



**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com

Monthly Meeting

April 17, 2025

Agenda

- | | |
|--------|-----------------------------------|
| 6:00pm | Doors Open |
| 6:30pm | Meeting Start |
| 6:32pm | The News |
| 6:50pm | Events |
| 7:15pm | Peter Muller
Vuba |
| 7:45pm | Julien Bouquet
RTD Board Chair |
| 8:15pm | Terminal Bar Drinks |



**Please sign up
for our email list.**



The News



Chief of Police Finalists



Steve Martingano
Currently RTD Acting CoP
Joined in RTD in 2015



Jim Cook
Currently Amtrak
Assistant CoP



E Line Crash

SOUTH METRO FIRE RESCUE



**Car left C-470 EB to I-25 NB
ramp and ended up on light
rail tracks on Tue Apr 8th**

**Struck by northbound E Line
train at approx. 1:15am, how
long was car on the tracks?**

**Accident investigation report
should be made public
due to SB25-052**



May 2025 Proposed Service Changes



Free MetroRide
Peak only 10 min. frequency

N Line
New 11:26pm Fridays only trip

NB1 / 2 (Boulder - Nederland)
Eldora ski service ends

P (Parker - Denver)
Renamed to "PD"

Route 16 (West Colfax Ave)
10 min weekday frequency

Route 19 (North Pecos St)
Serves Pecos Jct. Station

Route 44 (44th Ave)
Additional am and pm trips

Route 73 (Quebec St)
15 min weekday frequency

Route 153 (Chambers Rd)
15 min weekday frequency

**Routes 225, 225D,
228A and DASH**
Route changes

**Lines D, E, H, R, N, W and Routes 1, 9, 11, 12, 20, 24, 28,
42, 45, 65, 66, 93L, 121, 169L, 483, BOLT, JUMP, SKIP**
"Minor schedule adjustments", school tripper service ends



rtd-denver.com/light-rail-speed-restrictions

	Inbound Track		Anticipated Completion Date
	Outbound Track		Anticipated Completion Date

ZONE	STATIONS	JUN 2024	JUL 2024	AUG 2024	SEP 2024	OCT 2024	NOV 2024	DEC 2024	JAN 2025	FEB 2025	MAR 2025	APR 2025	MAY 2025	JUN 2025
1 <div><div>E</div><div>H</div></div>	University of Denver and Colorado			INBOUND										
				OUTBOUND										
	Colorado and Yale	INBOUND										INBOUND		
		OUTBOUND										OUTBOUND		
	Yale and Southmoor	INBOUND												
		OUTBOUND												
2 <div><div>E</div><div>R</div></div>	Bellevue and Orchard	INBOUND												
		OUTBOUND												
	Orchard and Arapahoe and Village Center	INBOUND												
		OUTBOUND												
	Arapahoe and Village Center and Dry Creek	INBOUND												
		OUTBOUND												
	Dry Creek and County Line	INBOUND												
	OUTBOUND													
3 <div><div>H</div><div>R</div></div>	County Line and Lincoln		INBOUND											
			OUTBOUND											
	Southmoor and Dayton		INBOUND											
			OUTBOUND											
	Bellevue and Dayton		INBOUND											
			OUTBOUND											
4 <div><div>D</div></div>	Dayton and Nine Mile		INBOUND											
			OUTBOUND											
	Evans and Englewood		INBOUND											
			OUTBOUND											
	Englewood and Oxford•City of Sheridan		INBOUND											
			OUTBOUND											
	Oxford•City of Sheridan and Littleton•Downtown		INBOUND											
			OUTBOUND											
	Littleton•Downtown and Littleton•Mineral								OUTBOUND					

