the 2020 Alternatives Analysis, specifically the demarcation line between the central and southern segments. Douglas County is split between the central and southern coalitions and the demarcation isn't in sync with how the region thinks of community endpoints. She also noted the importance of engaging the full South Metro area, including Arapahoe County. Dr. Singer and Ms. Breit noted that segment coalitions were formed based upon MPO boundaries. During the 2020 work, stakeholders were asked which segment(s) they wanted to participate in and had the opportunity to attend more than one. Ms. Lommele added that a new map has been developed through the SDP's Purpose and Need exercise that could be shared with the committee after refinements are made.

Director Mullica noted the importance of labeling freight rail corridors as existing so people understand the rail lines are not new infrastructure. The map illustrates that the rail line will bypass Adams County, a matter to navigate in upcoming outreach. General Manager Karsian shared that the District will also need to generate a map to share with County Clerks for a ballot measure.

**Director Updates:**

Director Souby was approached by neighboring states to see if Colorado wanted to put forth a Democratic candidate to be considered for Amtrak's board of directors. Committee members affirmed the value of having local representation on the Amtrak board, which tends to lean coastal.

**Action Items/Next Steps:**

- Kearns & West to provide stakeholder audience list for committee input.
- Kearns & West to provide map from Purpose & Need.

# FRPR SDP: Stakeholder Engagement Plan

April 3, 2023

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*FRPRD Government Affairs Committee*





# Engagement Goals

- Leverage previous FRPR engagement efforts
- Engage a diverse group of stakeholders
- Educate the broader public about the project goals
- Create an open and transparent process for agency coordination and public outreach
- Align engagement with SDP schedule and memorialize consensus at key technical milestones

# Engagement Toolbox

Materials

Presentations  
and Briefings

Passive and  
Digital  
Communications

Public  
Webinars and  
Meetings

Other Tactics

# Printed Materials

## Project Postcard



**CALIFORNIA High-Speed Rail Authority**

**Email:**  
San Francisco to San Jose Project Section  
[san.francisco\\_san.jose@hsr.ca.gov](mailto:san.francisco_san.jose@hsr.ca.gov)  
San Jose to Merced Project Section  
[san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov)

**Mailing address:**  
Northern California Regional Office  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Ste. 300  
San Jose, CA 95113

**Website:**  
[www.hsr.ca.gov](http://www.hsr.ca.gov)

**Phone number:**  
San Francisco to San Jose Project Section  
(800) 435-8670  
San Jose to Merced Project Section  
(800) 455-8166

SCAN THIS QR CODE:

**@CaHSRA**

**@cahsra**

**facebook.com/CaliforniaHighSpeedRail**

**youtube.com/CAHighSpeedRail**

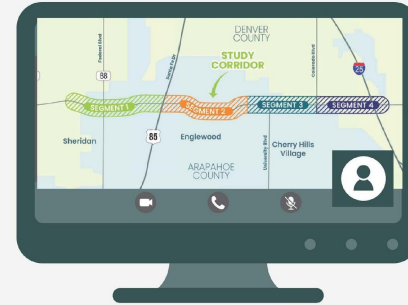
## Bilingual Promotional Flyers

### JOIN THE CONVERSATION

Discuss Hampden Avenue mobility and safety issues with the City of Englewood during a virtual public meeting.

TUESDAY, DECEMBER 13, 2022, 6:00-7:00 PM

Learn about the study and proposed transportation improvements that will reduce traffic impacts and improve safety on Hampden Avenue between Lowell Blvd. and I-25. Participate in a live Q&A following a brief study update.



### WAYS TO PARTICIPATE

1. Type <http://bit.ly/3tQSeWw> into your browser.
2. Scan the QR code.
3. Visit the project website.  
<https://www.engaged.englewoodco.gov/hampden-ave-mobility-safety-study>

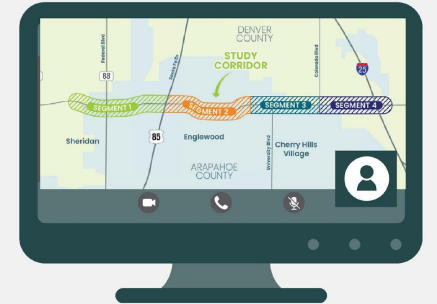


### UNASE A LA CONVERSACIÓN

Discuta los problemas de movilidad y seguridad de Hampden Avenue con la Ciudad de Englewood durante una reunión pública virtual.

MARTES, 13 DE DICIEMBRE DE 2022, 6:00-7:00 P.M.

Conozca el estudio y las mejoras de transporte propuestas que reducirán los impactos de tráfico y mejorar la seguridad en Hampden Avenue entre Lowell Blvd. y la I-25. Participe en una sesión de preguntas y respuestas en vivo después de una breve actualización del proyecto.




