

August 17th, 2023

Mike Johnston, Mayor of Denver  
City of Denver  
437 Bannock Street, Suite 300  
Denver, CO 80202



**ATTN: Peña Boulevard Transportation and Mobility Master Plan  
Email from Greater Denver Transit and Denver Bicycle Lobby**

Dear Mayor Mike Johnston and Denver City Council Members,

We urge you to ensure that expansion of transit service to Denver International Airport is sufficiently considered as part of the Peña Boulevard Transportation and Mobility Master Plan. DEN projects spending \$277 million adding lanes to Pena Blvd and Denver would be responsible for at least 27% of this cost. Before committing to a highway expansion that will cost millions while increasing vehicle trips, greenhouse gas emissions and ozone pollution, DEN's alternatives analysis should fully evaluate an option to double-track the A-line. Such an investment could double the line's capacity with 7.5 minute frequencies, making the train more competitive with driving and would much better fall in line with our city's climate and mobility goals.

As part of its ongoing mobility study, DEN has refused to consider making capital investments in the A-line, stating that the FAA will not allow them to divert funds to transit. Our reading of the FAA rulemaking suggests otherwise. Double tracking the eastern section of the A-line falls entirely within DEN property and ridership is limited to airport travelers and employees. The FAA rule cites an example where San Francisco International Airport fully funded a BART rail extension under similar circumstances (1).

Other concerns raised such as a bottleneck near Coors Field are surmountable and should be fully analyzed as part of the Environmental Impact Study rather than precluded from the outset.

We ask that the Johnston Administration and City Council not authorize funds to expand Pena Blvd until DEN has fully considered capital improvements to the A-line as part of its Mobility Master Plan and Environmental Impact Study for the corridor. Rather than excluding multimodal alternatives from the corridor plan, we must pursue a truly transit-first strategy. With the right investments, taking the train can be the most convenient, dependable option for thousands more travelers and workers.

Thank you for considering the issues raised in this letter. We would much appreciate the opportunity to meet to discuss our concerns and answer any questions that arise.

Handwritten signature of Richard Bamber in blue ink.

Richard Bamber  
Cofounder, Greater Denver Transit  
richardbambermail@gmail.com

Handwritten signature of Rob Toftness in black ink.

Rob Toftness  
rob@nosquish.com  
Cofounder, Denver Bicycle Lobby

Handwritten signature of James Flattum in black ink.

James Flattum  
Cofounder, Greater Denver Transit  
james.flattum@outlook.com

Handwritten signature of David Mintzer in black ink.

David Mintzer  
Denver Bicycle Lobby  
david.mintzer@gmail.com

CC: RTD Board of Directors  
Debra Johnson, RTD General Manager & CEO.

(1) <https://www.govinfo.gov/content/pkg/FR-1999-02-16/pdf/99-3529.pdf>, page 10.