

LAUREN BOEBERT
4TH DISTRICT, COLORADO

NATURAL RESOURCES COMMITTEE
OVERSIGHT AND ACCOUNTABILITY
COMMITTEE



Congress of the United States
House of Representatives
Washington, DC 20515-0603

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April 7, 2025

Mr. Elon Musk, Chair
Department of Government Efficiency
1600 Pennsylvania Avenue NW
Washington, DC 20500

Ms. Amy Gleason, Acting Administrator
Department of Government Efficiency
1600 Pennsylvania Avenue NW
Washington, DC 20500

The Honorable Sean Duffy, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Musk, Ms. Gleason, and Secretary Duffy,

I write to express concerns regarding the Front Range Passenger Rail (FRPR) project in Colorado and to request an inquiry into the potential misuse of federal taxpayer dollars. Given the significant financial burden the project places on American and Coloradan taxpayers, the threats it poses to private property rights, and the lack of transparency in its development, I urge the Department of Government Efficiency (DOGE) and the Department of Transportation (DOT) to evaluate support for the FRPR and, pending further review, immediately halt all federal funding.

The FRPR aims to establish a passenger rail service along Colorado's Front Range corridor, connecting cities such as Pueblo, Colorado Springs, Denver, and Fort Collins. While enhancing transportation options may be worthy, several factors warrant a thorough evaluation, including the fact that the projected costs of the FRPR have escalated substantially, with estimates reaching over \$14 billion. It is crucial to ensure that any federal investment in this project is justified by sturdy financial analyses demonstrating long-term viability and value for taxpayers.

The FRPR project has been advertised as a solution to transportation needs in Colorado's Front Range corridor, however, an honest assessment reveals that this project is fiscally irresponsible, impractical, and benefits special interests rather than the hardworking people of Colorado. The former administration also significantly inflated demand for the project. Accurate ridership forecasts are necessary to determine the project's viability and many of my constituents are concerned about the methodology used to predict passenger numbers. A thorough review by your offices would help

validate the reality of such estimates.

Even more concerning is the impact on Colorado landowners. The FRPR project has sparked significant opposition due to its inevitable use of eminent domain to seize private property. The forced acquisition of land from Coloradans, many of whom have owned and operated their properties for generations, is an unacceptable overreach by the federal government. I have heard directly from local officials and constituents who live in the projected railway areas who have grave concerns about how this will impact their communities. This appears to be another example of Washington bureaucrats from the former administration advancing costly and meddlesome policies without considering the needs and rights of local communities.

Enhancing existing road infrastructure would offer more cost-effective and adaptable solutions to meet the region's needs. As you know, federal transportation investments should be made with fiscal responsibility, accountability, and respect for the rights of American citizens. The FRPR project fails to meet such fundamental standards, and I urge your offices to take immediate action to protect taxpayers and property owners from unnecessary government spending and overreach.

I appreciate your attention to this matter. Please do not hesitate to contact me if you need any additional information from my office.

Sincerely,

A handwritten signature in black ink that reads "Lauren B" followed by a stylized flourish.

Lauren Boebert
Member of Congress