The following information is provided by the Front Range Passenger Rail District (District) and applies only to voters residing within the District boundaries. The District boundaries include the following municipalities: Arvada, Boulder, Bow Mar, Broomfield, Centennial, Cherry Hills Village, Colorado Springs, Columbine Valley, Denver, Edgewater, Englewood, Federal Heights, Fort Collins, Glendale, Greenwood Village, Lafayette, Lakeside, Lakewood, Littleton, Longmont, Louisville, Loveland, Manitou Springs, Mountain View, Pueblo, Sheridan, Starkville, Superior, Trinidad, Westminster, and Wheat Ridge; as well as the Sterling Ranch Colorado Metropolitan District Nos. 1-7.

More information about this District election is available online at: https://www.frprdistrict.com and https://coloradoconnector.com

FRONT RANGE PASSENGER RAIL DISTRICT
ALL REGISTERED VOTERS
NOTICE OF ELECTION TO INCREASE TAXES AND INCREASE DEBT
ON A REFERRED MEASURE

Election Date and Hours: November 3, 2026, 7 a.m. – 7 p.m.

Designated Election Official:

Brent E. Butzin, General Counsel
Front Range Passenger Rail District
1800 W. 33rd Ave., Suite 200
Denver, CO 80211
Telephone: (720) 432-9868

Front Range Passenger Rail District Ballot Issue 7A

SHALL FRONT RANGE PASSENGER RAIL DISTRICT TAXES BE INCREASED $295,000,000 ANNUALLY AND BY WHATEVER AMOUNTS ARE RAISED ANNUALLY THEREAFTER, AND SHALL FRONT RANGE PASSENGER RAIL DISTRICT DEBT BE INCREASED $580,000,000, WITH A REPAYMENT COST OF $785,000,000;

TO CONSTRUCT, OPERATE, AND MAINTAIN COLORADO CONNECTOR (COCO) PASSENGER RAIL SERVICE ON COLORADO'S FRONT RANGE AND CONNECT COMMUNITIES, INCLUDING PUEBLO, COLORADO SPRINGS, STERLING RANCH, LITTLETON, DENVER, WESTMINSTER, BROOMFIELD, LOUISVILLE, BOULDER, LONGMONT, LOVELAND, AND FORT COLLINS; IN ORDER TO:

- REMOVE VEHICLES FROM HIGHWAYS AND INCREASE TRAVEL CAPACITY;
- CONNECT TRAVELERS TO EMPLOYMENT CENTERS, COLLEGES, SPORTS ARENAS, AND ENTERTAINMENT HUBS ALONG THE FRONT RANGE; AND
- INVEST IN STATION AREA IMPROVEMENTS AND LOCAL CONNECTIONS TO RAIL STATIONS;

BY ESTABLISHING A 0.333% SALES AND USE TAX (EQUAL TO ONE THIRD OF A PENNY ON A $1 PURCHASE), WITH EXEMPTIONS PROVIDED UNDER COLORADO LAW, INCLUDING THOSE FOR GASOLINE, FOOD, RESIDENTIAL ELECTRICITY AND GAS, PRESCRIPTION DRUGS, AND MEDICAL SUPPLIES;

AND TO RETAIN ALL SUCH REVENUES, PUBLIC AND PRIVATE CONTRIBUTIONS, AND ANY INVESTMENT INCOME ON REVENUES AND DEBT PROCEEDS, AS A VOTER-APPROVED REVENUE CHANGE UNDER SECTION 20 OF ARTICLE X OF THE COLORADO CONSTITUTION;

AND REQUIRING THAT ALL SUCH DEDICATED REVENUES BE REVIEWED ANNUALLY BY AN INDEPENDENT AUDITOR AND A ROTATING GROUP OF CITIZEN TAXPAYERS WHO LIVE IN THE DISTRICT?

FISCAL INFORMATION

Actual Historical and Current Estimated Fiscal Year Spending

Year	Fiscal Year Spending
2028 (estimated, first full fiscal year)	$295,000,000
2027 (estimated, first partial fiscal year)	$144,000,000
2026 (estimated)	$6,544,584
2025 (actual)	$13,424,784
2024 (actual)	$3,569,335
2023 (actual)	$1,470,744
2022 (actual)	$83,136
Overall percentage change in fiscal year spending over the five-year period from 2022 to 2026	7,732%
Overall dollar change in fiscal year spending over the five-year period from 2022 through 2026:	$6,461,448

Proposed District Tax Increase

Estimated maximum dollar amount of proposed tax increase in first full fiscal year:	$295,000,000
Estimated first full fiscal year spending without the increase:	$100,000

Proposed Bonded Debt

Proposed Principal Amount:	$580,000,000
Maximum Annual Repayment Cost:	$35,000,000
Total Repayment Cost:	$785,000,000

Current District Bonded Debt

Principal Amount Outstanding:	$0
Maximum Annual Repayment Cost:	$0
Total Repayment Cost:	$0

Summary of Written Comments For Issue:
The Colorado Connector (CoCo) will link communities from Pueblo to Fort Collins with a reliable alternative to driving along the Front Range, where highway congestion, delays, collisions, and increasing travel demand make travel on I-25 difficult, time-consuming, and stressful. A rail connection will expand transportation capacity, reduce dependence on personal vehicles, and provide another travel option, including for residents who cannot drive, choose not to drive, or face barriers to vehicle ownership. The service will complement existing transit systems and improve access to employment centers, educational institutions, entertainment venues, and airport connections. Special-event stations will be within walking distance of professional sports venues in Denver. Rail travel provides an affordable alternative to automobile ownership, which can cost up to $10,000 annually, and offers transportation costs that are less dependent on changing gasoline prices.