### FORMAS DE PARTICIPAR

1. Escriba <http://bit.ly/3tQSeWw> en su navegador web.
2. Escanea el código QR
3. Visite el sitio web del proyecto.  
<https://www.engaged.englewoodco.gov/hampden-ave-mobility-safety-study>



# Digital Materials

## Project Website




Home / Future of Hughes Stadium Site

### Future of Hughes Stadium Site

Welcome to the City of Fort Collins' hub for online engagement around the former Hughes Stadium site. Thank you for your interest in providing input on the potential future uses on the site. We're here to provide an update on the process, hear your ideas, and share how your feedback to plan the site's uses is incorporated.

A previous process contemplated development of the former Hughes site with other uses, before Fort Collins citizens voted to rezone the Hughes Stadium property in April 2021. As a result of the ballot initiative, the City rezoned the property as "Public Open Lands," which allows the site to be used for parks, recreation, open lands, natural areas, and wildlife rescue and restoration. Now that the property is rezoned, the City is in the process of acquiring the land from Colorado State University, which should be complete in early 2023.



### Engagement Goals

With the property rezoned for open space and acquisition underway, the City is soliciting your input into future land use scenarios for Hughes. The City is holding focus groups with stakeholders and asking for continued input on this site to supplement the feedback received from the community to date. This input will be shared with City Council in the form of future land use scenarios that balance priorities and needs, in early 2023.

### What the City Heard

Thank you to the community members who provided valuable input on the process so far. The City is incorporating the feedback received through past engagement and surveys (e.g., the City's recent community survey, the 2021 [Parks & Recreation Master Plan](#), and outreach conducted during prior Hughes development efforts).

Here are the high level themes that the City heard during those engagement efforts, all of which will be considered as the City develops scenarios for potential use of the Hughes site:

- Protect the views of the foothills for the site and surrounding neighborhood.
- Create space that the community can use for recreation and enjoyment of natural space, with limited development.
- Consider environmental protections and buffers for wildlife, water, and native plant species.
- Maintain access to nearby natural areas, such as the Maxwell Natural Area.

### Public Engagement

The City hopes to hear from you on your thoughts for the best uses for the property.

Participate in a brief four-question "Future of Hughes Stadium Site Survey" to share your perspective to inform future land use on the Hughes Stadium site. The survey will be live until January 31, 2023.

### STAY INFORMED

Subscribe for project updates

Your email address...

**SUBSCRIBE**

13 members of your community are following this project

### Who's Listening

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### Upcoming Process

## Multilingual Digital Surveys

### Safer Main Streets Mississippi Avenue - 30% Design Feedback [English]

1. How do you currently use/travel the corridor? (select all that apply)

- Accessing the bus
- Walking/biking to school or library
- Commuting through the area
- Visiting or working at a business on the corridor
- I live along the corridor
- Other (please specify)

2. How would you like to use/travel the corridor? (select all that apply)

- Accessing the bus
- Walking/biking to school or library
- Commuting through the area
- Visiting or working at a business on the corridor
- I live along the corridor
- Other (please specify)

### Safer Main Streets Mississippi Avenue - 30% Design Feedback [Vietnamese]

1. Hiện quý vị đang dùng/di chuyển ra sao qua hành lang? (Chọn những gì thích ứng)

- Bằng xe buýt
- Đi bộ/Đạp xe đến trường hay thư viện
- Qua lại khu vực
- Đến thăm hay làm ăn buôn bán trên hành lang
- Tôi sống dọc theo hành lang
- Điều gì khác

2. Quý vị thích sử dụng/di chuyển qua hành lang ra sao? (Chọn những gì thích ứng)

- Bằng xe buýt
- Đi bộ/Đạp xe đến trường hay thư viện
- Qua lại khu vực
- Đến thăm hay làm ăn buôn bán trên hành lang
- Tôi sống dọc theo hành lang
- Điều gì khác

### Safer Main Streets Mississippi Avenue - 30% Design Feedback [Spanish]

1. ¿Cómo utiliza/recorre actualmente Ud. el corredor? (Seleccione todas las respuestas pertinentes).

