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Summary

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During the Council meeting on June 9, 2026, an update will be provided on the Joint Service Rail proposal and Front Range Passenger Rail, which are under development by partnering agencies, including the Regional Transportation District (RTD), Front Range Passenger Rail (FRPR) District, Colorado Department of Transportation (CDOT), Colorado Transportation Investment Office (CTIO) and Colorado Transit Enterprise (CTE). This memo provides background information and outlines the proposed passenger rail investments for Broomfield under the two distinct but related programs: Joint Service Rail (the 2029 starter service) and Front Range Passenger Rail (the long-term full build-out).

The presentation on June 9, 2026, was requested by Joint Service Rail and Front Range Passenger Rail staff. It is intended to provide an update to the Council and the community. No decision or direction is required on June 9, 2026.

On July 7, 2026 staff will bring forward a resolution for Council consideration regarding Joint Service Rail and FRPR:

- Joint Service Rail is requesting that CCOB confirm the preferred 116th Ave. Station location. This information is needed for current negotiations with the Burlington Northern Santa Fe (BNSF) Railroad.
    - Based on the Broomfield Joint Service memo provided to Broomfield staff on May 26, 2026, State partners are recommending the W 116th Ave. station location and unless otherwise directed by Council, the draft resolution will be drafted to reflect this preference.
    - In the future, the State will develop an IGA with Broomfield to formalize a collaborative working relationship to address costs that exceed the initial Joint Service budget and initial cost estimates for ADA parking and property acquisition. The IGA will be brought forward to Council at a future public meeting, likely later in 2026 pending negotiations with state partners.
- FRPR is requesting that Council consider action on July 7, 2026, on a resolution to support 116th Ave. Station narrative summary and support the development of Front Range Passenger Rail service.
    - In the future, FRPR will develop an IGA with Broomfield if the ballot measure passes, defining the terms for the local revenue share to be returned to Broomfield. FRPR staff has affirmed, pending FRPRD Board approval, that if Broomfield can provide a signed resolution of support for the FRPR station in Broomfield by July 31, 2026, Broomfield will receive a 10% bonus on the proposed $2.5 million annual local revenue share-back, totaling $2.75 million annually and up to $68.75 million over 25 years. Similar to the above IGA for Joint Service Rail, the agreement will be brought forward at a future public meeting, likely in 2027, pending the outcome of the ballot measure and negotiations with FRPR.

Timeline of Key Dates

- 2004 – Regional voters approved the RTD FasTracks plan. The original Broomfield rail station was proposed at Flatiron Park and Ride. The plan also included a Park-n-Ride with structured parking on the north side US 36/Broomfield Station (an unfinished FasTracks commitment).
- 2010 – RTD Environmental Evaluation Study identified new station locations, including the addition of Broomfield/116th Avenue and the removal of the Church Ranch Station in Westminster.

- 2021 – Colorado legislature created the Front Range Passenger Rail District (SB21-238). Council supported this legislation.
- 2024 – SB24-184 authorized the Joint Service Rail starter service. Council supported this legislation (March 26, 2024). State fees (rental car and oil/gas production) were established to fund the program.
- March 25, 2025 - Representatives from the state of Colorado provided an update on the status of the implementation of Joint Service Rail to the Broomfield Council.
- September 16, 2025 - Per Council's request from the June 3, 2025, Council meeting, an update was provided by Joint Service Rail and Front Range Passenger Rail.
- April 2026 – State negotiated a term sheet with BNSF Railway to use existing freight tracks for the Joint Service starter service. RTD Board approved $5.6 million to contribute to station design.
- April 24, 2026 – FRPR District Board adopted a local share-back concept, proposing $2.5 million annually to Broomfield over 25 years if Broomfield opts in.

