



Memorandum

Date: March 24, 2026

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager 
Caryn Champine, Director, Planning, Development and Transportation 

From: Seth Lorson, Sr Transportation Planner, Planning, Development and Transportation, slorson@fortcollins.gov 

Subject: Front Range Passenger Rail (FRPR)

Introduction

The Front Range Passenger Rail District (FRPR District) is hosting a Town Hall meeting on March 30, 2026. As there are multiple efforts occurring simultaneously, this memo is intended to offer background information on the FRPR District, decision points, relevant legislation, current planning efforts undertaken by both the FRPR District and the City of Fort Collins, and is intended to prepare the Council for participation in the planned Town Hall meeting, March 30, 2026 5:00-7:00pm (Co-hosted by the City, FRPR District, and Colorado Department of Transportation).

FRPR and Joint Service Background and Decision Points

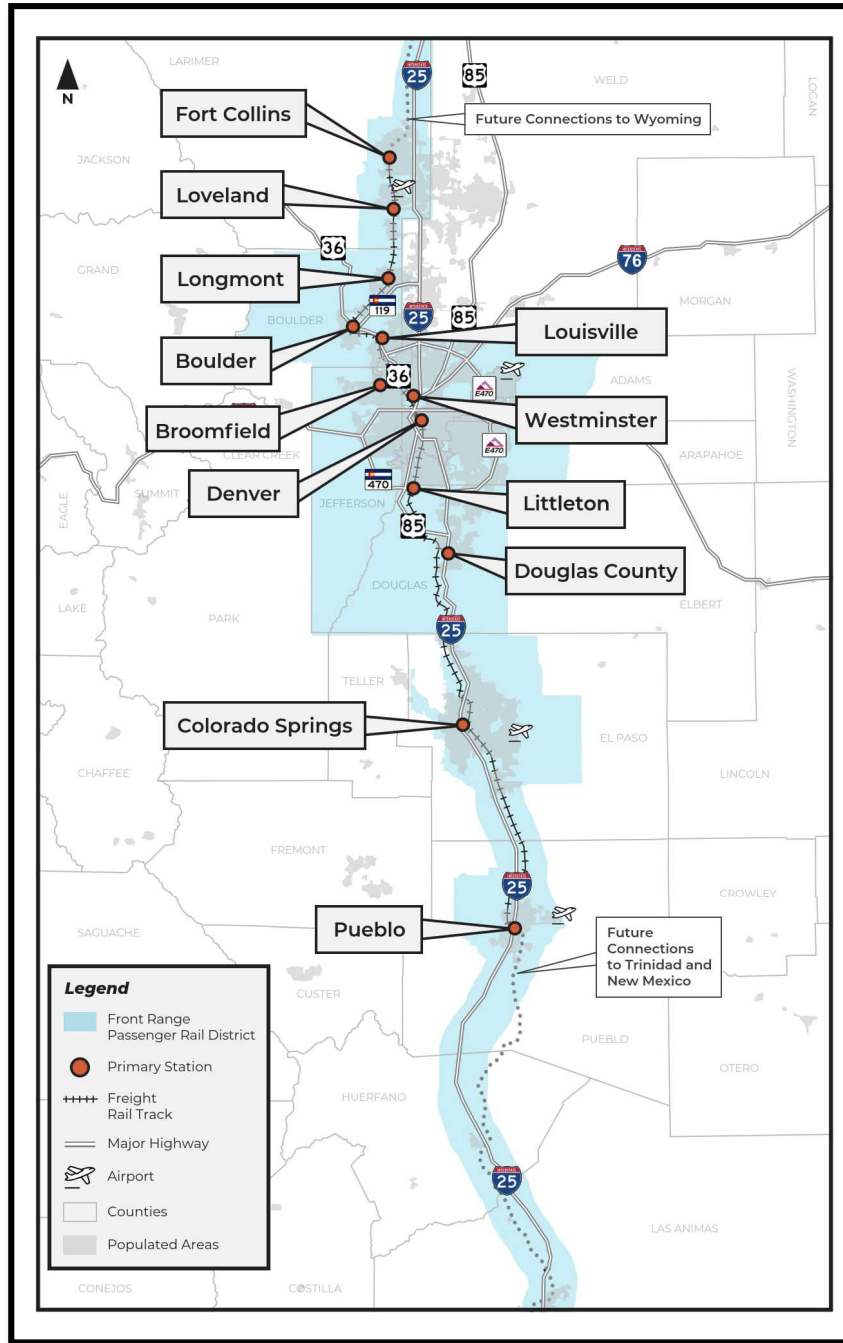
FRPR: In 2021, the Colorado State Legislature passed SB 21-238, which created the FRPR District “for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining a passenger rail system.” The FRPR project is a 180-mile intercity rail corridor along Colorado’s Front Range urban corridor proposed to operate along the BNSF Railway and Union Pacific Railroad freight rail corridors between Fort Collins and Pueblo (see map below). The full project will include stations in Fort Collins, Loveland, Longmont, Boulder, Louisville, Broomfield, Westminster, Denver, Littleton, Douglas County, Colorado Springs, and Pueblo. The FRPR District is governed by a board of directors with 17 voting and 7 non-voting members. The North Front Range region is represented by Jon Mallo of Loveland and Tricia Canonico of Fort Collins.

