

# Update on Advanced Guideway System Study and Related Studies

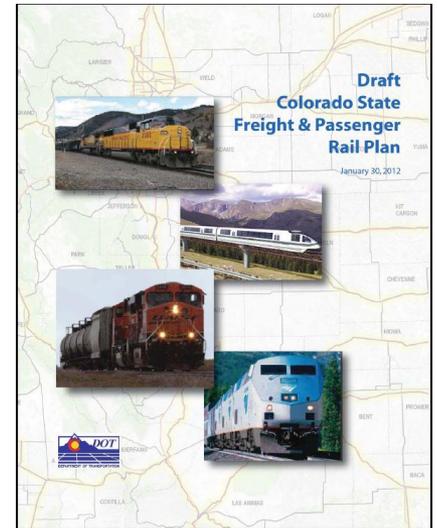
CDOT Division of Transit and Rail



March 2012

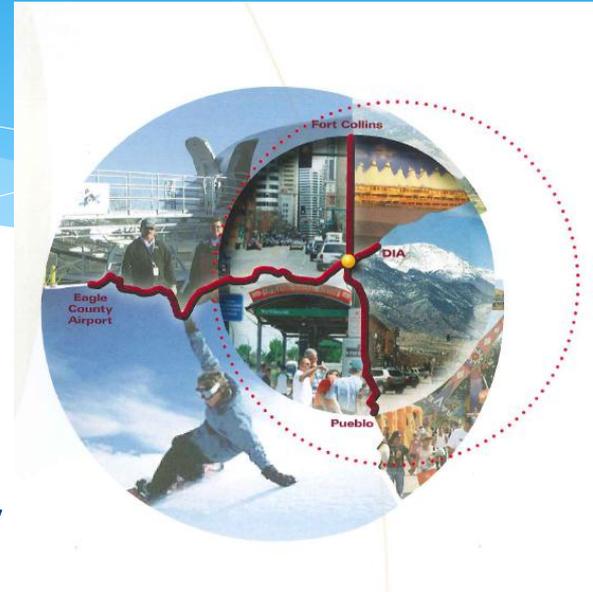
# Colorado Freight & Passenger Rail Plan

- \* Framework for future efforts & investments
- \* Vision: move freight & passengers safely, efficiently & reliably
- \* Passenger Recommendation: Complete AGS & ICS studies



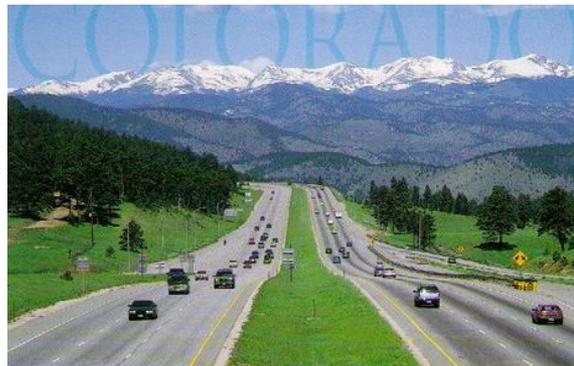
# Interregional Connectivity Study (ICS)

- \* N-S: Fort Collins to Pueblo
- \* E-W: DIA/E-470 to Jefferson County
- \* Purpose: Alignment, Technology, Funding/Financing
- \* Will do Travel Demand Forecasting for both the ICS and AGS Studies



# Advanced Guideway System (AGS)

The Advanced Guideway System (AGS) study, together with the Interregional Connectivity Study will provide an analysis for implementation of an AGS system on the I-70 Mountain Corridor providing transit connectivity to a larger regional transit system beyond the study area.



# AGS Project Approach

CDOT will build upon the findings of the Rocky Mountain Rail Authority Study and Final Programmatic Environmental Impact Statement for the AGS study.

Focused effort on:

- \* Alignment
- \* Technology
- \* Funding/Financing

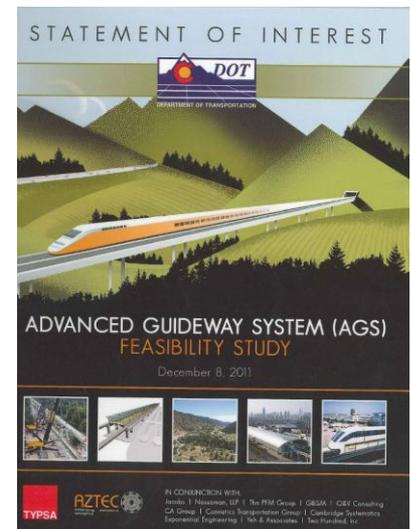


# AGS Project Approach

CDOT with I-70 Corridor representation selected a Program Support Consultant (PSC) to provide technical and financial advisement services to the Division of Transit & Rail, and CDOT Regions 1&3:

