



## Opinion > Editorials

### EDITORIAL: All aboard for a Vail rail line

[Print Page](#)

By THE VOICE OF AURORA  
The Aurora Sentinel

Published: Tuesday, September 1, 2009 10:25 PM MDT

While there's much more to detail, preliminary estimates about a rail system running from Denver to Vail for about \$15 billion should tell Colorado residents it's time to think seriously about getting on board.

The Summit Daily News yesterday reported that the long-awaited cost estimate from the Rocky Mountain Rail Authority is nearly complete, as well as the rest of an analysis of such a rail line. Such a train would follow the Interstate 70 corridor and likely run from Denver's Union Station to the Vail area and possibly beyond.



Few things the state might do could have as positive an effect on the state's economy and environment as would a high-speed train to Colorado ski and resort towns along the corridor.

Tourists from all over the country and all over the world would marvel at the opportunity to fly into DIA and board a high-speed train or monorail for Breckenridge, Vail or Aspen. Most metro skiers would welcome the opportunity to leave the I-70 auto-trudge behind and get whisked up to Loveland or Copper Mountain, bypassing the miserable drive in bad weather or worse, bad traffic.

While there would be many details to work out, it would be important to ensure such a train serve as much of Colorado's I-70 corridor as possible, including Idaho Springs, Georgetown and Loveland Basin.

Such a system would almost decree that mountain communities create workable transit systems and expand environmentally friendly rental vehicle offerings, possibly creating a rebirthing of Colorado's tourism industry. Not only would the project create thousands of direct jobs in building such a railway, but even more jobs would be offered to construct local infrastructure and handle increased tourism.

Certainly \$15 billion is a lot of money. But the Regional Transportation District is likely to build an \$8 billion light-rail system in the metro area and charge only those living in the region 8 cents on every \$10 purchased. If state officials can get federal money for even half of the project, it wouldn't be unrealistic that statewide voters would pony up something similar for a project that would bring billions of additional tourist dollars into the state. The project would also help clean up one of the most persistent and vexing highway congestion problems in Colorado.

It's too early for anyone to offer a blanket endorsement of a I-70 rail line, but it's important that regional political leaders get behind such a proposal to create a project that is worthy of a hearty endorsement.

Copyright © 2009 - Aurora Sentinel

[x] Close Window