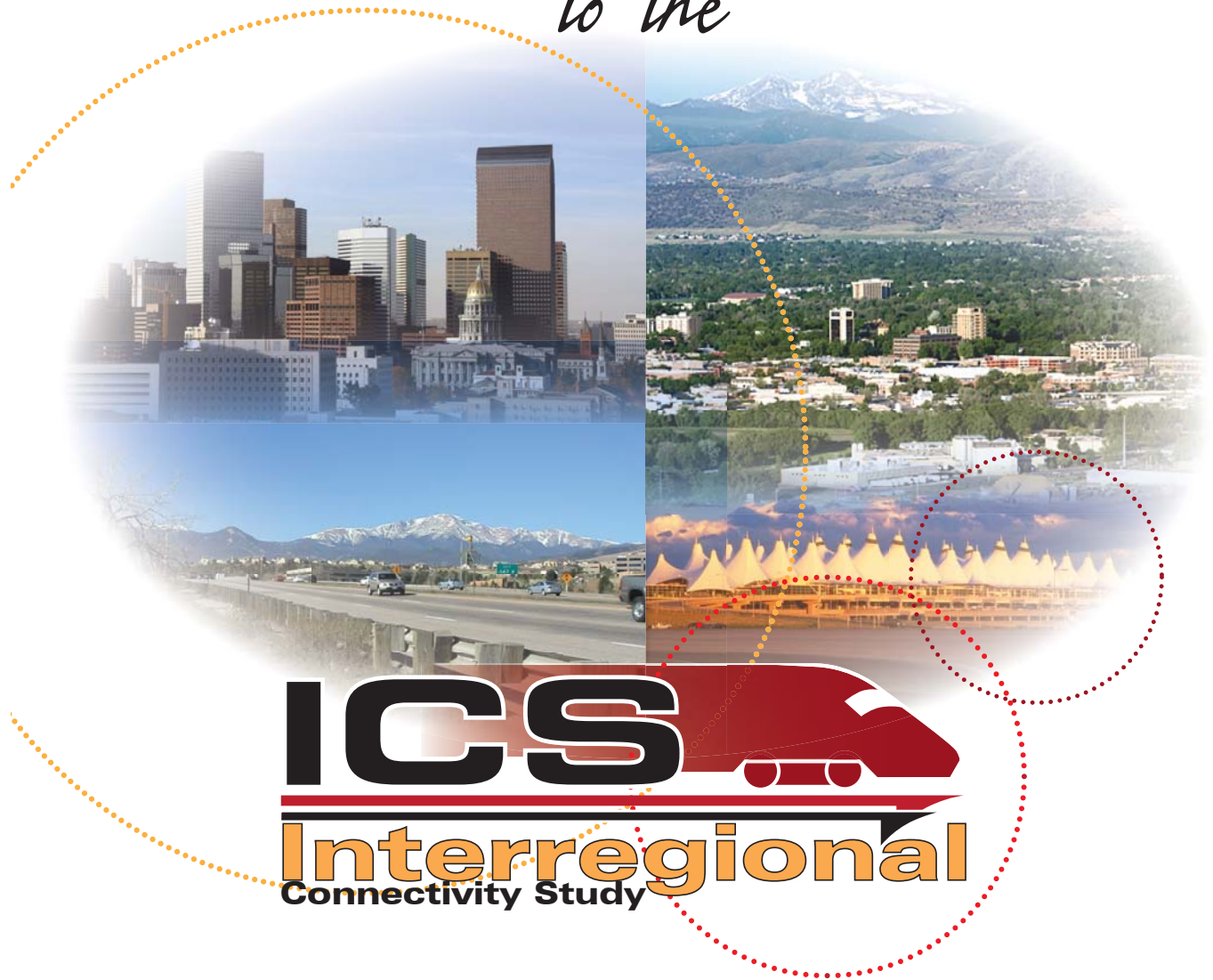


Welcome

to the



**ICS**  
**Interregional**  
Connectivity Study

Public Open House



# The Project Purpose & Need

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## Purpose:

- ✔ The purpose of the High Speed Intercity Passenger Rail project is 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