The District's preferred station location for Fort Collins is Drake Road, and they have not precluded the possibility of a second station location at Vine Road, in the longer term if/when the system is extended to Wyoming.

The District Board has final decision-making authority for District investments and final station locations. These decisions are made in partnership with multiple jurisdictions including Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), railroad companies, federal agencies and local communities. The District would like to have clarity on all station locations as part of their visioning process and ballot initiative efforts in Q2 2026. However, final decisions about station locations would not be made until after funding, the required Federal environmental clearance process (NEPA), and negotiations with partners.

CDOT/Joint Service: In 2024, the State Legislature passed SB 24-184 which advanced the first phase of FRPR referred to as 'Joint Service'. Joint Service was formulated through an Inter-Governmental Agreement with the Colorado Department of Transportation (CDOT), Clean Transit Enterprise (CTE), Colorado Transportation Investment Office (CTIO), Regional Transportation District-Denver (RTD), the Colorado Governor's Office, and FRPR District. Joint Service can be accomplished with existing revenue streams and does not require the FRPR District to go to the Ballot to provide the three daily round trip service.

To keep within the budget, CDOT/FRPR must keep the distance of the service as minimal as possible and offer a very basic level of investment at the platform. The intention is to provide "proof of concept" and to inform future service planning, if the full system is funded. Joint Service costs approximately \$2.5million/mile. The initial assessment by CDOT/FRPR identified the South Transit Center as the preferred station location for Fort Collins. After analysis and discussions with City staff, they agreed to extend the line further north for a more central location in Fort Collins. The cost was manageable because the Drake Road location requires less infrastructure investment for the platform, in comparison to the South Transit Center. The final decision for the Joint Service location will be made by CDOT in partnership with FRPR and BNSF Railroad.



CDOT/FRPR District Led Planning Efforts

The Front Range Corridor is nearing completion of Step 2 (Service Development Plan or ‘SDP’) of the Federal Railroad Administration’s (FRA) three-step Corridor Identification and Development (Corridor ID) Program to facilitate the development of inter-city passenger rail. The SDP outlines service details including frequencies, station markets, and capital needs.

Following completion of the SDP, the Front Range Corridor will enter Step 3 of the CID program: Preliminary Engineering/ Environmental Permitting. Step 3 is anticipated to begin in early 2027 and advance capital projects for prioritized funding under the Federal-State Partnership Program.

The station area analysis chapter of the SDP references Amtrak and the Federal Railroad Administration (FRA) planning guidance, as these contain the most relevant and complete principles for planning intercity passenger rail stations aligning station facilities with forecasted ridership. City Staff also provided additional local context and analysis for consideration. Further station area planning is needed to identify details such as platform location, station building, parking, pick-up/drop-off, multi-modal connectivity and transit-oriented development opportunities. The FRPR District and project partners are working to advance visions for all FRPR station areas by the summer of 2026 in preparation for a potential November ballot initiative.

Local Return Program – City Responsibility

The FRPR District is also seeking support from community partners and sharing information about their Local Return Program. The details of the program are in Attachment #1: *FRPRD Local Return Program*. Station communities would be responsible for funding station improvements except for the platform/platform access and work within the railroad right-of-way. Through the proposed district-wide sales tax, the FRPR District would collect revenue to be dispersed to station communities annually based on community population. These funds would support the design, construction, operation, and maintenance of the passenger rail station as well as supporting broader station area investments over a 25-year period. Communities are eligible for the funding if they provide a statement of support for the “station area vision” for Fort Collins in the form of an MOU or the like, by June 30, 2026.

