



Greater Denver Transit <greaterdenvertransit@gmail.com>

Letter Re: RTD Zero Emission Fleet Transition Plan - Consideration of Trolleybus Technology

Debra Johnson <debra.johnson@rtd-denver.com>

Mon, May 15, 2023 at 12:15 PM

To: Greater Denver Transit <greaterdenvertransit@gmail.com>, RTD General Manager <generalmanager@rtd-denver.com>

Good afternoon.

This email is in response to Greater Denver Transit's letter dated May 12, 2023, regarding trolleybus technology.

First, thank you to Messrs. Flattum and Bamber for your continued interest in RTD and its transition to a low/no emission future, as the agency plays a vital role in the overall emission reduction strategy of the Denver metro region as well as the state of Colorado itself.

I am pleased to report that the solicitation for the consultancy to lead the development of the holistic and comprehensive facilities and fleet transition plan (plan) is anticipated to be publicly advertised by the end of this month. The plan will be a forward-looking document to guide RTD in the coming decades, founded upon the agency's Strategic Plan, and in particular the Strategic Priority of Community Value: *RTD strives to be a strong community partner, providing value to customers as well as to the broader Denver metro region while sustaining planet Earth.*

RTD is approaching the solicitation from a technology-agnostic vantage point, meaning that the agency is open to explore any available technology that will help realize a low/no emission future in keeping with agency priorities. To reiterate, in leveraging a consultancy to examine available technology options, RTD is not specifically pursuing battery-electric or any other low/no emission vehicle propulsion technologies. In determining the optimal strategies for a low/no emission transition, the feasibility study that will inform the eventual plan will take into consideration a myriad of factors, including but not limited to RTD's operating environment (geographical footprint, elevation changes, weather patterns, etc.), route modeling, existing and future service needs based on the System Optimization Plan and the Mobility Plan for the Future, existing facilities and facility needs, the existing and ideal fleet mix, state and federal regulations, industry trends, and prior studies.

Having worked as a public transit executive at several transit agencies, including the San Francisco Municipal Transportation Agency that has auspices over the Municipal Railway, i.e., Muni, I am very familiar with San Francisco's legacy trolley coach system which dates back to 1935 and its benefits and limitations as well as more modern trolleybus and overhead wire systems deployed across the globe. In exploring all available options, the consultancy will certainly assess whether trolleybus technology is an appropriate fit for RTD.

Again, thank you for your time and interest.

Sincerely,

Debra

Debra A. Johnson

General Manager and CEO

Executive Office
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Please contact my assistant at tina.aragon@rtd-denver.com for scheduling needs.



Regional Transportation District
1660 Blake Street, BLK-35

Denver, CO 80202

We make lives better through connections.

From: Greater Denver Transit <greaterdenvertransit@gmail.com>

Sent: Friday, May 12, 2023 2:15 PM

To: Debra Johnson <debra.johnson@rtd-denver.com>; RTD General Manager <generalmanager@RTD-Denver.com>

Subject: Letter Re: RTD Zero Emission Fleet Transition Plan - Consideration of Trolleybus Technology

Dear General Manager / CEO Johnson,

Please find attached a letter regarding the consideration of trolleybus technology in RTD's Zero Emission Fleet Transition Plan.

Kind Regards,

Richard Bamber

(For and behalf of Greater Denver Transit)

(303) 803-3898

5/15/23, 1:20 PM

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