# Interconnected: The Interregional Connectivity Study (ICS) & the Advanced Guideway Study (AGS)

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## *ICS*

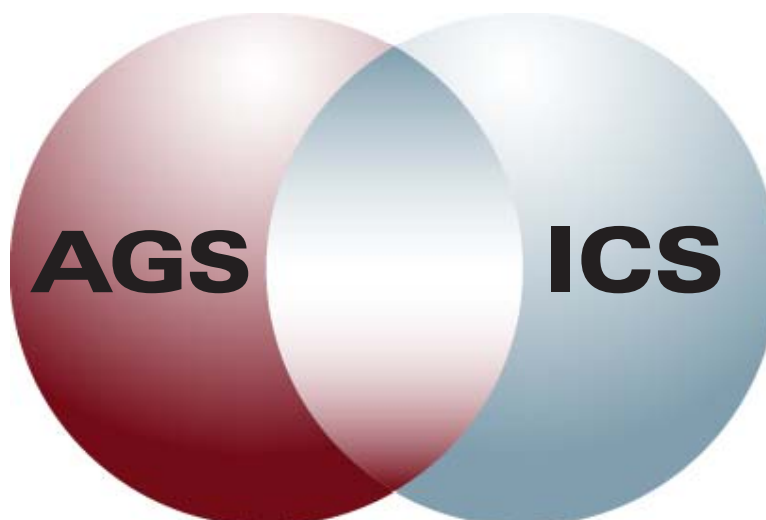
The ICS Study is examining options for high speed rail along the front range and the potential interconnectivity to the RTD system in the Denver Metro Area.

## *AGS*

AGS Feasibility Study is evaluating alignment, technology and funding/financial proposals of a high speed transit system from Jefferson County to Eagle County Regional Airport.

### *The Projects are Jointly Working to Achieve:*

- ✔ Consistent vision
  
- ✔ Coordination points:
  - Scenario evaluation
  - Governance
  - Cost estimating
  - Ridership analysis
  - Impact analyses
  - Financial strategies



# What is High Speed Rail?

## High-Speed Rail (HSR) and Intercity Passenger Rail (IPR)\*

### ✔ HSR – Express

- Frequent, express service
- Serves major population centers 200–600 miles apart
- Few intermediate stops
- Top speed at least 150 mph
- Grade-separated, dedicated rights-of-way (some exceptions)

### ✔ HSR – Regional

- Relatively frequent service
- Serves major/moderate population centers 100–500 miles apart
- Some intermediate stops
- Top speed of 110–150 mph
- Grade-separated (some dedicated and shared track)

### ✔ Emerging HSR

- Developing corridors of 100–500 miles
- Strong potential for future HSR Regional and/or Express service
- Top speed up to 90–110 mph
- Primarily shared track (advanced grade crossing protection/separation)

### ✔ Conventional Rail

- Traditional IPR services of more than 100 miles
- One to 12 daily frequencies
- Potential for future HSR service
- Top speed up to 79 to 90 mph
- Generally on shared track



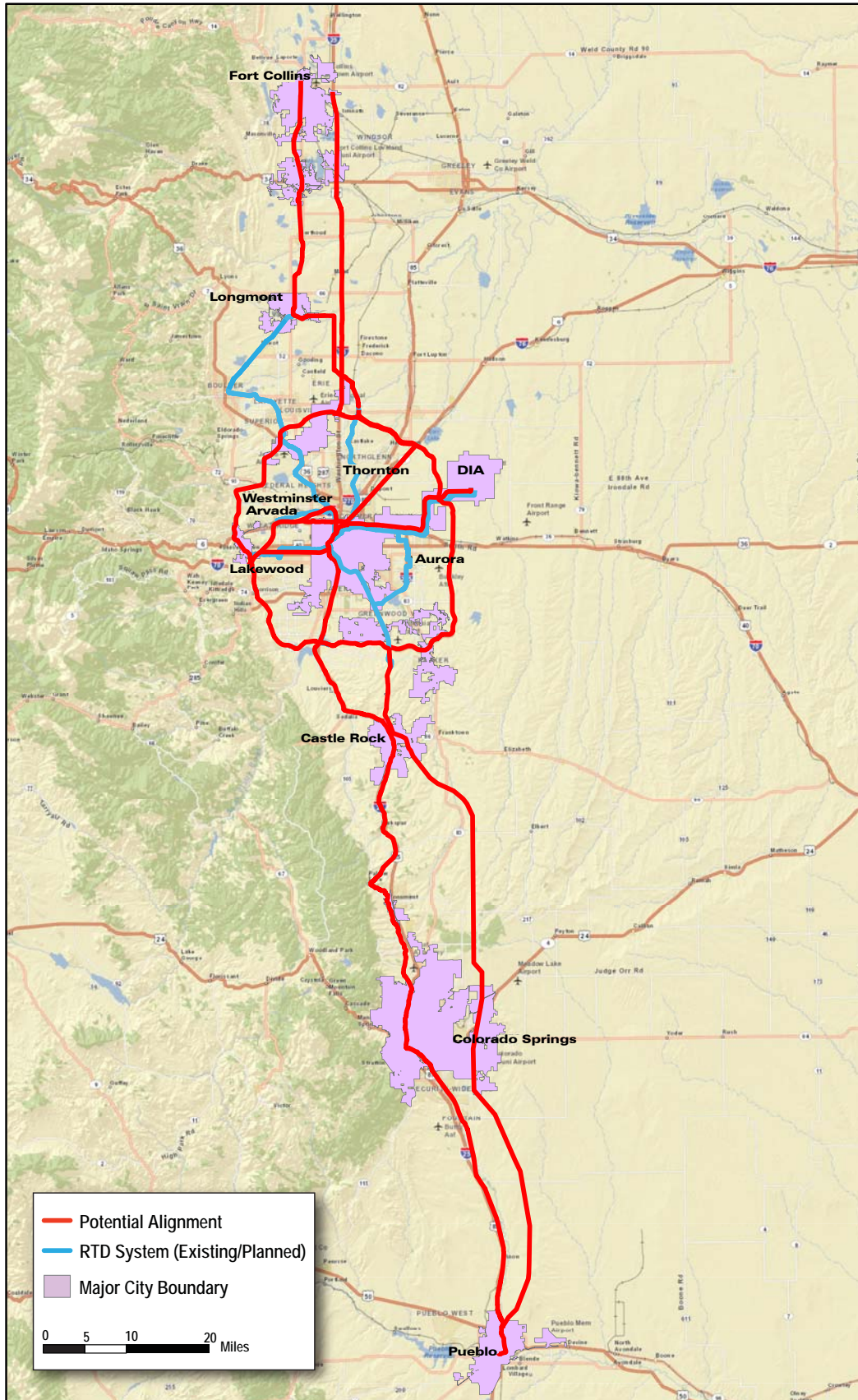
\*Corridor lengths are approximate; slightly shorter or longer intercity services may still help meet strategic goals in a cost effective manner.