City of Fort Collins Station Evaluation and Planning Efforts

Station Evaluation: City Staff are evaluating station locations throughout this process to inform the District’s long term system planning and decision making. Our team evaluated seven potential station sites in Fort Collins. The preliminary site evaluation is provided in Attachment #2. Key factors influencing scoring, thus far, include the area required for the platform/trains and the need for “end of line” equipment and staging. For example, to accommodate a platform at the Downtown Transit Center, streets would need to be closed so the trains aren’t blocking

the road during boarding and alighting. As noted in the background information, City Staff evaluated and influenced the Joint Service Station location decision making.

Station Planning: City Staff are now kicking off the beginning stages of local planning for the future FRPR station(s), including planning for the first phase 'Joint Service'. The scope will include multiple horizons and will be adaptable to changing conditions, given current uncertainties described in the background information. The City of Fort Collins contracted with AECOM, a professional services firm experienced in supporting passenger rail station planning, to advance station area location evaluation and planning for FRPR. City Staff will lead a process to develop the station area vision that creates a safe, accessible and connected station area reflecting the City of Fort Collins's priorities. The effort will also provide feasible implementation strategies and investment priorities for future work planning. The plan will be reviewed and finalized with Council input.

For initial planning of Joint Service, staff will evaluate the Drake Station location. For longer term rail planning, the current focus is the Drake Station location. Given the uncertainties in funding, partner negotiations and federal environmental clearance, City Staff will maintain capacity to continue evaluation of other locations and adapting as final decisions are made by the District. Projects and/or initiatives will be aligned to phased expansion of the FRPR service, informing a vision for station area evolution over time. Planning will estimate costs for station area projects, in line with FRPR District policy guidance.

Over the next several months, City staff will solicit feedback from stakeholders and community members with the goal of identifying key items such as multimodal connections, transit-oriented development opportunities and more, aligned with near-, mid- and long-term horizons for FRPR.

Next Steps

The City of Fort Collins, FRPR District, and project partners are working simultaneously. A timeline of project elements is included in Attachment #3 and illustrates the work being completed by each partner (City of Fort Collins, FRPR District, and CDOT).

The following are next steps with City Staff and City Council:

- **March 30, 2026:** FRPR District and the City of Fort Collins are co-hosting Town Hall meeting to provide information to City leaders and the community at large.

- **April 2026:** Provide City Council scope and engagement strategy for City-led Station Planning.
- **April/May 2026:** Invite FRPR District to City Council to formally present the “station area vision” and request a statement of support. The FRPR District is planning to prepare station area graphics that will be the basis for the station area vision. City Staff will participate in visioning and assist in preparing for their Council visit. This presentation could occur during a work session, community report, or regular meeting. A vote could be placed on the consent agenda at a later date if scheduling becomes tight.

Attachments

1. FRPRD Local Return Program
2. Preliminary Site Evaluation
3. Project Timeline

Local Return Program – DRAFT

Station Planning and Funding Principles

Front Range Passenger Rail District (FRPRD)

Purpose

The Local Return Program follows months of input and feedback from FRPRD Board members and Station Partners, which include the municipalities and communities identified for FRPRD stations. This program and the principles identified below simplifies implementation, reduces administrative requirements, and preserves local flexibility while ensuring high-quality station delivery and clear public understanding across the corridor. The Local Return Program is optional, and Principle 4 below identifies the path for Station Partners that do not wish to participate in the program.

Principle 1: Local Return Funding

Following voter approval of a regional funding measure, FRPRD will provide annual funding for a 25-year period to each community hosting a passenger rail station, referred to as the Local Return.

Local Return funding must support the design, construction, operation, and maintenance of a passenger rail station, and may support broader station-area investments that enhance access, connectivity, and functionality, including multimodal access and first- and last-mile improvements. The train system's essential components, such as the platforms, sidings, canopies and ADA access to the platforms, will mostly lie within the Class 1 railroad right-of-way and be paid for by FRPRD separately.

Final funding conditions, scopes, and obligations for the Local Return Program will be formalized through an Intergovernmental Agreement (IGA) following voter approval of the referred ballot question.

Local Return funding amounts will be awarded for 25 years after ballot passage and will be based on community population:

- **Over 700,000:** \$4.0 million annually
- **Over 300,000:** \$3.5 million annually
- **Over 99,000:** \$3.0 million annually
- **Over 75,000:** \$2.5 million annually
- **Over 20,000:** \$2.0 million annually
- **Under 20,000:** \$1.5 million annually

Population will be determined using the most recent census or state demographic estimates.