Join the Slack

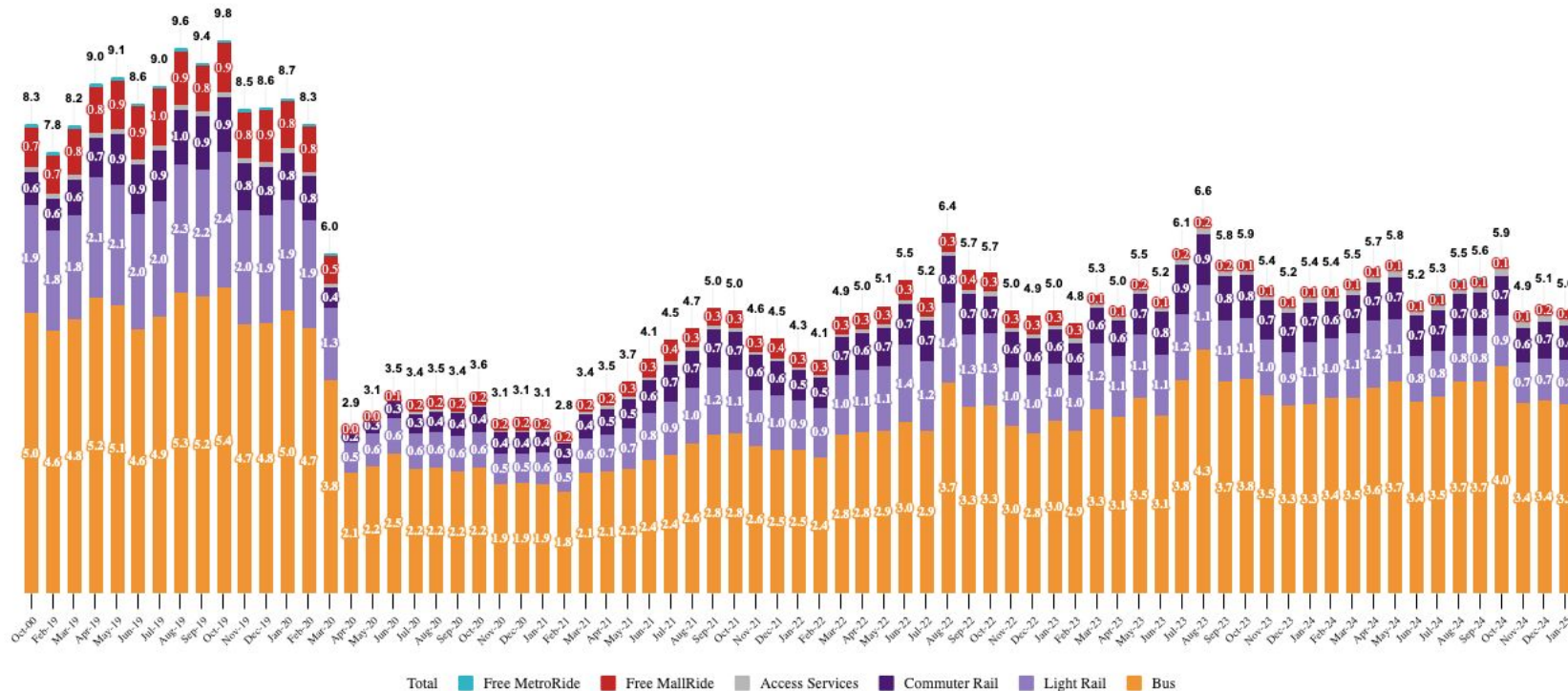




Ridership Analysis - Jan 2025



RTD Ridership by Mode (millions of boardings)



YoY % Growth*

Bus +4%

Light Rail -27%

Heavy Rail -7%

Total -3%

* Growth rates adjusted for equalized work week days on a year-over-year basis

January 2019
8.3m riders

January 2021
3.1m riders

January 2025
5.0m riders

RTD Operator Shortage - Jan 2025



YoY Net Increase in Hiring*

Bus **+113**
Light Rail **+20**
Total **+133**

*YoY Increase (decrease) includes Full Time + Part Time operators presented net of attrition (voluntary & involuntary)

Bus
23 Vacancies
929 vs. 952 Budget

Light Rail
37 Vacancies
180 vs. 217 Budget

Bus & Light Rail
60 Vacancies
1,109 vs. 1,169 Budget



2025 Community Survey is Now Open



333 A



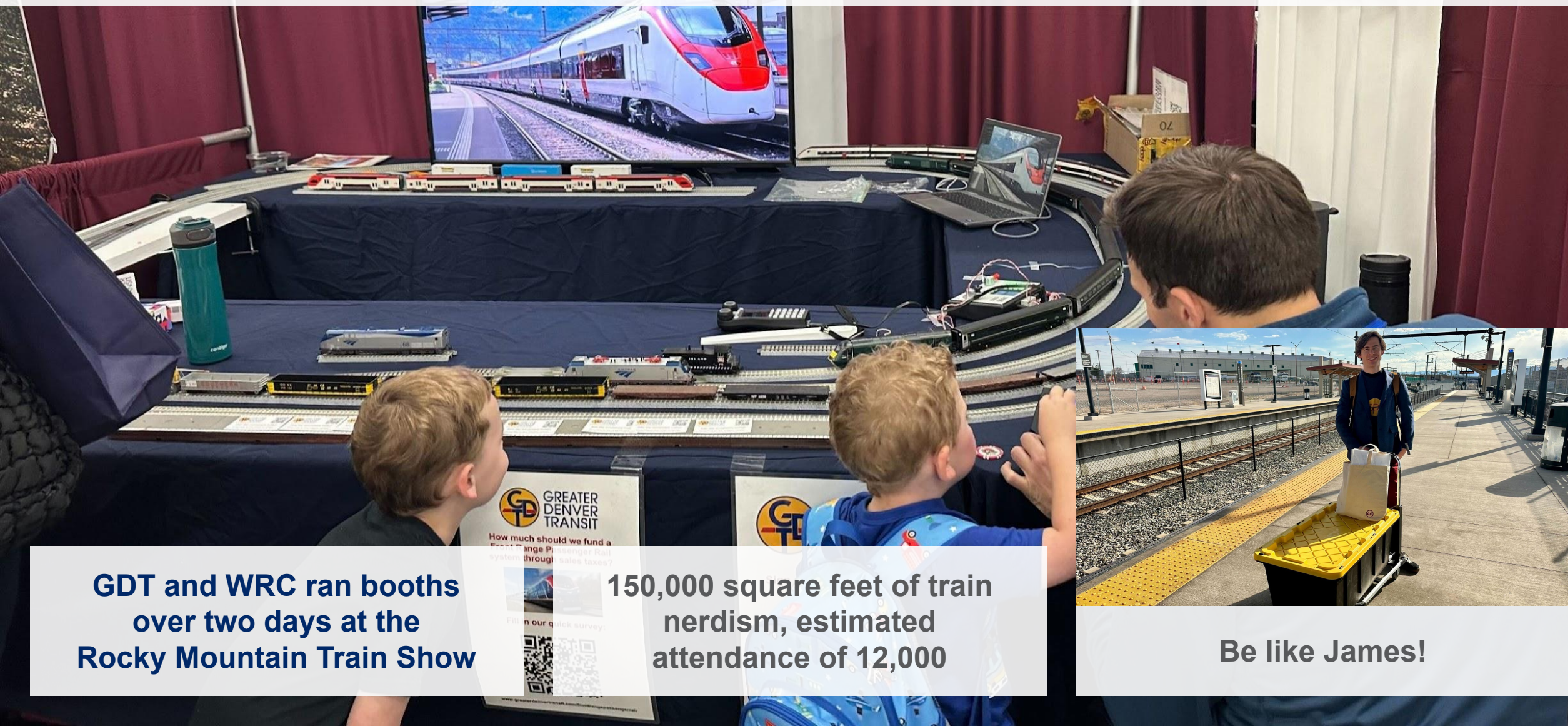
**RTD wants your input on
how you feel they are doing**