- Para acceder el autobús
- Para caminar o andar en bicicleta hacia la escuela o la biblioteca
- Para desplazarse por la zona
- Para visitar o trabajar en un negocio en el corredor
- Vivo a lo largo del pasillo
- Otra razón:

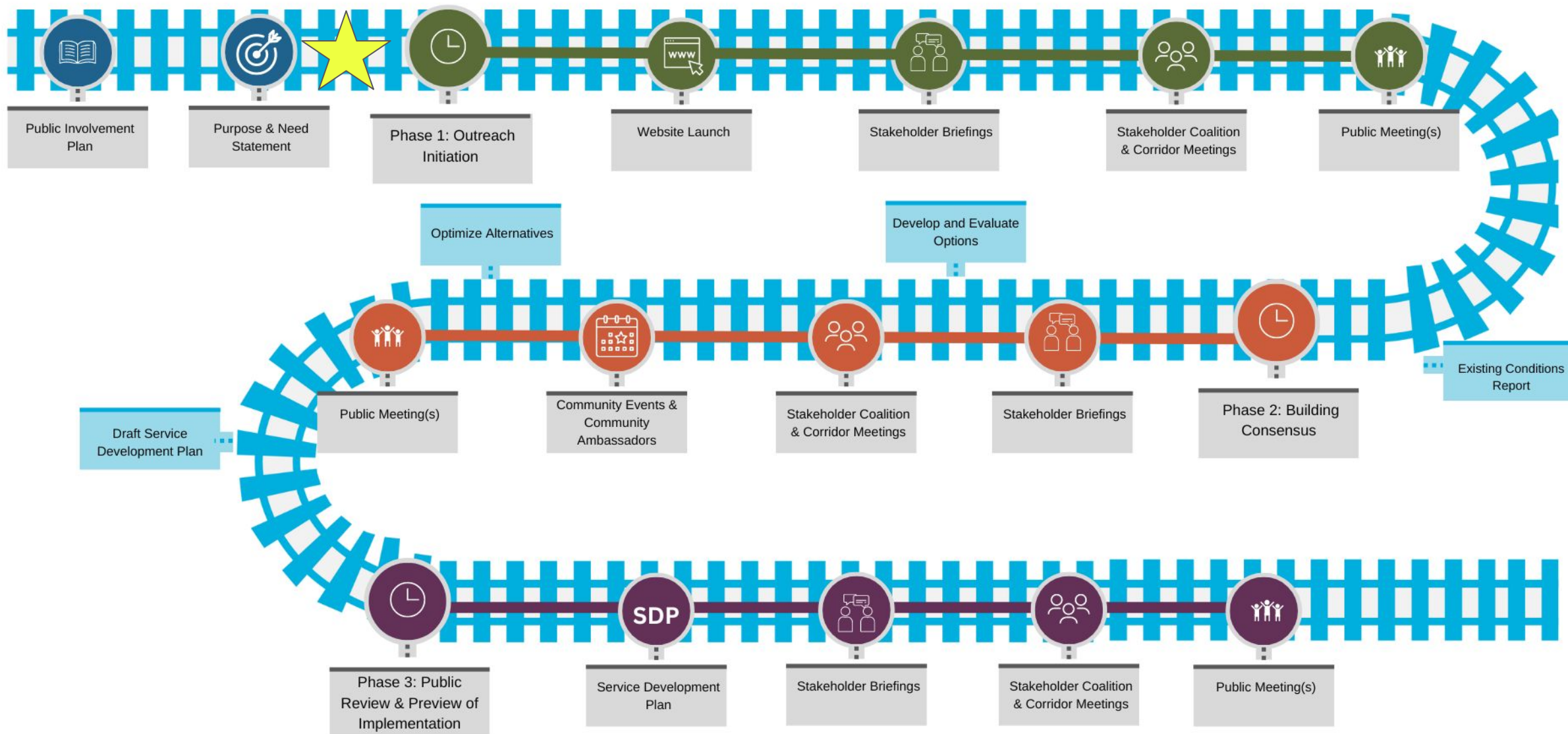
2. ¿Cómo le gustaría usar o recorrer el corredor? (Seleccione todas las respuestas pertinentes)

- Para acceder el autobús
- Para caminar o andar en bicicleta hacia la escuela o la biblioteca
- Para desplazarse por la zona
- Para visitar o trabajar en un negocio en el corredor
- Vivo a lo largo del pasillo
- Otra razón:

# Engagement Phases

- Phase 1: Engage the district, initiate stakeholder outreach, and inform the public
- Phase 2: Conduct public meetings and stakeholder briefings during Alternatives Analysis
- Phase 3: Receive input on the SDP results and refine scenarios

# Engagement Process



# Phase 1: Engage the district, initiate stakeholder outreach, and inform the public



# Division of Labor

## Outreach for a ballot initiative/advocacy vs. Service Development Planning

- Funding (Public v Private)
- Messenger (CDOT/Consultant vs. District Comms/gov't affairs committee)

## Outreach for RTD Northwest Rail vs. Service Development Planning





# Parking Lot

# Levels of Participation


## Participation among stakeholders:

- Railroads
- Markets (MPOs, communities)
- District
- Operator
- Regulatory Agencies
- Special Interest Groups
- Public

## IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

		INCREASING IMPACT ON THE DECISION 				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC		We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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# Phase 2: Coordinate with the District and conduct public meetings and stakeholder briefings



# Phase 3: Receive input on the SDP and refine scenarios

