

Submitted as Public Comment to the RTD Board Meeting, September 24th, 2024.

September 24th, 2024

Erik Davidson, RTD Board Chair
Regional Transportation District
1660 Blake Street
Denver, CO 80202

Dear Chair Davidson,

Greater Denver Transit (GDT) would like to respectfully submit public comment on the following topics:

Light Rail Speed Restrictions (“Slow Zones”) and September 2024 Schedule

GDT would first like to congratulate the project teams for the downtown light rail loop and coping panels projects for timely completion. In addition we recognise the efforts of the maintenance-of-way department in replacing rail to tackle the light rail speed restrictions.

That said, GDT notes that the September 2024 light rail schedules feature the same end to end runtimes as the January ones did, indicating that the network will be fully returned to normal. However we know that this is not the case given the “slow zones” still present, along with the E Line having 30 minute frequencies . As of the latest update on the RTD website, there is still a significant mileage of speed restricted track to remedy indicating that the “slow zones” will be around well into the fall.

Because of this, GDT is still extremely curious as to why the agency’s management is approving the publication of schedules for D, E, H and R lines that are simply not achievable. This means the riders will continue to be misled on what time they will arrive at their destinations or transfer points and confidence in RTD’s ability to operate the light rail system will continue to be eroded.

GDT suggests that RTD publishes temporary schedules, updated as and when significant amounts of “slow zones” are lifted, throughout the fall period that accurately reflect the times the trains will arrive at stations.

We encourage RTD management to hold discussions with the Union to make this a reality. We also repeat our call to the the RTD Board to pass appropriate policy to instigate a top-to-bottom review of the service planning and scheduling process with the aim to both (a) enable the flexibility needed to publish temporary schedules and (b) modernize the route bidding process for RTD to improve the of work-life balance for operators.

Approval of Budget Transfer for Wheel Truing Machine Replacement

GDT understands the necessity of the proposed budget transfer for a wheel truing machine of which estimated costs have risen from \$1,875,000 to \$3,553,500. That said, the proposed contract is now well over the GM & CEO's \$2M delegated authority and **we strongly encourage Directors to approve the budget transfer but make an amendment to the motion to remove the language giving the GM & CEO authority to enter into a contract.** GDT believes that Directors should have the authority to review the final proposed contract at a later date, once a proposed vendor and price are in place.

Support of Ballot Measure 6A and Delegation of Director Tisdale to Vote on 6A on RTD's Behalf

GDT is in full support of ballot measure 6A and **encourages Directors to vote "Yes" on delegating Director Tisdale to vote "Yes" on RTD's behalf.**

Northwest Rail Peak Service Completion

GDT is pleased to see the final report be published for this long awaited study. While it is clear that the exact rail operations concept studied is unlikely to provide value for money for the taxpayer, we are in agreement with RTD management that a common set of facts was required and we are happy that there is now a somewhat workable plan on the table. **GDT encourages Directors to continue to support work on the Northwest Rail Line, including studying solutions that provide all-day service and how best to collaborate with the Front Range Passenger Rail District.**

Thanks for all you do,



James Flattum



Richard Bamber

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