Principle 2: Station Area Visioning and Public-Facing Materials

A station area visioning process is needed for every station identified in the Front Range Passenger Rail system.

- Visioning will occur between February and the beginning of June 2026.
- Station Partners may choose to lead or co-lead their own visioning process, or FRPRD will lead the process if a community prefers not to do so.
- Station Partners are not required to independently resource or manage the visioning process.

As part of station area visioning, FRPRD will prepare a uniform, graphic, public-facing station vision for every station.

- Vision materials will be consistent across the corridor and designed for general public understanding.
- Materials may reflect either community-led or District-led input but will be finalized by the FRPRD to ensure consistency.

The purpose of visioning is to establish a shared understanding of how each station and surrounding area could function and evolve over time.

Principle 3: Incentive for Community-Endorsed Station Vision

Any Station Partner that enters into an MOU or other agreement with FRPRD endorsing its station area vision by June 30, 2026 will receive an additional 10% increase to its annual Local Return funding amount.

- The agreement documents intent only and does not lock in final designs, funding allocations, or implementation obligations.
 - Final funding and implementation details will be established after ballot passage.
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Principle 4: Minimum Station Delivery

If a Station Partner elects not to accept the Local Return funding, the District will deliver, operate and maintain a basic station and platform sufficient to support safe, accessible passenger rail service. Under this scenario, the Station Partner will be included in planning for the station delivery in their community, including the planning, design and construction components.

Additional Clarifications

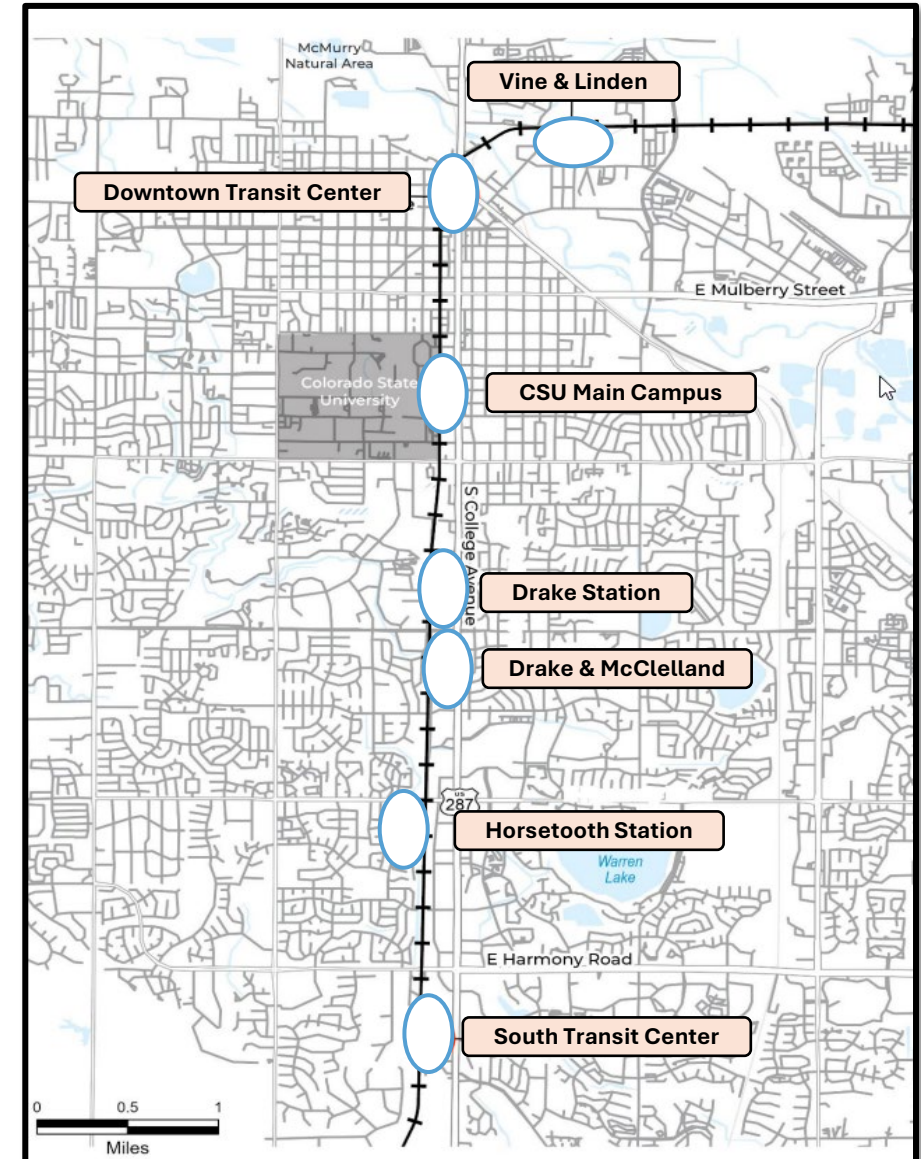
- Station Partners are not required to enter into MOUs ahead of ballot referral to receive the base amount of annual Local Return funding.
- Station Partners are not required to contribute to ballot access costs.
- Station area visioning is needed, but community leadership is optional.
- The 10% incentive is tied solely to endorsement of the station vision by June 30, 2026.