Prior Council or Other Entity Actions

June 3, 2025 - Council took a position to postpone a resolution regarding Front Range Passenger Rail. Request for Future Study Session on Joint Service and Front Range Passenger Rail

May 13, 2025 -Request for Future Action regarding a resolution relating to Front Range Passenger Rail District and Regional Transportation District Joint Services

March 26, 2024 - Council took a position of support for SB24-184: Support Surface Transportation Infrastructure Development

May 11, 2021 - Council took a position of support for SB21-238: Create Front Range Passenger Rail District

Rail Service Overview

Joint Service Rail (JSR)

The "Joint Service" rail is a near-term "pilot" or "starter" phase proposed by Governor Polis and authorized by Senate Bill 24-184. It is a collaborative project among the Governor's Office, Colorado Department of Transportation (CDOT), Colorado Transportation Investment Office (CTIO), Regional Transportation District (RTD), Front Range Passenger Rail (FRPR) District and the Colorado Transportation Enterprise (CTE) to bring rail service between Denver and Fort Collins along the Northwest Corridor. A term sheet was recently negotiated with BNSF Railway in April 2026 to use existing freight tracks. Service is targeted to begin as early as 2029, aiming to fulfill the decades-old promise to bring rail to the northwest corridor between Denver, Boulder and Longmont. The service will use RTD FasTracks Internal Savings Account (FISA) funds and new state fees, including the daily rental car fee and oil/gas production fees, and will not require any new funding.

Front Range Passenger Rail (FRPR)

FRPR is the long-term, 180-mile vision for state passenger rail. Managed by the Front Range Passenger Rail District, created in 2021 by statute, it is designed as an "intercity" rail service, similar to Amtrak's state-supported routes, connecting Pueblo, Colorado Springs, Denver, and Fort Collins, to provide an alternative to I-25 with speeds up to 79 mph, with a vision to extend to Wyoming and New Mexico.

The rail service is currently in the federal planning and environmental review phase. It requires a future district-wide sales tax ballot measure to fund full construction and operation. The table below provides a comparison of JSR and FRPR.

Rail Service/ Feature	Joint Service Rail (Starter service)	Front Range Passenger Rail (Full Build-out)
Launch Date	January 2029 (Mandated start date by SB24-184)	TBD (Post-ballot measure)
Frequency	3 daily round-trips	10 daily round-trips (Modeled)
Partners	Governor's Office, CDOT, FRPRD, RTD, CTIO, CTE	FRPR District (FRPRD)
Platform	370-foot modular, low-level	700-foot expanded
Boarding	Direct from the BNSF mainline	Potential sidings for level boarding
Assumed Capital Cost	$330 million	$3- $3.5 billion
Capital Funding	RTD FasTracks Internal Savings Account ($156m), state enterprise revenue (rental car fees, state oil and gas production fees) $42 m annually, and federal grants (CRISI and IIJA)	A full build-out of $3 billion to $3.5 billion assumes a "shared track" model with freight railroads. Funding from Federal Rail Administration Corridor Identification Program grants is anticipated to support 80% of capital costs, with local sales tax and state funding as the 20% match.
Assumed Operations Funding	Farebox recovery: 20%-30% The remaining 70% to 80% of daily costs $32 million annually (shared between RTD and State)	Farebox Recovery: 20% to 30% The remaining 70% to 80% of daily costs are assumed to be subsidized by the District sales tax and the ongoing state rental car and oil/gas fees.

For a more detailed background of rail development in Broomfield, please see the [Rail Background document.]

2026 Joint Service Investments Memo Summary

The Broomfield Joint Service Investments memo provided by CDOT and FRPR on May 26, 2026, outlines two station locations for Broomfield, including a strong preference for the 116th Ave. Station for the initial Joint Service Rail, and if Council approves at a future meeting, expansion of that location for Front Range Passenger Rail service should a ballot initiative pass.

What Joint Service will build: Joint Service will build the initial, modest infrastructure to launch the starter passenger rail service. Specifically, they will design and construct 370-foot low-level platforms (typically eight inches above the rail) where passengers will board directly from the mainline track.

Inside the railroad right-of-way, Joint Service will build standard amenities, including heated ArmorDeck platforms, fencing, lighting, signage, security cameras, emergency call boxes, retaining walls, canopies with wind screens, and any required track work, such as sidings or crossovers. Outside the right-of-way, their buildout is limited to basic access, including sidewalks, crosswalks, ramps and ADA parking.

