



**COLORADO**  
Department of  
Transportation



## High Speed Transit Vision

March 2014



# COLORADO

Department of  
Transportation

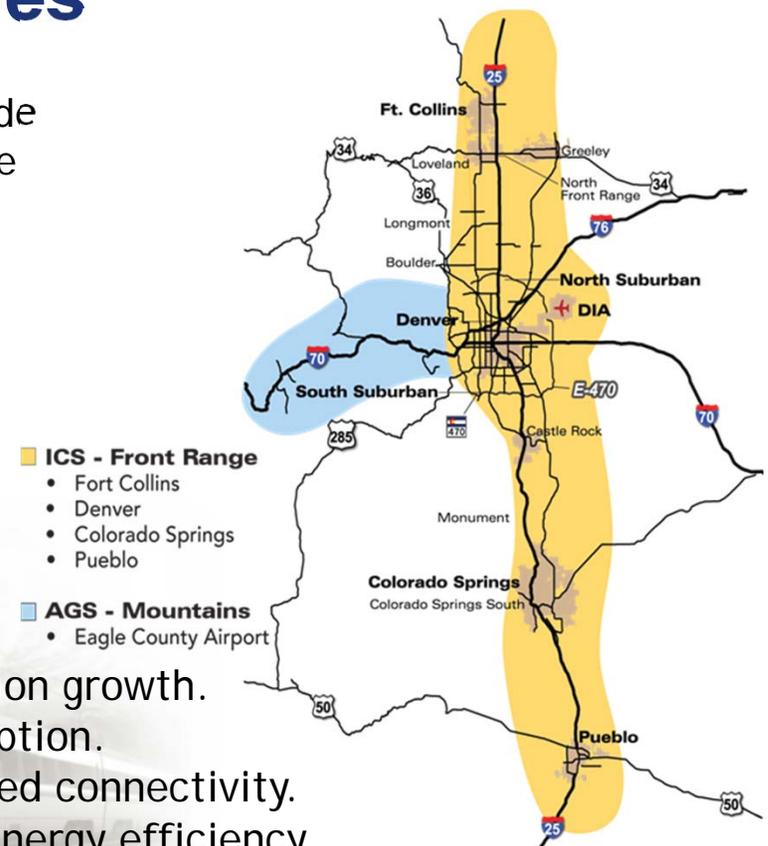
## AGS & ICS Studies

### ➤ Purpose:

- The purpose of the AGS & ICS projects are to provide Colorado with a well supported modal option for the State's transportation network that **connects communities and destinations for interregional business and tourism travel**; builds on and strengthens Colorado's existing transportation infrastructure; supports the State's Vision, as articulated in the 'State Rail Plan'; and *offers statewide social, environmental, and economic benefits that are greater than the capital and operating costs of its implementation.*

### ➤ Needs:

- Address the mobility demands of future population growth.
- Improve mobility through provision of a travel option.
- Enhance economic development through improved connectivity.
- Improve the State's environmental quality and energy efficiency.
- Provide economic benefits sufficient to receive new funding sources.





## What the AGS & ICS Studies Accomplished

- Assessed Technologies
- Defined Alignments
- Developed Engineering Based Cost Estimates
- Developed Ridership Models
- Evaluated Funding & Financing Possibilities
- Assessed Benefits





## Process - 24 months

### ➤ Stakeholder Involvement

- ICS Project Leadership Team
  - 70 members
  - 10 meetings
- AGS Project Leadership Team
  - 17 members
  - 16 meetings

### ➤ Draft Reports Posted for review

- Thorough PLT Reviews Complete
- Public Comments Due March 21
- Final Reports April 30 (tentative)

### ➤ Update the State Freight & Passenger Rail Plan





## Outcomes

- High Speed Transit demand for Longer-Distance Trips
- Two commercially available technologies: rail & maglev
- Alignments
  - Shared Railroad corridors impractical
  - Greenfield alignments along I-25 & I-70 facilitate HST
  - \$75 M/mile front range - electric, dbl track, high-speed rail
  - \$105 M/mile mountains - electric, dbl guideway, high-speed maglev
  - Significant local station development potential
- Ridership
  - DIA is a critical long-term ridership market for both I-25 and I-70
  - 75-80% of ridership is I-25 Front Range, 20-25% I-70 Mountain, 18 M/yr
  - Front Range System is Key to I-70 Mountain Ridership Success



## Outcomes, continued

- **HST Not Financially Feasible at this Time**
  - Full System \$30.1B; Front Range \$13.6B, Mountain Corridor \$16.5B
  - Substantial Federal funds needed
  - Substantial new local (non-federal) funding source needed
- **Phased approach to get started?**
  - Start along the Front Range
  - Commuter rail/upgradable to HST?
  - Phase 1, top priority?
- **Interoperability with RTD is a potential component**
  - DUS / Central Area access is important to commuters
  - Maximize utilization of existing infrastructure, minimize transfers
  - Maximum flexibility to phase system development



