

Greater Denver Transit recommends the following items to be adopted in transit legislation for 2024:

Front Range Passenger Rail (FRPR) scope must be sufficient to provide a fast, frequent, reliable and accessible service from day one.

- Hourly bi-directional service, with at least 12 round trips per day.
- Base reliability of 95%+ of trains arriving at final destinations within 15 mins of schedule.
- Riders using wheelchairs and mobility devices must have level boarding at all doors.

Establish a state-level “Colorado Rail Authority” that is explicitly focused on developing, expanding and operating intercity passenger rail in the State.

- Could be a “joint powers” board, or an expanded CDOT Division of Transit & Rail.
- Authority would receive an expanding percentage of CDOT’s capital expansion budget.
- Potential to transfer ownership of RTD’s A, B, G, and N Lines (all FRA-regulated rail) from RTD to the CRA in order to relieve the agency of some FasTracks of debt and equip the CRA as a rail owner overnight of some of the most strategic state-owned rail infrastructure in Colorado.

Amend legislation to require FTA-regulated accident reports to be made public.

- Repeal C.R.S. 40-18-104.
- Require transit agencies such as RTD and CDOT to publish accident investigation reports.
- An initial accident investigation report that establishes key facts should be published within 2 weeks of any reportable accident.

Amend the Regional Transportation District (RTD) Act to require the agency to publish monthly financial, safety, operational, financial and labor metrics.

- Safety metrics should include status of Public Utilities Commission (PUC) mandated accident investigations and corrective action plans (CAPs).
- Operational metrics should include reliability and on-time performance of modes operated.
- Financial metrics should include information about budget expenditures and capital projects.
- Labor metrics should give details of any workforce shortages.

Retain the elected RTD Board.

- Consider further amendments to the RTD Act to mandate that the board functions as an effective governing, oversight and policy making unit.

Require RTD to publish proposed schedules at least 3 months in advance.

- Public must be given a chance to make meaningful comments on proposed service changes.
- RTD should develop clear and transparent policies relating to route scheduling.