What FRPR will build: In future phases, the Front Range Passenger Rail (FRPR) would build upon the Joint Service foundation by extending the platforms from 370 feet to 700 feet. Platforms will also not be level boarding, will be on the mainline and will meet standards to accommodate passengers using stairs, ramps or lifts. FRPR may also build separate tracks or passenger sidings to accommodate level boarding in the future, though this will be determined during future negotiations with the host railroad.

What will not be built by Joint Service or FRPR: The rail partners will not build major infrastructure outside the railroad right-of-way, such as station/train hall buildings, Transit-Oriented Development (TOD), or broader multimodal transportation connectivity such as transit access or first- and final-mile access projects. These additional improvements would be planned, delivered and maintained by local governments. If local communities desire, local agencies and governments will be responsible for building or funding these expanded features to meet their communities' needs.

Fiscal assistance from Rail entities: FRPR also proposes an optional Local Return Program, described in the Financial Considerations section below, under which Broomfield could receive $2.5 million annually over 25 years to invest in station-area infrastructure. Communities that provide a resolution of support by July 31, 2026, pending FRPRD Board approval, would receive a 10% bonus on that amount. 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.

Broomfield Area Station Site Evaluations: The CDOT and FRPR Rail project team evaluated two potential locations for the Broomfield train station:

- **West 116th Avenue Station:** This evaluation documents that the site demonstrates high feasibility and aligns with previous preliminary planning, including the Front Range Passenger Rail (FRPR) Service Development Plan (SDP) under development. The 116th Ave. location preserves the corridor's required federal intercity rail classification by maintaining an adequate distance from the proposed Louisville station. While the area has a range of current zoning, the site is planned for future Transit-Oriented Development (TOD) in the Comprehensive Plan and Original Broomfield Plan and is adjacent to existing and planned high-density housing developments. While advancing this site will require property acquisition to develop parking and construction of pedestrian infrastructure connecting to the parking and the nearby US 36/Broomfield BRT station pedestrian bridge, capital costs could be managed by prioritizing a platform on the west side of the tracks, thereby avoiding expensive vertical circulation structures like pedestrian bridges or tunnels at the 116th Ave. site.

- **Flatiron Station:** The memo documents that Flatiron Station location presents significant operational, environmental, and developmental constraints. Most notably, its proximity to the proposed Louisville station (approximately 3.5 miles) threatens the federal intercity rail classification for the entire passenger rail corridor. Although situated next to an existing RTD park-and-ride facility, the memo documents the need for construction of supplementary parking to accommodate rail passengers. Furthermore, this site was not evaluated in the FRPR SDP, and the surrounding Open Space limits the potential for supportive transit-oriented development.

Joint Service Implementation Support for Broomfield

The memo outlines that for the Broomfield/116th Ave. station, the Joint Service leadership team will work to identify additional parking within a reasonable distance of the 116th Ave. rail platform. The Joint Service partners will also design and construct sidewalks and ramps from the future ADA parking to the station area. Acquisition of any property needed to support parking may be identified during the design process, and responsibility for any potential acquisition will be determined by the Joint Service leadership team. Costs beyond acquisition and accessible ADA parking costs will require a cost-sharing agreement with the State and CCOB. The State does not anticipate paying the property's market value or costs associated with impacts to business. Costs above the assessor's value or impacts to business may need to be provided by CCOB to close the funding gap and would be defined in future negotiations. If the costs of developing the parking lot exceed the state's estimates and budget, the State anticipates that CCOB will work with the State to cover funding gaps. Joint Service leadership team would determine the maintenance and operations of any added parking.

The memo states the "Intergovernmental Agreement (IGA) with the State [will] formalize a working, collaborative relationship to problem solve, shall costs exceed the initial budget for parking and property acquisition outside of ADA-compliant parking that may in excess of initial cost estimates for investments outside of the right-of-way."

Recommendations from the CDOT/FRPR Memo

- **Selection of West 116th Avenue:** The memo identifies that West 116th Avenue was selected as the preferred station location over the Flatiron Station primarily because it maintains the necessary distance from the proposed Louisville station to preserve the corridor's federal intercity rail classification. West 116th Avenue aligns with existing preliminary planning, having already been evaluated in the Front Range Passenger Rail Service Development Plan and RTD's Peak Service Feasibility Study. Joint Service staff also favored this location due to its proximity to current and planned high-density developments and its supportive Transit-Oriented Development zoning.
- **Secure an Intergovernmental Agreement (IGA):** The memo recommends that the City and County of Broomfield and the State enter into an IGA to cover cost-sharing for property acquisition and parking investments outside the right-of-way.