# Our Process



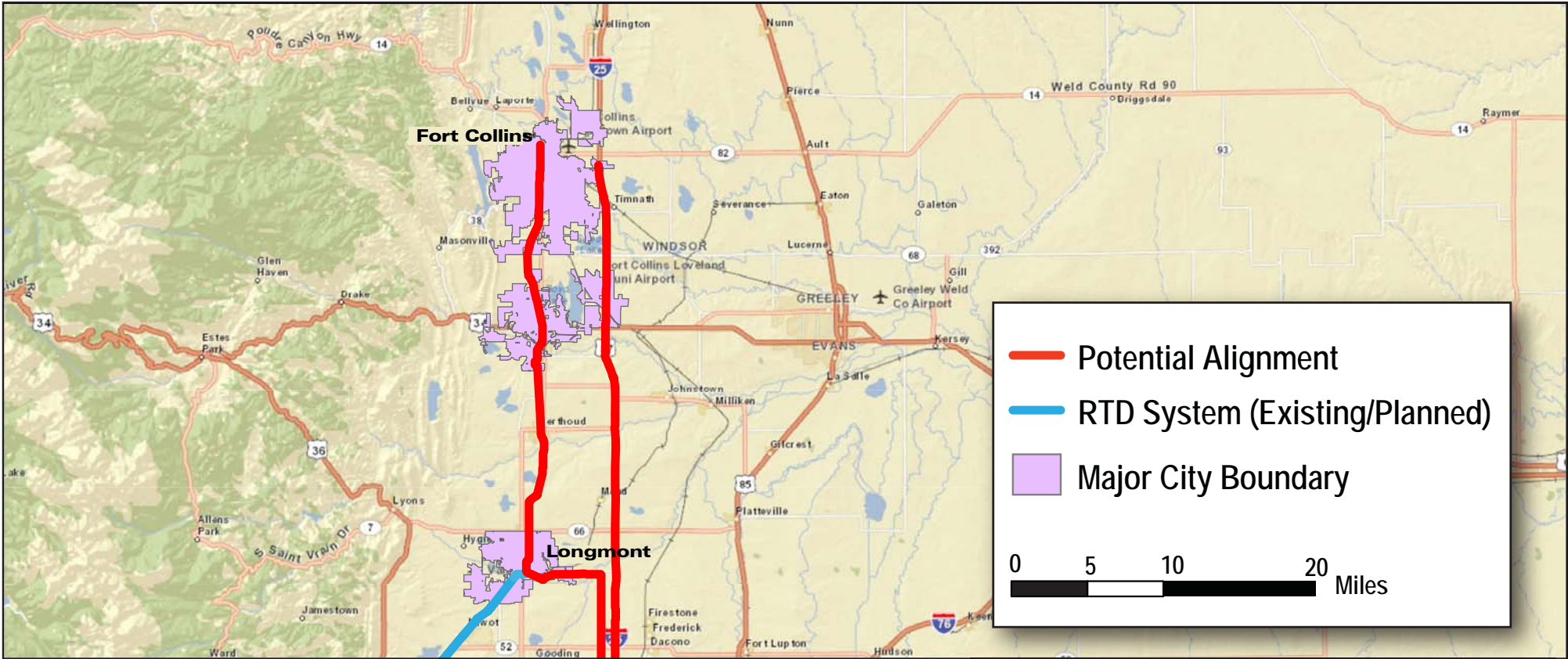
- ✓ Initial Evaluation
- ✓ High Level Evaluation to Identify Range of Options
- ✓ Representative Options to Be Modeled for Ridership