Combined Service Development Plan and Fort Collins Internal evaluation examined 7 site locations for alignment with detailed criteria including spatial constraints, multimodal connectivity, cost and more

Evaluated Sites:

- Vine and Linden
- Downtown Transit Center
- CSU Main Campus
- Drake Station
- Drake and McClelland
- Horsetooth Station
- South Transit Center

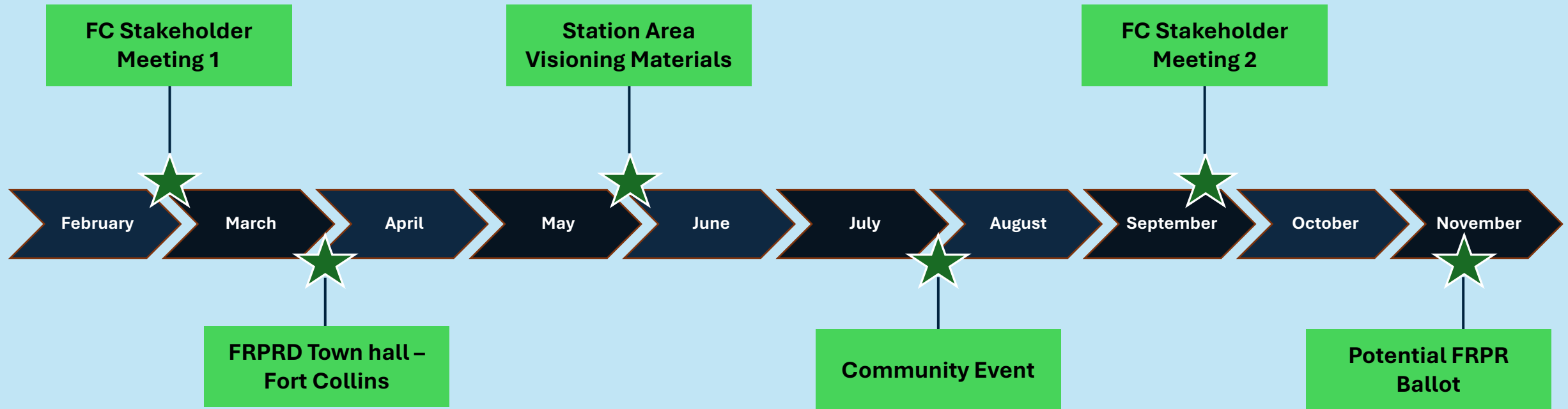
Some sites would require street closures, property acquisition and redevelopment.