In addition to the review and analysis of the station locations contained in the CDOT/FRPR Memo, staff is providing additional information in the Overview of Station Locations. While the linked document identifies some local considerations that may favor the Flatiron Station, the station separation requirement is a primary driver of the partner organizations' strong preference for 116th Ave. Although not explicitly stated by the Joint Service and FRPR partners, staff's assessment is that, given this constraint, if Broomfield would like to have rail service, the station will need to be at 116th Ave. If Council concurs with that assessment and wishes to proceed, early direction would allow staff to focus the limited time available on resolving outstanding concerns with the 116th Ave. site and negotiating a favorable IGA for Broomfield.

Financial Considerations

CCOB cost considerations are unknown at this time and will depend on Broomfield's desires and agreement to move forward with the recommended 116th Ave. Station location. Broomfield will be responsible for the planning, design, construction and maintenance of any amenities beyond the basic station amenities provided by Joint Service and FRPR, and other responsibilities and costs associated with parking will be determined by a future IGA with the State for parking.

It should be noted that the station location at 116th Ave. has no current available parking or publicly owned parking, and while the state is offering to provide some support via terms and dollar amounts to be negotiated at a future date, if the costs exceed what the state is willing to provide, then those additional costs will be on CCOB to help make up the difference between the assessor value, the market value and cost associated with impacts to business. The CDOT/FRPR memo does not provide exact dollar amounts for property acquisition costs. The memo explicitly notes that the State's estimated property acquisition costs rely solely on assessor information, meaning they do not reflect actual market value or account for financial impacts on existing businesses. Because the baseline estimates are uncertain, the exact amount Broomfield will need to pay for any excess expenses is currently unknown and will be determined during the negotiation of the IGA. These are unknown potential financial impacts to Broomfield.

The Joint Service partners have a stated commitment in the memo to implementing sidewalks between the rail station and future parking, but the remaining sidewalk gaps along 116th Ave., connecting the rail station to the US 36 and Broomfield Station pedestrian bridge, will need to be planned, designed and constructed by Broomfield.

Broomfield has not budgeted for cost-sharing in a potential property acquisition, funding to support the construction of parking if costs to develop parking exceed what the state has budgeted, and funding for sidewalks along 116th Ave in the five-year CIP. If Council provides a resolution of support for the 116th Ave. Station location, then staff will work through the budget process starting with the 2028 budget to prioritize these improvements as part of the five-year CIP as may be appropriate based on the final station location/design and future IGA.

FRPR’s Local Return Program proposal could potentially assist Broomfield with the costs associated with station area infrastructure improvements. The Local Return would be contingent on the District's voters’ passage of a sales-tax ballot measure for FRPR. The terms and conditions of use of the local return funding would be determined by a future agreement with the FRPRD.

The FRPR service faces potential headwinds in 2026 and beyond, including the recent rescission of $66.4 million in federal CRISI grants for tracks and safety improvements earlier this year, the impending expiration of the Bipartisan Infrastructure Law, and recent state legislation (SB26-172) that shrinks the taxing district boundaries, reducing projected sales tax revenue by approximately 40%. While the FRPR model relies on cost-saving partnerships with Amtrak and BNSF, the long-term viability remains contingent on federal funding to subsidize approximately 80% of infrastructure costs, a successful November 2026 ballot measure to leverage as local funding for the federal funding, and the navigation of volatile state energy fees and shifting federal funding priorities.

Broomfield's financial and revenue considerations are detailed below. Additional information regarding the fiscal assumptions for Joint Service Rail and Front Range Passenger Rail are available in the Rail Service Fiscal Assumptions Summary.