# Alignments



North

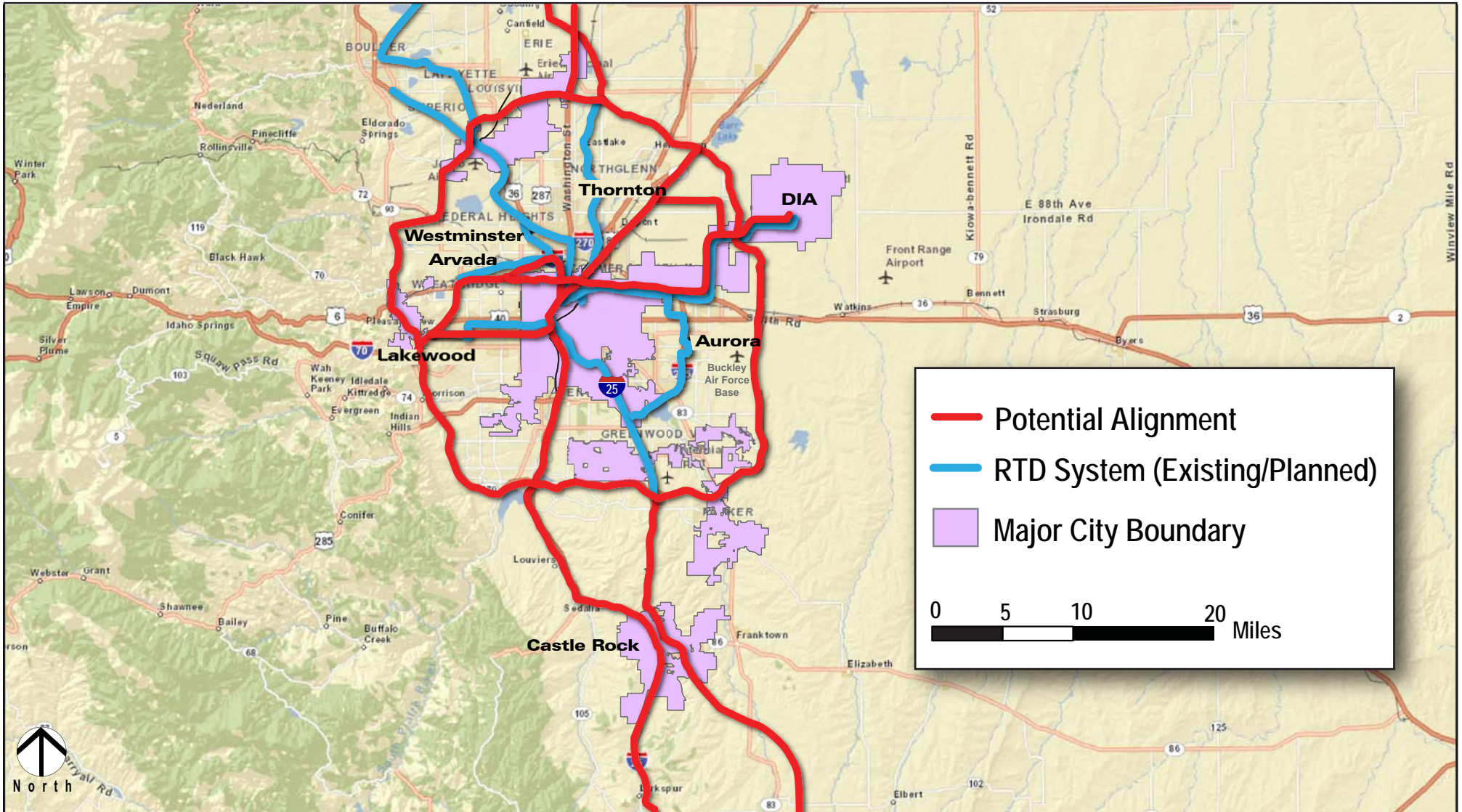
# Alignments - Fort Collins Area



North

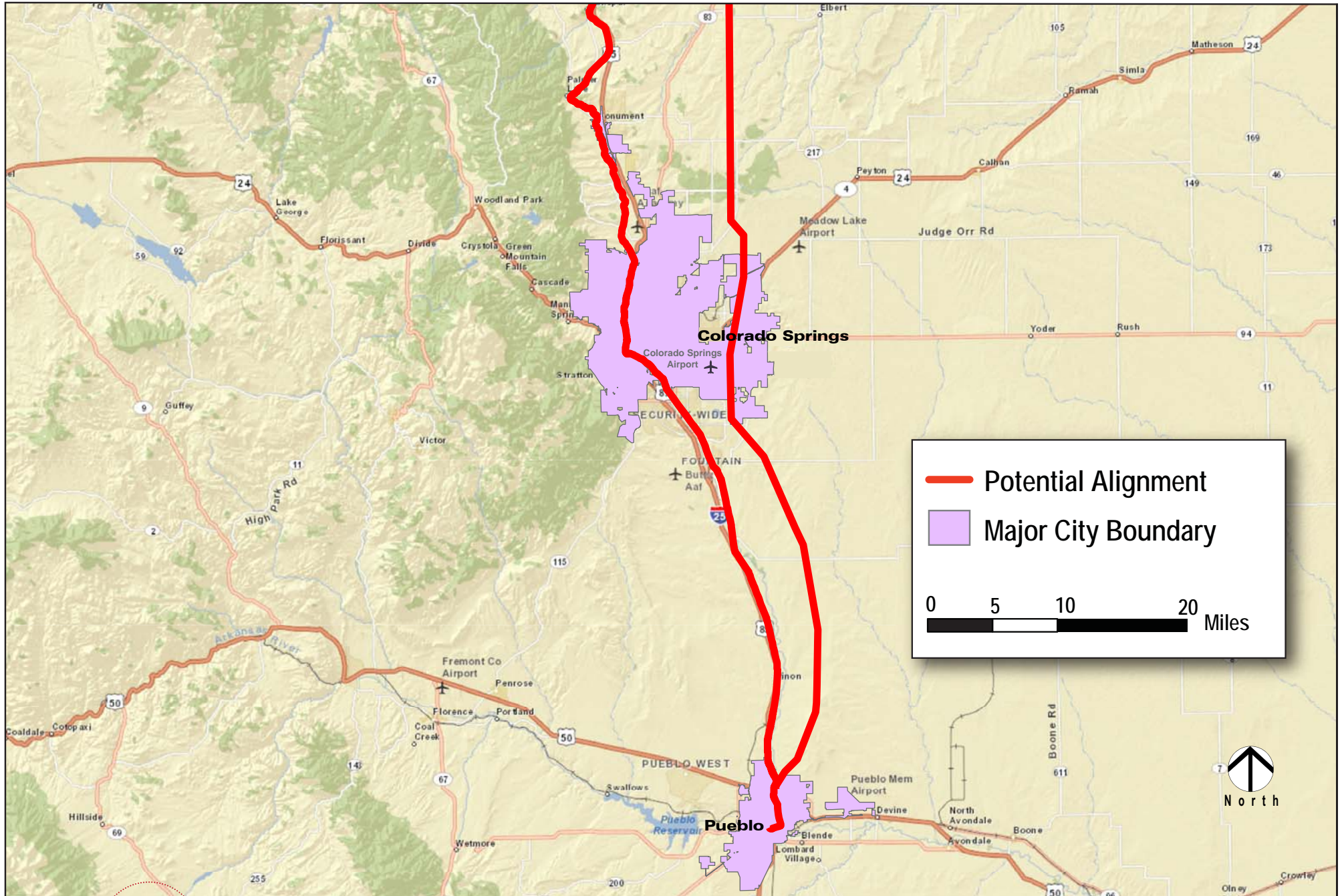


# Alignments - Denver Metro Area

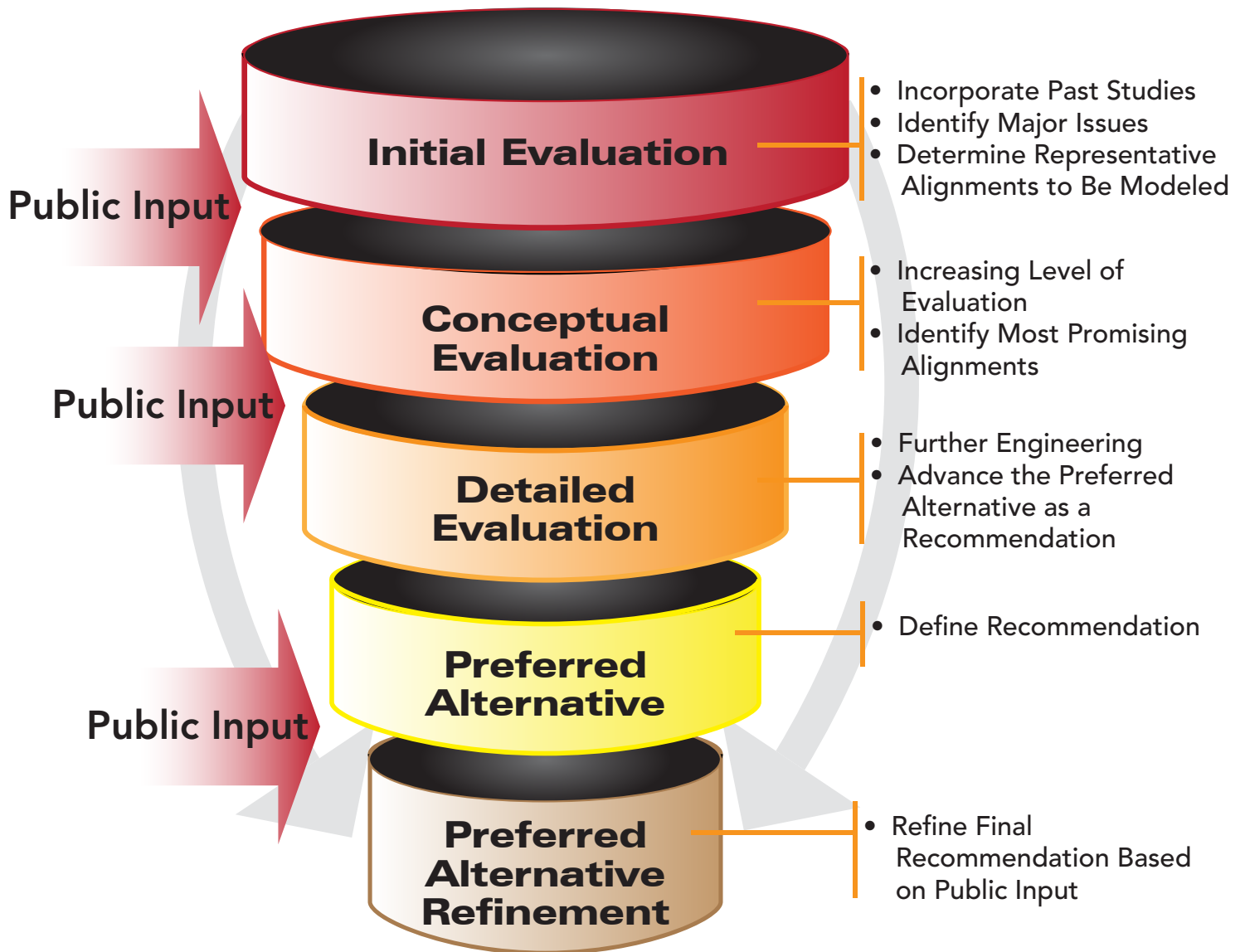




# Alignments - Colorado Springs & Pueblo Area



# Screening Evaluation Process

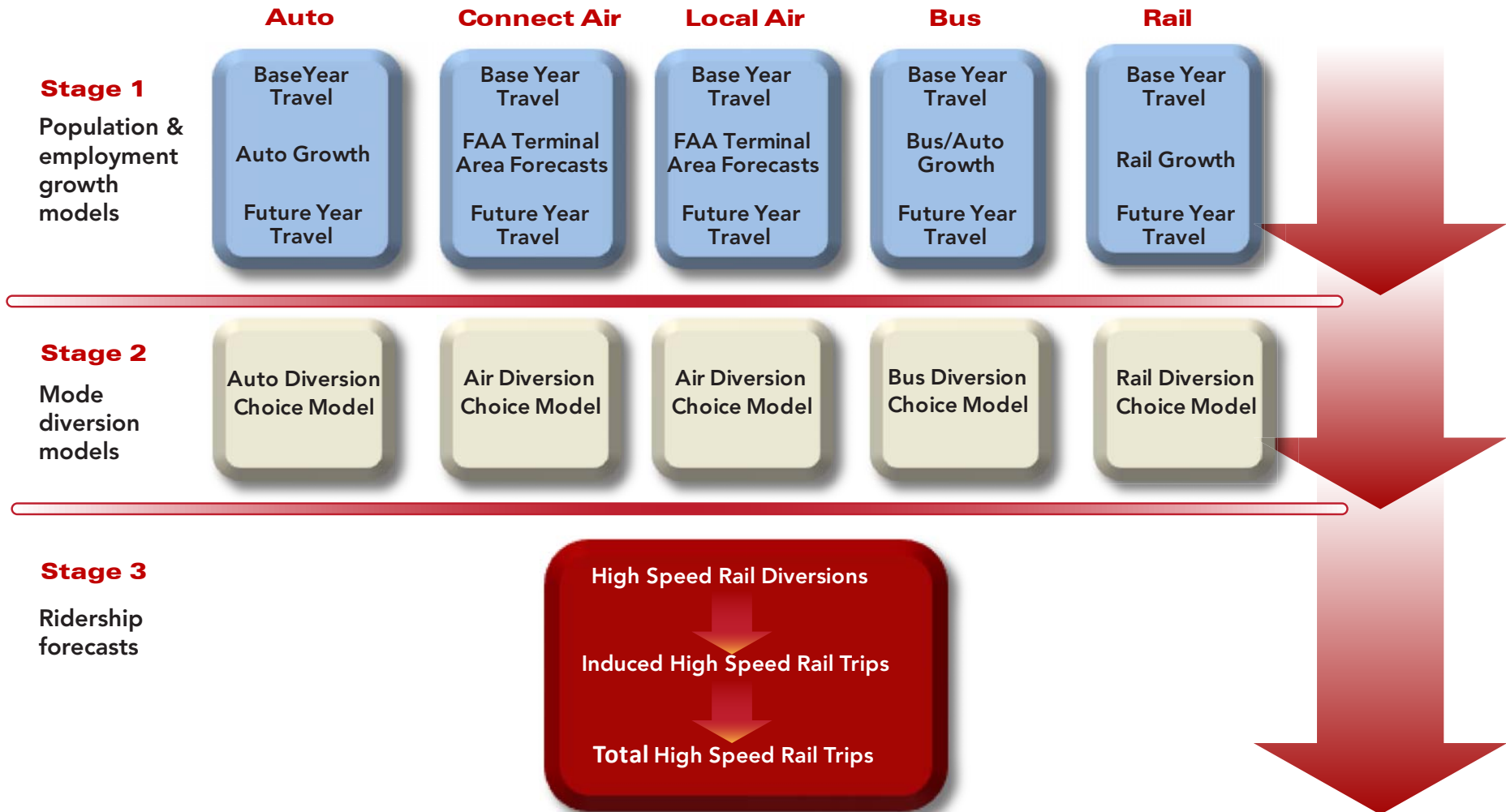


# Initial Evaluation Criteria

- ✔ Meets purpose & need
- ✔ Maximizes one seat ride
- ✔ Travels faster than RTD (Denver metro area)
- ✔ Travels faster than auto (outside metro areas)
- ✔ Meets FRA criteria for emerging HSR corridor (90 to 110 mph)
- ✔ Serves population/activity centers
- ✔ Evaluates potential for environmental impact
- ✔ Addresses safety considerations