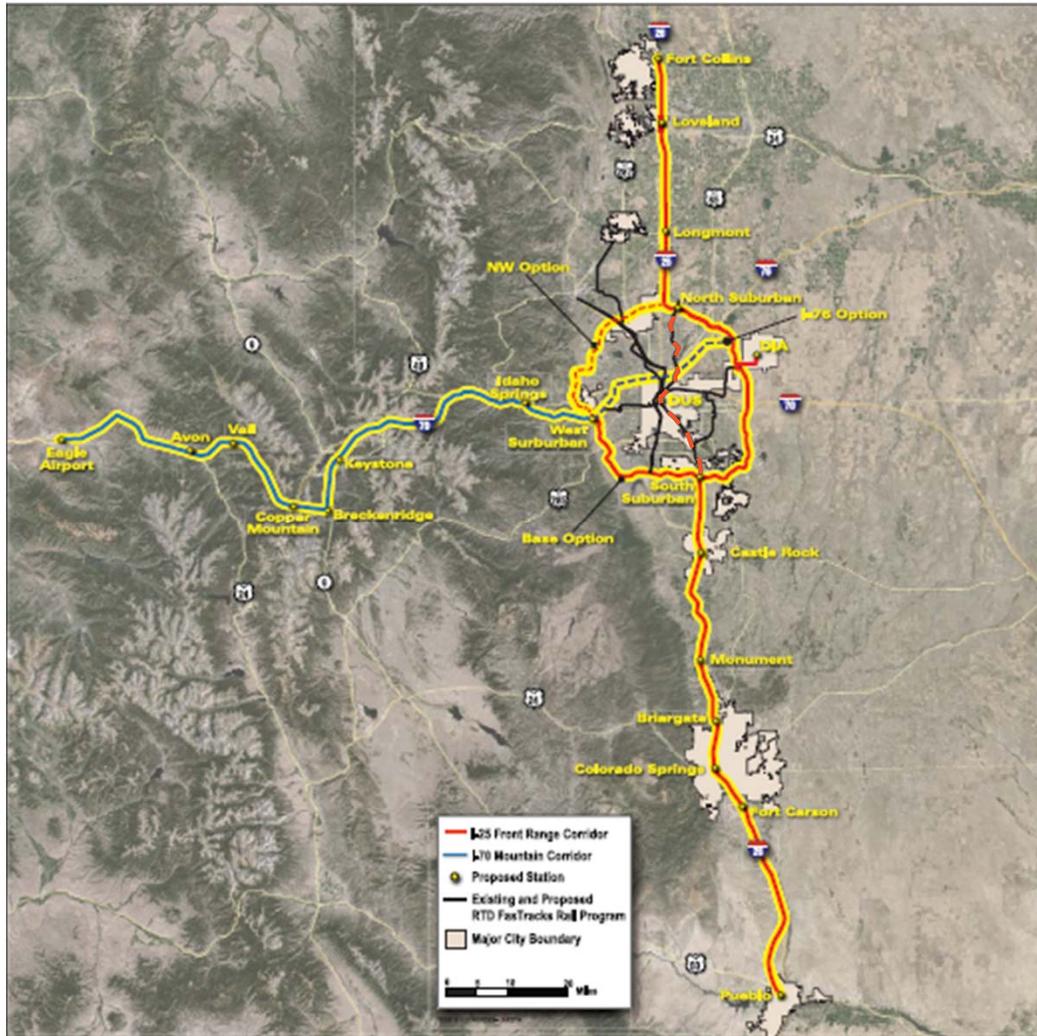
## Outcomes, continued

- **DIA Is One of Colorado's Growth Hubs**
  - Grow from 60 M passengers in 2015 to over 100 M passengers in 2030
  - Master Planned for 13 runways
  - Envisions an "Airport City" whose employment numbers will rival Downtown Denver and DTC in 2030; 70,000 employees
- **RTD's Light & Commuter Rail System Is Key to Statewide Connectivity**
  - Grow from 20 M rail passengers in 2012 to over 80 M rail passengers in 2035
  - Largest voter-approved transit expansion in the nation





# High Speed Transit (HST) Vision for Colorado



## Vision Description

- N: N. Suburban to Ft Collins
- S: So. Suburban to Pueblo
- W: West Suburban to Eagle County Regional Airport
- Metro:
  - West Suburban to DIA via C-470, I-76 or NWQ
  - North to South Suburban via E-470

## Vision Facts

- Total Length: 340 mi
- Capital Cost: \$30.1 B
- Operating Cost: \$198.4 M/yr
- Fare Revenue: \$344 M/yr
- Ridership: 18.3 M/yr (2035)



## High Speed Transit Next Steps

### State Rail Plan 2012: Goals & Policy Statements

- Position Colorado for future Federal Funding
- Integrate into Statewide Transportation Plan
- Develop & Explore Implementation Options for a Regional Commuter Rail System
- Support Linkages of Colorado's Passenger Rail Systems to National Intercity & High Speed Networks

### Proposed 2014 Amendments to the State Rail Plan

- Include Vision Network into unconstrained elements of State Rail Transit & Transportation Plans, MPO Plans, & Intermountain TPR
- Recommendation to complete an Inter-Operate Assessment
- Recommendation to explore an FRA-sanctioned prioritization process along the Front Range



## Next Steps - Pipeline Ready

- **RTD Interoperability Assessment**
  - Forthcoming FRA – FTA Joint Policy & Shared Use
    - Coordinated safety authority
    - Primarily addresses freight and urban transit
    - HST and RTD covered
  - Partners: CDOT, RTD, FRA & FTA
  - Manageable, meaningful next step
  - Precursor to system prioritization
  - Leverage existing investment
  
- **FRA Pipeline Process**
  - Next step to prioritize/define Front Range phasing plan – FRA Tier 1 Study
  - Exploring the pursuit of future funding for such efforts
    - FRA NOFA expected in late summer
  - Update to T&I in April





## Questions?

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