Broomfield's Financial Responsibilities

The City and County of Broomfield will bear the costs of any additional desired amenities outside the basic station platform. These responsibilities include:

- The City and County of Broomfield will be financially responsible for any costs that exceed the State's initial budget and estimates for property acquisition, construction of general parking (non-ADA) and impacts to business.
- Grade separations or underpasses across the tracks, if desired (BNSF double-tracking or sidings for boarding may further increase this cost).
- Completion of public sidewalks, trails, and first/last-mile multimodal connections, including 116th Ave. sidewalk construction, which also includes curb, gutter and stormwater to complete the roadway.
- Acquire property and design, build and maintain any other desired amenities outside of the basic station platform area, such as train halls.

Broomfield does not have dedicated funding currently allocated for rail or property acquisition. CCOB's current bonding capacity is limited, and any construction of other amenities outside the basic platform would likely require CCOB to carry associated costs or debt or defer implementation

CCOB Revenue Considerations

Front Range Passenger Rail: FRPRD is proposing a concept for the Local Return Program principles for share-back of sales tax revenues; the share-back is based on population. FRPRD has proposed that if a community signs a resolution of support by July 31 (pending FRPRD Board approval), it will receive an extra 10% bonus. 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. Station-area expenditures may include operational activities to enhance transit and multimodal access, as improving access may fall outside traditional capital expenditures. The train system's essential components, such as the platforms, sidings, canopies and ADA access to the platforms, will be paid for by FRPRD directly. The principles do not define whether the local return of revenue would be modified or increased pending the final sales tax levied on the District. Terms of the local shareback are unclear at this time.

Scenario	Annual Amount	Total over 25 Years
Standard opt-in	$2.5 million	$62.5 million
Resolution of support by June 30, 2026 or early July (10% bonus)	$2.75 million	$68.75 million

Next Steps

Council Next Steps

It is anticipated that Front Range Passenger Rail will request a resolution from the Council in support of the development of Front Range Passenger Rail and the 116th Ave. Station narrative summary for a potential ballot initiative to the voters.

Joint Service and FRPR will provide their presentation on June 9, 2026. Following the presentation and any subsequent discussion and questions, staff will prepare a resolution for Council consideration to support the 116th Ave. station location, as recommended by the Joint Service Rail partners, and consideration of support for the development of Front Range Passenger Rail service, as requested by the Front Range Passenger Rail District. Staff will also prepare a narrative for the 116th Ave. Station for FRPR for Council's consideration for approval for FRPR use when referring a ballot measure to the voters and to secure the additional 10% local revenue share back bonus. The request for future action by the Joint Service and FRPR is currently scheduled for July 7, 2026.

If a community opts into an agreement or provides written confirmation supporting the FRPR 116th Ave. station summary by resolution by July 31, 2026, the community will receive an additional 10% increase to its local return amount, noted above. The 10% incentive is tied solely to endorsement of the FRPRD station summary by July 31, 2026, pending FRPRD Board approval in June 2026.

The station area summary will be used by FRPR to educate the public about the proposed train service, including station locations. The descriptions are non-binding, and local governments may modify them after the passage of a ballot measure.

Staff have identified the following considerations with FRPR:

- Dependence on Future Ballot Measures: The transition to the full FRPR build-out, which envisions expanding the platforms from 370 feet to 700 feet and running up to 10 daily round-trip, is not guaranteed. This expansion is contingent upon the FRPR District Board referring a measure to the Colorado ballot to fund operations and maintenance, and passed by the voters, as well as federal funding support.
- FRPR Local Return Program: While revenue from a successful ballot initiative could become available to local governments to help fund supportive infrastructure and connectivity, the proposal is a concept, and the terms and conditions of fund use would be further defined after the ballot initiative passes. The local return principles do not indicate whether the rate of return would change based on the final sales levied on the District.

Staff Next Steps

- Should Council want to proceed with support of a resolution for 116th Ave. Station location for Joint Service with the option to expand the station location for future FRPR service and support the development of FRPR service on July 7, 2026 staff will:
    - Coordinate with RTD to confirm the status of the unfinished FasTracks Park-n-Ride commitment and potential applicability to JSR/FRPR station planning.
    - Begin to negotiate the IGA framework with the State for cost-sharing of parking and property acquisition.
    - Work with Joint Service Rail partners on the design of the station area.