- ✔ Compares potential capital cost
- ✔ Evaluates property acquisition
- ✔ Evaluates freight conflicts
- ✔ Does not limit technology choice

# Transparent Ridership Analysis

A three-stage process (separate models for separate travel purposes)



# Initial Evaluation

Group A Alignments		Meets Purpose & Need	One Seat Ride	Faster than RTD in Metro Area	Faster than Auto (Outside Metro Area)	Meets FRA Criteria for Emerging HSR Corridor (90 to 110 mph)	Population /Activity Centers Served	Potential for Environmental Impact	Safety	Probable High Cost	Property Acquisition	Freight Conflicts	Does No Limit Technology Choice	Recommendation for Modeling	Comments
A-1	<b>Direct Routing Through Denver</b> 	+	+	+	N/A	+	+	-	+	-	-	-	=	+	<ul style="list-style-type: none"> <li>Shortest alignment</li> <li>Best overall one seat ride</li> <li>Anticipated high community impact</li> </ul>
	<b>Beltway Excluding SW Quadrant</b> 	+	=	+	N/A	+	=	-	+	-	-	-	=	-	<ul style="list-style-type: none"> <li>Avoids the expensive east/west alignment through central Denver</li> <li>Provides a connection to DUS</li> <li>Limited ROW in the north/south alignment</li> </ul>
A-3	<b>Beltway Excluding NW Quadrant</b> 	+	=	+	N/A	+	=	-	+	-	-	=	-	<ul style="list-style-type: none"> <li>Avoids acquiring new ROW in the northwest area</li> <li>Avoids the expensive east/west alignment though Central Denver</li> <li>Limited ROW in the north/south alignment</li> </ul>	
	<b>Western Beltway</b> 	=	=	+	N/A	+	=	-	+	-	-	+	+	-	<ul style="list-style-type: none"> <li>Avoids the north/south ROW conflicts with freight</li> <li>Limited ROW in the north/south alignment</li> <li>Poor access for the northeast and southeast communities</li> </ul>
A-5	<b>Eastern Beltway</b> 	+	=	+	N/A	+	=	-	+	-	+	+	+	<ul style="list-style-type: none"> <li>Avoids the north/south ROW conflicts with freight</li> <li>Expected to be a lower cost alternative</li> <li>Poor access for the northwest and southwest communities</li> </ul>	
	<b>Complete Beltway</b> 	+	+	+	N/A	+	+	-	+	-	-	-	=	+	<ul style="list-style-type: none"> <li>Provides the highest number of mobility options</li> <li>Highest cost (perhaps 2X the lowest cost A series alternative)</li> <li>Highest overall environmental impact</li> </ul>

