Preface

The Rocky Mountain Rail Authority (RMRA) hereby submits the final report for the feasibility study conducted with an allocation from Senate Bill 97-001 transit funds and the contributions of 52 local governments and transportation special districts and authorities in Colorado. The study was conducted over a period of 22 months beginning in June 2008 and ending in March 2010. The Rocky Mountain Rail Authority worked closely with local municipal leaders and staff in both the I-25 and I-70 corridors to gather input on various aspects of the potential projects including alignment, technologies, station locations, community/social/economic issues, and more.

The RMRA Board is grateful for the professional management guidance provided by the consulting firm PBS&J, the extensive analysis performed by the study consultant, Transportation Economics & Management Systems, Inc. (TEMS) and the uncountable hours of voluntary work by the members of the Feasibility Study Steering Committee and Board. RMRA member agencies are represent counties, municipalities, and regional governments along the Front Range from Trinidad to Ft. Collins and the I-70 Mountain Corridor from Denver to Grand Junction. These member agencies and their representatives are listed in Appendix A. The RMRA Board also wishes to acknowledge the financial support and technical guidance provided by the Colorado Department of Transportation.

The RMRA Study demonstrates the feasibility of developing high speed transportation corridors generally paralleling two major Interstate highways in the Colorado. The corridors studied were I-70 from the Denver International Airport to Grand Junction and I-25 from Fort Collins to Trinidad. To illustrate one feasible alternative, a more detailed example was developed using the conservative assumptions required by current Federal Railroad Administration standards and currently available technology. That alternative is referred to as the FRA Developed Option; but should not be interpreted in any way to preclude the development of other alternatives based on emerging technologies better suited to one or both major corridors.
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