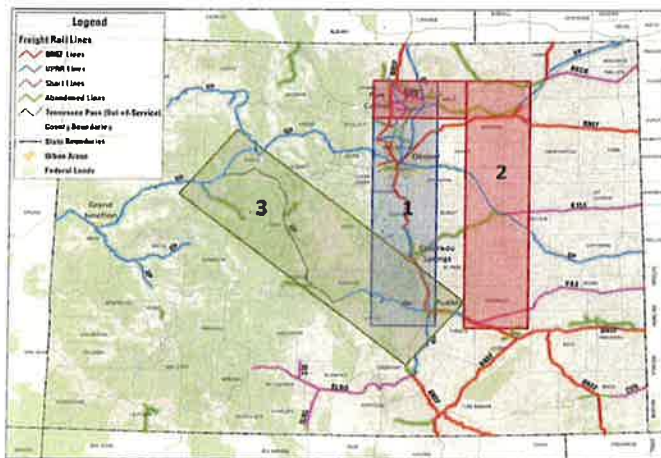


Preserving Quality of Life & Economic Growth for Generations

It is proposed to upgrade heavy rail systems within Colorado to address travel congestion along the I-25 Front Range corridor and the DIA to Vail I-70 corridor and provide infrastructure for economic development throughout a large portion of the State. Continued population growth and associated road traffic congestion has reached a point where immediate action is necessary to preserve quality of life in Colorado and avoid major obstacles to future economic growth.

The Colorado Modern Rail Initiative:

A public private partnership (P3) between Rocky Mountain Rail and the proposed Colorado Rail Innovation Authority.



The Initiative has three initial goals:

1. Establishment of high-speed passenger rail from Fort Collins to Pueblo
2. Establishment of a freight rail bypass from Fort Collins to Rocky Ford
3. Establishment of high-speed passenger rail from Pueblo to Minturn/Avon

Upon achievement of these goals, additional projects may be addressed.

To free up existing rail to achieve the first goal, it is necessary to move as much of the pass-through freight traffic outside of the large metro areas to the proposed bypass on Colorado's eastern plains.

With the establishment of high-speed rail between Denver and Pueblo, it becomes possible to move ski and other tourism traffic through Pueblo to Minturn/Avon with immediate access to Vail/Beaver Creek with an additional spur to Copper Mountain with access to Breckenridge/Keystone/A Basin.

These objectives have been extensively studied and are described within the recently released Colorado Freight and Passenger Rail Plan. <http://bit.ly/2012coplan> The Initiative conforms to the State Plan.

A key to implementing this extremely complex and expensive plan is funding. It will be necessary to access many types of capital within a capital stack from federal, state and local sources. The Initiative plans to take advantage of new federal tax incentives through Opportunity Zone areas. The three rail systems will pass through 24 designated Opportunity Zones.

A coordinated approach:

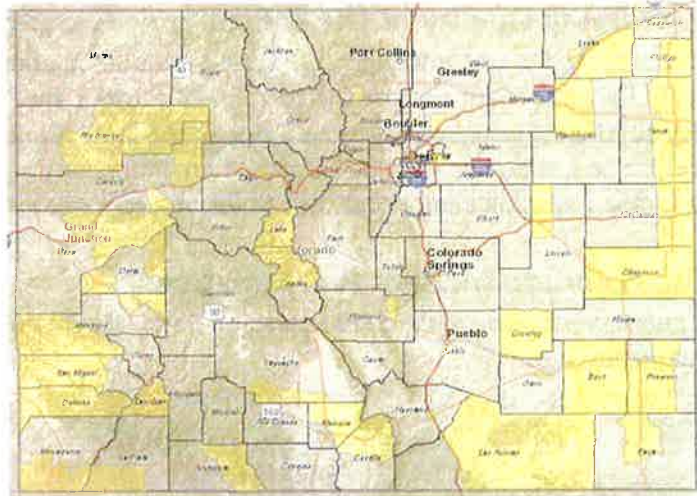
The communities within these Zones can provide startup capital for planning of the rail systems as a key component of local economic development programs that also address problems of jobs, housing, local transportation, food, healthcare, Internet access, training/education, infrastructure, establishment of new industries, public safety and tourism.

As conceived, the new rail systems would employ three tracks to enable local freight movement without impeding or competing with high speed passenger or pass through freight traffic.

The rail systems would serve as a foundation for economic development programs within each community through which the rail would pass with local cities serving as transportation nodes linking to other forms of multimodal transportation. In addition, linking communities is expected to address local challenges regarding jobs/workforce and housing.

The design, construction and operation of the rail systems present an opportunity to implement innovations in rail construction and transportation, expanding upon Colorado’s role in rail research and development.

A key milestone to achieving the goals of the Initiative is to establish a new State of Colorado authority: the Colorado Rail Innovation Authority. As conceived, this new agency would be modeled upon the Statewide Internet Portal Authority with the ability to raise money through revenue bonds. The initiative is now seeking to pass legislation in the 2019 Legislative Session to authorize the creation of this authority.



System 1	System 2	System 3
Fort Collins	Fort Collins	Pueblo
Loveland	Greeley	Florence
Longmont	Fort Morgan	Canon City
Lafayette	Brush	Buena Vista
Broomfield	Limon	Leadville
Westminster	Ordway	Avon
Denver	La Junta	
Englewood		
Sheridan		
Littleton		
Colorado Springs		
Pueblo		

ROCKY MOUNTAIN RAIL

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