Passenger rail on Colorado's Front Range will help reduce traffic, vehicle miles traveled, fuel consumption, and transportation-related emissions. By shifting trips from automobiles to rail, the Colorado Connector will improve air quality and provide a more energy-efficient mode of travel. Colorado's transportation emissions are already projected to land above the state's 2030 climate target. The service will reduce emissions by an amount roughly equivalent to removing about 29,000 cars from roads. Rail service encourages compact, walkable development near stations, supports housing opportunities, and reduces transportation costs for households.

Highway expansion alone cannot adequately address long-term transportation needs, and a balanced transportation system should include additional travel options. Colorado already has an extensive highway network, and additional highway spending is producing diminishing benefits in travel efficiency, safety, and comfort, while passenger rail represents an underutilized transportation investment. Colorado’s highway projects are already heavily subsidized. CoCo does not take funding away from highways. It is new, dedicated funding for the one mode Colorado has never meaningfully subsidized: intercity passenger rail.

Unlike projects in other states, the Colorado Connector will use partnerships with railroads on their existing corridors and infrastructure rather than requiring entirely new rail lines, reducing costs and limiting the need for major new construction and eminent domain. Using existing tracks provides a more cost-effective and less risky approach than constructing entirely new rail corridors. The project is planned in phases, allowing improvements to occur incrementally, with starter service on track to open in 2029. All communities from Fort Collins to Pueblo will see service within five years. Annual audits and taxpayer oversight add accountability measures to help ensure funds are used as intended.

The measure is an economic development investment. Improved regional connectivity will expand access to jobs, education, housing, tourism, entertainment, and commercial opportunities throughout Colorado's Front Range. The measure also includes a $1.5 billion local return program that station communities can use for local infrastructure, affordable housing, and other transportation projects in corridor communities. Increased mobility among major population and employment centers will strengthen regional economic connections, support business activity, create construction and transportation-related jobs, and help accommodate future population growth while creating a more balanced and interconnected transportation network.

Summary of Written Comments Against Issue:
The proposal will impose a permanent 0.333% sales and use tax throughout the District regardless of whether residents ride the train. The tax is regressive because lower-income households spend a larger share of their income on taxable purchases and would be added to existing state, regional, and local sales taxes that already total 8% to 9% in some communities. The measure will raise approximately $295 million annually, authorize $580 million in debt with a stated repayment cost of $785 million, and continue indefinitely without a sunset provision. Voters are being asked to approve a large, permanent tax before final costs, fares, schedules, passenger ridership levels, agreements with the railroads, and full-corridor delivery dates are known.

Comparable projects have experienced cost overruns, delays, reduced scope, budget shortfalls, and unfulfilled promises. Prior regional rail commitments collected taxes for more than 20 years without delivering rail service to some communities. In some communities, more than $100 million has been paid toward prior rail plans without receiving service. Residents in those communities could pay both existing rail taxes and the proposed tax without receiving previously promised rail service. The District is a newly formed authority without a capital project record and could leave taxpayers responsible for additional costs if estimates are exceeded. Starter service, including three daily trips between Denver and Fort Collins, could proceed without the proposed tax, and actual demand and ridership should be demonstrated before additional taxes are approved.

The train will not adequately meet Front Range travel needs because most trips require door-to-door flexibility. Transportation choices are driven by travel time and the proposed train will not be competitive with driving. Travelers often need direct access to workplaces, schools, airports, recreation areas, trailheads, and event venues or need to transport bicycles, pets, luggage, camping equipment, and recreational gear. Some stations will be distant from destinations, the route will not directly serve the airport, and limited daily frequencies and fixed schedules will make the service impractical for many commuters and event travelers.

Existing buses, shuttles, express lanes, car travel, and other transit services already provide the Front Range more flexible and frequent transportation at a lower public cost. The rail line will duplicate or compete with existing service while offering limited daily trips and could weaken existing transit services. Prior rail investments have cost more than originally projected while producing ridership levels substantially below projections. Shared freight corridors, speed limitations, station access requirements, and travel times could make the train slower than or no more convenient than driving or existing bus service.

Ridership may be insufficient to reduce congestion. Rail service could increase emissions if trains operate with low passenger loads or generate trips that otherwise will not occur. Trail and roadway crossings could create safety and access concerns, including delays, closures, signals, and conflicts along existing freight corridors. Investments in roads, buses, transit connections, airport access, and existing transportation infrastructure could provide greater public benefit at lower cost and with greater flexibility than a fixed-route passenger rail system.

****Note that the Blue Book goes to print earlier than the constitutional deadline for the submission of comments for and against the proposal. Please visit the District's website at http://www.frprdistrict.com to review summaries of any additional comments received.**