

RESOLUTION 2026-XXX  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
SUPPORTING THE FRONT RANGE PASSENGER RAIL  
DISTRICT'S NARRATIVE SUMMARY FOR PROPOSED FORT  
COLLINS STATION AND THE DEVELOPMENT OF PASSENGER  
RAIL SERVICE ALONG THE FRONT RANGE

A. The Front Range Passenger Rail District ("FRPRD") was established as a corporate and political subdivision of the State of Colorado to research, develop, construct, operate, and maintain an interconnected passenger rail system along the Front Range extending from Wyoming to New Mexico.

B. The development of a Front Range passenger rail system represents a significant regional investment in transportation infrastructure designed to serve current and future generations of Coloradans.

C. Front Range Passenger Rail is intended to connect residents and visitors to employment centers, housing opportunities, colleges and universities, medical facilities, and entertainment destinations throughout the Front Range.

D. Colorado's Front Range population is projected to approach seven million residents in the coming decades, increasing demand on existing transportation systems and exacerbating congestion along Interstate 25, one of the state's most heavily traveled and consistently congested corridors.

E. Passenger rail offers a reliable, efficient, and sustainable transportation alternative that can reduce vehicle miles traveled, alleviate roadway congestion, and contribute to improved air quality and environmental outcomes.

F. The Colorado Department of Transportation ("CDOT"), the FRPRD, and the Class I freight railroads spent the last four years extensively studying the operational feasibility of using existing rail infrastructure, enabling near-term passenger service while maximizing the use of existing assets.

G. Initial passenger rail service is anticipated to begin as early as 2029, providing a timely response to growing transportation needs.

H. Pending voter approval service will be expanded up to 10 round trips per day from Pueblo to Fort Collins and with station area buildout and development.

I. The FRPRD has conducted public outreach through town hall meetings, City Council presentations, and digital engagement, providing citizens with meaningful opportunities to ask questions, offer input, and engage with FRPRD board members and staff.

J. The inclusion of a passenger rail station in the City of Fort Collins has the potential to enhance transportation options, increase community vibrancy, support economic development, advance the creation of transit oriented development, and generate increased activity in the hospitality, retail, and service sectors.

K. The FRPRD has committed to providing direct payments annually over a period of twenty-five (25) years to the City of Fort Collins to support the design, construction, operation, and maintenance of a passenger rail station, first-mile, last mile connectivity, and related amenities.

L. The FRPRD has committed to increase annual payments to the City of Fort Collins by 10% annually by proactively approving a station area narrative.

M. Before referring a ballot measure to the citizens of the FRPRD, the FRPRD must provide accurate narratives of each proposed station's station area to the voters.

N. The City's plans align with FRPRD goals including explicit alignment with City Plan Policy T 4.7 – Future Passenger Rail – aiming to incorporate future opportunities for commuter passenger rail or other intercity rail-transit connections along existing or new rail corridors between Fort Collins, Denver and other North Front Range cities, per the 2017 Senate Bill and 2011 North I-25 Environmental Impact Statement.

O. Additional City plans align with FRPRD goals including City Plan Principle EH 5 to engage and help shape regional economic development efforts; Policy EH 5.4 regarding Regional Infrastructure to actively participate in conversations with other municipalities, organizations and regional leaders to collaborate on upgrading transportation and other regional infrastructure; Principle ENV 4 to protect human health and the environment by continually improving air quality; Policy ENV 4.6 regarding Vehicles and Non-Road Engines to promote efforts to reduce fuel consumption and associated pollutant emissions from vehicles and non-road engine sources, such as lawn and garden equipment; Principle T 4 to pursue regional transportation solutions; and Our Climate Future Big Move 4 regarding Convenient Transportation Choices to make it safe, easy, fast and affordable to get around without a car.

P. The City has shown support for development of rail service along the Front Range and cooperation among communities by adopting previous resolutions, including resolutions numbered 2000-045, 2025-055, 2025-092, and 2025-093.

In light of the foregoing recitals, which the Council hereby makes and adopts as determinations and findings, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. City Council formally adopts Exhibit A, the narrative describing the City's station area location, planning efforts to date, and anticipated post-ballot planning. The FRPRD may share this narrative publicly to reflect the City's current understanding

of station area conditions and planning direction. The narrative is non-binding and remains subject to refinement through future local decision-making processes.

Section 2. City Council supports the continued efforts of the FRPRD to plan, develop, and implement passenger rail service along the Front Range of Colorado.

Section 3. City Council affirms its support for ongoing public education and engagement efforts by the FRPRD to ensure that residents of the City of Fort Collins are informed about the proposed system, including proposed station-area, its benefits, costs, and anticipated impacts.

Section 4. City Council expresses its support for the inclusion of a passenger rail station within the City of Fort Collins if a ballot measure is passed by the voters of the FRPRD, recognizing the potential economic, mobility, and community benefits associated with such an investment.

Section 5. City Council encourages continued coordination among the FRPRD, CDOT, host freight railroads, and local governments.

Section 6. City Council directs staff to continue working collaboratively with the FRPRD on station planning, land use coordination, infrastructure integration, and opportunities to maximize local economic benefit.

The City Clerk is hereby directed to transmit a copy of this Resolution to the FRPRD, CDOT, and other relevant regional and state partners as evidence of the City's support of the project and station-area development.

Passed and adopted on MONTH DAY, 2026.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Effective Date: MONTH DAY, 2026

Approving Attorney: Heather N. Jarvis

Exhibit: Exhibit A – narrative describing the City's station area location

## **Exhibit A to Resolution**

### **Fort Collins**

The Fort Collins station anchors the northern end of the Colorado Connector, the terminus of a rail line drawing this City into direct connection with Longmont, Boulder, Denver, and every community along the 180-mile corridor south to Pueblo.

The proposed station sits at Drake Road, where the BNSF tracks and the Mason Corridor converge, a location the City is formalizing through an active Station Area Planning process to establish design context, confirm station area goals, and shape surrounding land use. The Mason Corridor forms the spine of the Fort Collins Midtown district, the City's primary redevelopment corridor, where transit-oriented development, urban renewal tax increment financing, and a new state transit-supportive housing law are already aligned and in use. Significant mixed-use and residential projects are advancing at the Drake and College intersection immediately adjacent to the station, and the City's long-range vision for the corridor anticipates thousands of new residential units along the Midtown stretch in the years ahead. Colorado State University and its research campus anchor the station area to the west.

The multiuse trail network at this location ranks among the strongest on the corridor. The Mason Trail runs directly adjacent to the station, threading 3.5 miles through the heart of the city and connecting to the Spring Creek Trail, the Fossil Creek Trail, and the Poudre River Trail — recently completed as a 45-mile continuous paved path running from Bellvue through Fort Collins and east to Greeley. Old Town Fort Collins, the City's walkable historic downtown core, sits roughly two miles north, reachable by trail or by the MAX Bus Rapid Transit (BRT) Drake stop co-located with the station and running the full Mason Corridor spine to downtown and south to regional connections. Similarly, CSU Canvas Stadium, Moby Arena, Washington's and Aggie's Theater live music venues can be reached from this rail location via MAX BRT within 15-20 minutes.

The City of Fort Collins is leading the Station Area Planning effort, bringing years of transit-oriented planning investment including active urban renewal tools, seeking to advance a corridor already generating new development, and supporting the vibrancy of the Fort Collins station and the future of FRPR.