Criteria	Metrics	Level One Screening													
		Site 1 Vine & Linden		Site 2 Downtown Transit Center		Site 3 CSU Main Campus		Site 4 Drake Station		Site 5 Drake & McClelland		Site 6 MAX Horsetooth Station		Site 7 South Transit Center	
		Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score
Ridership Potential	Ability to attract boardings (existing population within 2-miles of site)	31,894	5	41,236	5	45,595	5	64,304	10	63,751	10	66,867	10	57,760	10
	Ability to attract alightings (existing employment within 2-miles of site)	36,606	1	34,846	1	53,637	5	71,903	10	70,988	10	57,602	5	31,583	1
	Transit propensity (average score of census tracts overlapping buffer within 1/2 mile)	15% as likely to use transit as national average	1	15% as likely to use transit as national average	1	18% as likely to use transit as national average	5	15% as likely to use transit as national average	1	14% as likely to use transit as national average	1	13% as likely to use transit as national average	1	13% as likely to use transit as national average	1
Site Location and Ownership	Location in relation to city boundaries	Located north of large portion of the city	1	Located north of large portion of the city	1	Located centrally in City	5	Located centrally in City	10	Located centrally in City	10	Located south of large portion of the city	10	Located south of large portion of the city	1
	Land owned by city or other public entity	Owned by City/CDOT	10	Owned by City	10	Owned by City	10	Owned by City	10	Owned by City	10	Private owner (theater), potential for sale	5	Owned by City	10
	Number of land-owners or difficulty to re-locate existing land uses (if not publicly owned)	Difficult/Expensive to move existing uses	1	Transportation land use, would require street closure	5	Difficult/Expensive to move existing uses	1	Vacant land adjacent to rail line	10	Several land-owners around site, vacant land adjacent to rail line	5	Theater property has potential for purchase	10	Vacant land adjacent to rail line	10
Site Size and Configuration	Can accommodate 700-foot platform	Can accommodate 700-foot platform	10	Can not accommodate 700-foot platform	1	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10	Can accommodate 700-foot platform	10
	Can accommodate station siding	Can accommodate station siding	10	Requires street closure	1	Can not accommodate station siding	1	Can accommodate station siding	10	Requires street closure/ped crossing	1	New Mercer Canal likely requires culvert	1	Can accommodate station siding	10
	Can accommodate bus connections off-line (dedicated shoulder or bus turnaround)	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can not accommodate off-line bus facilities	1	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10	Can accommodate off-line bus facilities	10
Parking Demand	Can accommodate initial parking demand (50 spaces)	Ample room for parking	10	City owned public parking adjacent to site	10	No transit only parking (CSU parking structure - not public)	1	Existing 100-space Park and Ride	10	Ample room for parking	10	Ample room for parking	10	Existing 170-space Park and Ride	10
	Can accommodate future parking demand (100 spaces)	Ample room for parking	10	City owned public parking adjacent to site	10	No transit only parking (CSU parking structure - not public)	1	Existing 100-space Park and Ride	10	Ample room for parking	10	Ample room for parking	10	Existing 170-space Park and Ride	10
	Parking is accessible from existing and planned roadway network	Easily accessible	10	Across downtown street	5	Easily accessible	10	Easily accessible	10	Easily accessible	10	New Mercer Canal may present challenge	5	Not easily accessible (grade, distance from parking)	1
Land Use Consistency	Compatible with existing land uses	Industrial use - compatible, but not desirable for ridership	5	Downtown - compatible, desirable for ridership	10	CSU - compatible, desirable for ridership	10	Commercial/CSU veterinary - compatible, desirable for ridership	10	Commercial/ redeveloping - desirable for ridership	10	MF residential/ Commercial - compatible	5	SF residential/ MF residential - less compatible use	5
	Future development would remain compatible with existing and future land uses	Few nearby development opportunities	5	Built out - but good for ridership	10	Built out - but good for ridership	10	Some vacant parcels - desirable for adding ridership	10	Some vacant parcels - desirable for adding ridership	10	Some nearby development opportunities	5	Few nearby development opportunities	5