Favorable
 Challenging
 Neutral

# Initial Evaluation

Group B & C Alignments		Meets Purpose & Need	One Seat Ride	Faster than RTD in Metro Area	Faster than Auto (Outside Metro Area)	Meets FRA Criteria for Emerging HSR Corridor (90 to 110 mph)	Population /Activity Centers Served	Potential for Environmental Impact	Auto-Rail at grade crossings	Probable High Cost	Property Acquisition	Freight Conflicts	Does Not Limit Technology Choice	Recommendation for Modeling	Comments	
B-1	<b>Denver Periphery</b> 	Challenging	Challenging	Challenging	N/A	Favorable	Challenging	Favorable	Favorable	Favorable	Favorable	Favorable	Favorable	Challenging	Challenging	<ul style="list-style-type: none"> <li>Lowest cost</li> <li>Connectivity challenges to existing RTD system</li> <li>No one seat ride to either DUS or DIA</li> </ul>
	<b>Denver Periphery - Excluding SE</b> 	Neutral	Neutral	Challenging	N/A	Favorable	Neutral	Neutral	Favorable	Neutral	Neutral	Favorable	Challenging	Challenging	<ul style="list-style-type: none"> <li>Good connection from western communities to the Denver metro area</li> <li>No one seat ride to DUS</li> <li>Poor connection to DIA from the south</li> </ul>	
	<b>Denver Periphery - Excluding NW</b> 	Neutral	Neutral	Challenging	N/A	Favorable	Neutral	Favorable	Favorable	Neutral	Favorable	Favorable	Challenging	Favorable	<ul style="list-style-type: none"> <li>Good connection from western communities to the Denver metro area</li> <li>Avoids acquiring new ROW in the northwest area</li> <li>No one seat ride to DUS</li> </ul>	
	<b>Denver Periphery - Eastern</b> 	Neutral	Neutral	Challenging	N/A	Favorable	Neutral	Favorable	Favorable	Favorable	Favorable	Favorable	Challenging	Challenging	<ul style="list-style-type: none"> <li>Good connection to DIA from the north and south</li> <li>Avoids acquiring new ROW in the northwest area</li> <li>Poor connection to DUS and DIA from the western communities</li> </ul>	
	<b>Denver Periphery - Complete</b> 	Neutral	Neutral	Challenging	N/A	Favorable	Neutral	Neutral	Favorable	Challenging	Neutral	Favorable	Challenging	Challenging	<ul style="list-style-type: none"> <li>Provides the highest mobility options</li> <li>Highest cost</li> <li>Highest environmental impact of the B/C series</li> </ul>	
	<b>Shared Use</b> 	Neutral	Neutral	Challenging	N/A	Favorable	Neutral	Neutral	Neutral	Favorable	Neutral	Favorable	Challenging	Favorable	<ul style="list-style-type: none"> <li>Potentially provides a one seat ride through Denver</li> <li>High demonstrated use of RTD system</li> <li>Slower travel through Denver Metro Area</li> </ul>	

Favorable
 Challenging
 Neutral

# Initial Evaluation

Alignments North & South		Meets Purpose & Need	One Seat Ride	Faster than RTD in Metro Area	Faster than Auto (Outside Metro Area)	Meets FRA Criteria for Emerging HSR Corridor (90 to 110 mph)	Population /Activity Centers Served	Potential for Environmental Impact	Safety	Probable High Cost	Property Acquisition	Freight Conflicts	Does Not Limit Technology Choice	Recommendation for Modeling	Comments
N-1	Rail Corridor	Neutral	Favorable	N/A	Challenging	Challenging	Favorable	Neutral	Challenging	Favorable	Neutral	Neutral	Challenging	Favorable	<ul style="list-style-type: none"> <li>✓ Closer to the communities</li> <li>✓ Limits technology choice</li> <li>✓ Affects freight operations</li> <li>✓ Cannot accommodate HSR curves</li> </ul>
	Greenfield	Favorable	Favorable	N/A	Favorable	Favorable	Challenging	Favorable	Favorable	Favorable	Favorable	Favorable	Favorable	Favorable	<ul style="list-style-type: none"> <li>✓ Faster travel and may have fewer impacts</li> <li>✓ Does not limit technologies</li> <li>✓ Supported by local agencies</li> </ul>
S-1	Rail Corridor	Neutral	Favorable	N/A	Challenging	Challenging	Favorable	Neutral	Challenging	Challenging	Challenging	Challenging	Challenging	Favorable	<ul style="list-style-type: none"> <li>✓ Closer to the communities</li> <li>✓ Limits technology choice</li> <li>✓ Affects freight operations</li> <li>✓ Cannot accommodate HSR curves</li> </ul>
	Greenfield	Favorable	Favorable	N/A	Favorable	Favorable	Challenging	Challenging	Favorable	Neutral	Challenging	Favorable	Favorable	Favorable	<ul style="list-style-type: none"> <li>✓ Faster travel and may have fewer impacts</li> <li>✓ Does not limit technologies</li> <li>✓ Supported by local agencies</li> </ul>

 Favorable
  Challenging
  Neutral

# Have Your Say: Opportunities, Issues & Ideas

CDOT is actively seeking your thoughts. Use the notes provided to document your input on the following key points:

- ✔ Project Purpose & Need
- ✔ Goals & Evaluation Criteria
- ✔ Range of Alignments
- ✔ Other Comments

Place the note directly on the geographic location related to your comment

Provide your comments to Staff at the **Comment Table** via computer or written form





# Next Steps