Consultant team of TYPASA | Aztec and sub Jacobs:

- \* International perspective (TYPASA based in Spain)
- \* Broad experience with implementation of high speed transit and advanced technologies
- \* Understanding of how to interface w/ ICS



# Project Approach

- \* PSC will solicit proposals through a Request for Qualifications (RFQ)/Request For Proposal (RFP) process to engage the industry in a review of corridor conditions and development of suitable technologies and associated alignments.
- \* In this study, viable technologies, alignments and financing strategies are the **PRIMARY CONSIDERATION**

# AGS Study Tasks

1. Detailed Work Plan
2. Stakeholder Involvement (including public outreach)
3. Refine and Advance Project Definition and Criteria
4. Industry Technology Review
5. Preparation of RFP and Proposal Solicitation
6. Evaluation of Selected Industry Elements and Feasibility of Findings
7. Financial Analysis
8. Draft AGS Study
9. Final AGS Study



# Draft Schedule

- \* Month 1-2: Project Initiation & Define Performance
- \* Month 3-4: Industry Outreach
- \* Month 5-6: RFQ Process with Industry
- \* Month 7-13: RFP Process with 3 Industry Finalists
- \* Month 14-18: Review Industry Proposals and Document Findings of the Study

# Questions & Discussion

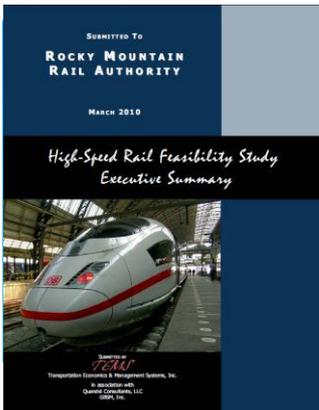


# CDOT Contact & Project Manager

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# RMRA Study Findings

## March 2010

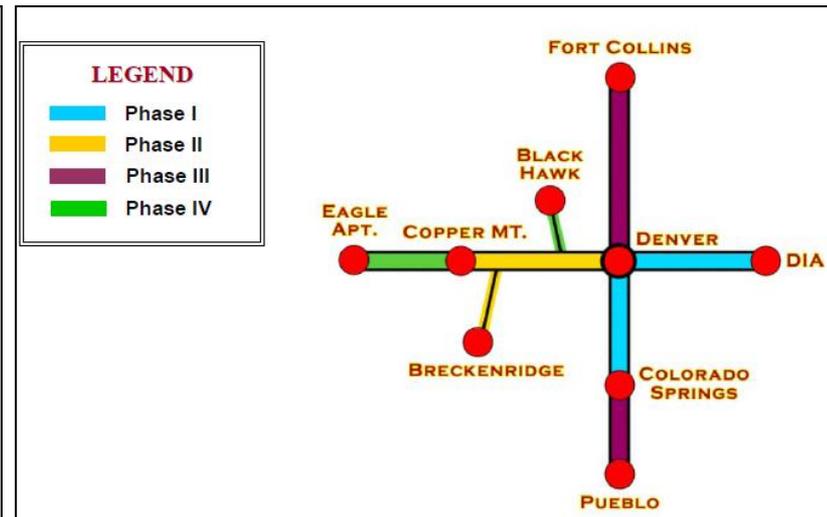
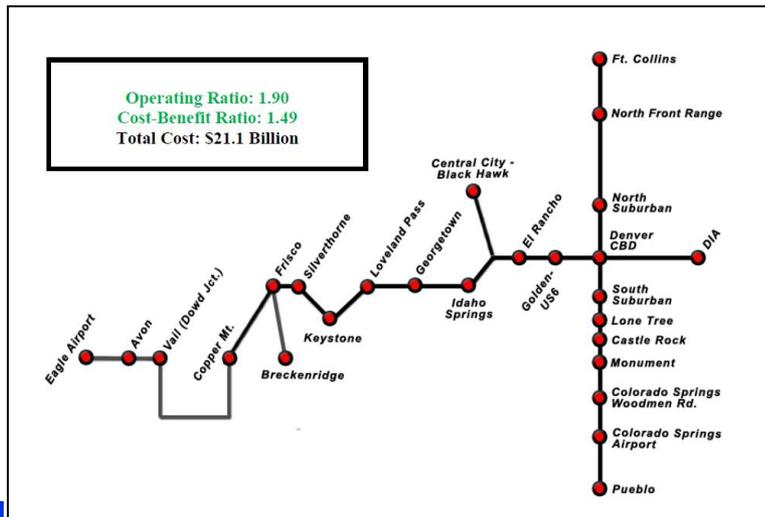
- \* High-speed transit fares ~\$0.35/mile are supported
  - \* Denver – Idaho Springs @ 35 miles = \$12.25 per person/one way
  - \* Denver – Vail @ 100 miles = \$35.00 per person/one way
- \* Multiple Technologies Deemed Feasible for I-70
  - \* High speed (150 mph) electric train
  - \* Very high speed (220 mph) electric train
  - \* Ultra high speed (300 mph) maglev
- \* Important I-25 and I-70 be implemented simultaneously