	Site located within Transit Overlay Development Zone and URA	Not within Transit Overlay Zone or URA	1	Not within URA	5	Not within URA	5	Within Transit Overlay Zone and URA	10	Within Transit Overlay Zone and URA	10	Not within URA	5	Not within URA	5
Multi-Modal Connectivity	Connections to existing MAX and local bus routes (peak/off-peak buses per hour - one direction)	Local routes 8 (30) and 81 (30) (4 buses/Hr.)	1	MAX (10/20) and Local Routes 5 (60), 8 (30), 9 (60), 10 (60), 14 (60), 18 (60), 81 (30) (15/12 buses/hr.)	10	MAX (10/20) and CSU HORN (10) (12/9 buses/hr.)	1	MAX (10/20) and Local Routes 7 (30), CSU HORN (10) (14/11 buses/hr.)	5	MAX (10/20) and Local Routes 5 (60), 6 (60), 11 (60/Susp.) (9/6 buses/hr.)	5	MAX (10/20) and Local Routes 11 (60/Susp.), 12 (60/Susp.), 16 (30), 19 (30/60), FLEX (120) (13/10 buses/hr.)	10	MAX (10/20) and Local Routes 11 (60/Susp.), 12 (60/Susp.), 16 (30), 19 (30/60), FLEX (120) (13/10 buses/hr.)	10
	Connections to existing and future bicycle & pedestrian facilities	Bike Trails: Powder River Bike Lanes: Linden, Vine Bike Friendly: Buckingham	5	Bike Trails: None Bike Lanes: Mason, Laporte Bike Friendly: Mountain, Howes	5	Bike Trails: Mason Trail Bike Lanes: University, Pitkin, Elizabeth, Remington Bike Friendly: Mason	10	Bike Trails: Mason Trail Bike Lanes: Drake, McClelland, Meadowlark/Research Bike Friendly: Harvard	10	Bike Trails: Mason Trail Bike Lanes: Drake, McClelland, Meadowlark/Research Bike Friendly: Harvard	10	Bike Trails: Mason Trail Bike Lanes: Horsetooth, Mason, Meadowlark Bike Friendly: None	5	Bike Trails: Mason/Fossil Creek Trail Bike Lanes: Harmony, S. College, Mason Bike Friendly: None	5
	Provides for safe pedestrian access	Pedestrian/bus connections off-line	10	Requires crossing local streets for bus and parking access	1	Pedestrian/bus connections off-line	10	Pedestrian/bus connections off-line	10	Potentially requires crossing McClelland	5	Pedestrian/bus connections off-line	10	Pedestrian/bus connections off-line	10
Traffic Operations	Accommodates east-west travel at the site	Little to no impact at Linden	10	Requires closure of either Maple or Laporte	1	Little to no impact at University Avenue	10	Little to no impact at Drake	10	Little to no impact at Drake	10	Little to no impact at Horsetooth	10	No impact at nearest crossings	10
	Requires street closure(s)	No street closure required	10	Requires street closure	1	Likely no street closure required	10	No street closure required	10	No street closure required	10	No street closure required	10	No street closure required	10
	Adds greater intersection complexity	Little to no impact at nearest crossings	10	Would Require reconfiguration of several intersections	1	Little to no impact at nearest crossings	10	Added complexity due to shared local street/MAX guideway at station	1	Added complexity due to shared local street/MAX guideway at station	1	Little to no impact at nearest crossings (on MAX guideway)	10	Little to no impact at nearest crossings (on MAX guideway)	10
Railroad Operations	Existing spur/siding tracks prohibiting use of site	No rail infrastructure to prohibit use of site	10	Upstream rail infrastructure does not allow for tail tracks	1	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10	No rail infrastructure to prohibit use of site	10
	Can accommodate future freight rail operations	Can accommodate	10	Difficult to accommodate freight service with station siding	1	Can accommodate	10	Can accommodate	10	Can accommodate	10	Can accommodate	10	Can accommodate	10
	Can accommodate tail tracks (FC-end-of-line)	Can accommodate	10	Can not accommodate (short blocks)	1	Can accommodate, but undesirable location for idling trains (CSU uses)	5	Can accommodate	10	Can not accommodate (may require track extended north of intersection)	1	Can not accommodate (may require track extended north of intersection)	1	Can accommodate	10
Environmental Resources	Natural environmental risks (air quality, water resources, ecosystems)	Moderate flood risk	5	Little natural environmental risk downtown	10	Little natural environmental risk near CSU	10	Adjacent pond	5	Little natural environmental risk on site	10	Adjacent ditch	1	Streambed just south of site	5
	Built environmental risks (neighborhoods, noise & vibration, hazardous materials, utilities)	Potential soil contamination	1	Noise concerns from trains entering/exiting station	5	Noise concerns from trains idling	5	No environmental risk to the built environment	10	Substation moving from northwest of intersection to southeast (on to site)	1	No environmental risk to the built environment	10	Noise & Vibration (SF residential)	5

Criteria	Metrics	Level One Screening													
		Site 1 Vine & Linden		Site 2 Downtown Transit Center		Site 3 CSU Main Campus		Site 4 Drake Station		Site 5 Drake & McClelland		Site 6 MAX Horsetooth Station		Site 7 South Transit Center	
		Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score	Description	Score
	Potential cost of mitigation	Potentially high cost of mitigation	1	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially low cost of mitigation	10	Potentially high cost of mitigation	1	Potentially low cost of mitigation	10
Prior Planning	Site location is consistent with prior station planning efforts	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10	Consistent with previous station evaluations	10	Not consistent with any prior station planning	1	Consistent with previous station evaluations	10
	Site location fits with overall desire of city	Does not fit desire of city (does not serve most of population)	1	Downtown location is major economic and employment hub	10	CSU main campus is a major activity center, but only attracts campus visitors	5	Centrally located within city, near Foothills Mall and has development opportunities	10	Centrally located within city, near Foothills Mall and has development opportunities	10	Near Foothills Mall, but does not serve most of population	5	Does not fit desire of city (does not serve most of population)	1
	Site is politically viable	Little to no local political support for site	1	High local political support for downtown location	10	Moderate local political support for CSU focused location	5	High local political support for central location	10	High local political support for central location	10	Little to no local political support for southern site	1	Moderate local political support as site has station amenities	5
Cost Considerations	Systemwide additional distance	Most additional track	1	Most additional track	1	Most additional track	1	Moderate additional track	5	Moderate additional track	5	Least additional track	10	Least additional track	10
	Grades or elevation concerns	No grade issues	10	No grade issues	10	No grade issues	10	No grade issues	10	No grade issues	10	Canal creates likely grade issues due to constructability (may require culvert)	1	Grade issues at and near the station site	1
	BNSF cost considerations for existing infrastructure	Moderate costs (tail tracks could impact yard to the east)	5	High costs in downtown environment	1	Moderate costs (platform doesn't fit on blocks, could require additional distance for tail tracks)	5	Low costs	10	Moderate costs, as tail tracks would likely cross Drake	5	High costs as tail tracks may cross Horsetooth, and canal creates issues for station siding	1	High costs for access due to grade issues, and distance from Transit Center for pedestrians	1
Local Criteria: Non-Displacement/Gentrification	Potential for large changes in property values	Low potential	10	Low potential	10	Moderate potential	5	Low potential	10	Low potential	10	Moderate potential	5	Moderate potential	5
	Number of affordable housing units within 1 mile of site	866 units	10	482 units	5	354 units	5	443 units	5	339 units	5	339 units	5	270 units	1
Local Criteria: Equity	EnviroScreen Score (average score of census tracts overlapping buffer within 1/2 mile)	Score = 64	10	Score = 63	10	Score = 29	1	Score = 55	5	Score = 52	5	Score = 42	1	Score = 36	1
	Percentile of low-income, disabled, housing cost burdened, linguistically isolated, people of color, less than highschool education (average score of census tracts overlapping buffer within 1/2 mile)	Score = 70	10	Score = 68	10	Score = 48	5	Score = 49	5	Score = 46	5	Score = 42	1	Score = 39	1
Local Criteria: Vibrancy/Sense of Place	Can station act as a gathering place	Few other reasons to act as gathering place	1	Cultural hub of the City	10	Educational hub of the City	10	Opportunities to create gathering places	5	Opportunities to create gathering places	5	Few other reasons to act as gathering place	1	Few other reasons to act as gathering place	1
	Transit investment adds to sense of place	Would act only as a Park-n-Ride	1	Passengers arrive in center of downtown	10	Passengers arrive at doorstep of CSU	10	Opportunity to develop sense of place over time	5	Opportunity to develop sense of place over time	5	Limited opportunity to develop sense of place	1	Would act only as a Park-n-Ride	1
Local Criteria: Economic Development Opportunities	Station serves as a catalyst for redevelopment or new development	Land availability, but not desirable location for redevelopment	5	Built out with dense development, redevelopment would be appropriate	10	Little land availability due to CSU land uses	1	Some vacant parcels - could be catalyst	10	Some vacant parcels - could be catalyst	10	Some vacant parcels - could be catalyst	10	SF residential (west)/MF residential (east), some available parcels (east)	5
	Opportunities for mixed use station area planning (residential)	Little opportunity for mixed-use in this location	1	Many opportunities in downtown environment	10	Little opportunity for mixed-use in this location	1	Moderate opportunity for mixed-use in this location	5	Moderate opportunity for mixed-use in this location	5	Moderate opportunity for mixed-use in this location	5	Little opportunity for mixed-use in this location	1
Local Criteria: Proximity to Activity Centers	Proximity to major activity centers (within 1/2 mile)	No major activity centers nearby	1	Located in downtown	10	Adjacent to CSU Main Campus	10	Adjacent to CSU veterinary/Foothills Mall	10	Adjacent to CSU veterinary/Foothills Mall	10	Adjacent to Foothills Mall	5	No major activity centers nearby	1
	Proximity to shopping & entertainment venues (within 1/2 mile)	Few nearby shopping venues	1	Many nearby shopping venues	10	Few nearby shopping venues	1	Moderate number of nearby shopping venues	5	Moderate number of nearby shopping venues	5	Moderate number of nearby shopping venues	5	Few nearby shopping venues	1
Preliminary Recommendation / Total Score		Eliminate	242	Eliminate	269	Eliminate	257	Advance	362	Eliminate	325	Eliminate	248	Eliminate	250

Fort Collins Station Area Planning Timeline



FRPR Overall Timeline