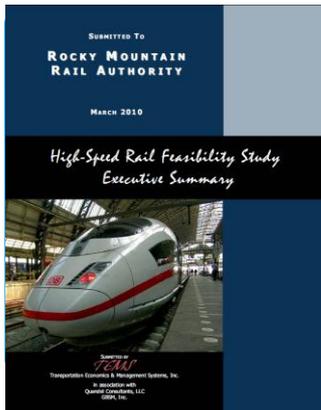


# RMRA Study Findings

## March 2010

- \* 8 years project development (planning & funding)
- \* 6 years design & construction
- \* 14 total years to implement

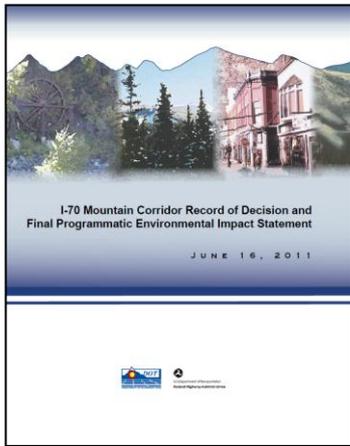




# Status of RMRA “Next Steps”

RMRA Recommendation	CDOT Status
Develop a Colorado State Rail Plan	To be completed March 2012 To FRA April 2012 for acceptance
Develop a Metro Denver Connectivity Study	ICS Study April 2012 – Sept. 2013
Coordinate with Freight Railroads	Part of Colorado State Rail Plan Currently on-going
Request High Speed Rail Corridor Designation from FRA	TBD as FRA opens it’s process to update the National Rail Network map.
Expand the Coalition of Supporters	AGS & ICS Studies April 2012 – Sept 2013

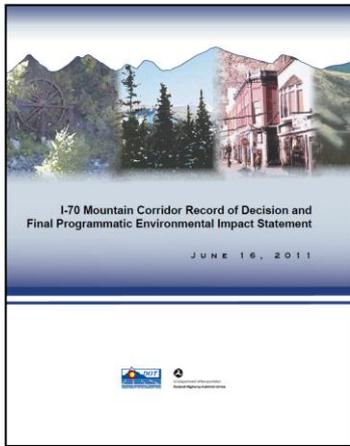




# I-70 FPEIS & ROD

## June 2011

- \* AGS is a central part of the preferred alternative
- \* Additional information is necessary to advance AGS
- \* CDOT is committed to funding studies in support of AGS, with participation by lead agencies and stakeholders



# I-70 FPEIS & ROD

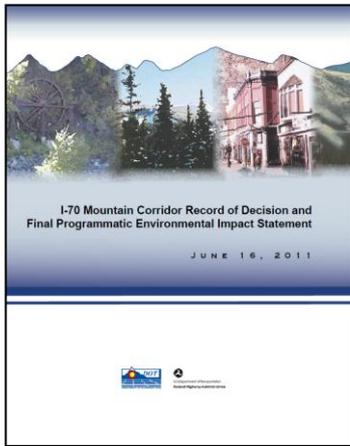
## June 2011

### \* Additional information needed from an AGS study:

- Feasibility of high-speed rail passenger service
- Potential station locations and local land use considerations
- Transit governance authority
- Alignment
- Technology
- Termini
- Funding requirements and sources
- Transit ridership
- Potential system owner/operator
- Interface with existing and future transit systems
- Role of an Advanced Guideway System in freight delivery both in and through the Corridor

# I-70 FPEIS & ROD

## June 2011



- \* General alignment near I-70 buy not necessarily within existing rights-of-way
- \* In some locations may depart from the highway alignment
- \* Minimum of 4,900 passenger/hr capacity by 2035