**Survey takes approx.
10-15 minutes to complete**

**Search for
RTD Community Survey**



Advocacy at the Rocky Mtn. Train Show



**GDT and WRC ran booths
over two days at the
Rocky Mountain Train Show**

**150,000 square feet of train
nerdism, estimated
attendance of 12,000**



Be like James!

2025 FRPR Survey Launched!



**2025 Front Range Passenger
Rail Survey launched at the
Rocky Mountain Train Show**

**Scan this QR Code, and send
to 10 people you know.**

**Ask them to share with 10
others!**



Western Rail Coalition Update



Eagle County Rail Task Force met with CDOT, OEDIT, and Rio Grande Pacific on 4/03.

Greater resolution on what an **#ExpandedMountainRail** study would look like.

Conversation continuing around how to fund the study.

Peña Boulevard Latest...



Motion Passes			
Aye	9	Nay	2
		Abstain	1
Flor Alvidrez		Sarah Parady	
Kevin Flynn		Diana Romero Campbell	
Stacie Gilmore		Amanda Sandoval	
Serena Gonzales-Gutierrez		Amanda Sawyer	
Paul Kashmann		Jamie Torres	
Shontel Lewis		Darrell Watson	

\$15M NEPA and design services contract approved by full Denver City Council

NEPA community process engages the public in decisions about projects

Advocates must keep up the pressure and challenge ‘already baked’ proposals

GDT Endorses Five Transit Related Bills



- ✓ **HB25-1007 Paratransit Services**
- ✓ **SB25-030 Transportation Mode Choice**
- ✓ **SB25-051 RTD Operating Costs**
- ✓ **SB25-052 Railroad Report Confidentiality**
- ✓ **SB25-161 Transit (RTD) Reform**

**Passed House
To Governor!**

**In Senate, Passed
Appropriations**

**Passed Senate, House
Became Law!**

**Passed Senate, House
Became Law!**

**In Senate, Passed
Appropriations**



Colfax Bar & Restaurant Transit Crawl



Nine bars, each approx. 1 hr
1pm to 11pm
Sat Apr 12th



Approximately 100 sign ups!



Another Colfax transit crawl
to come in summer

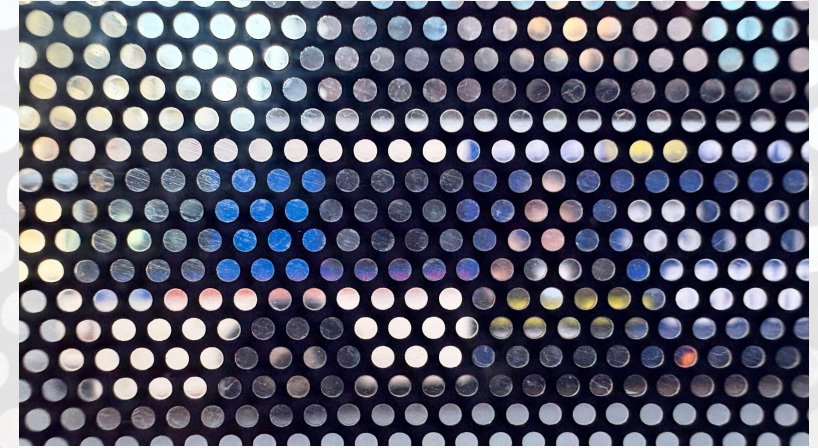
Richard's Bus Trip Photos



Baseline Road



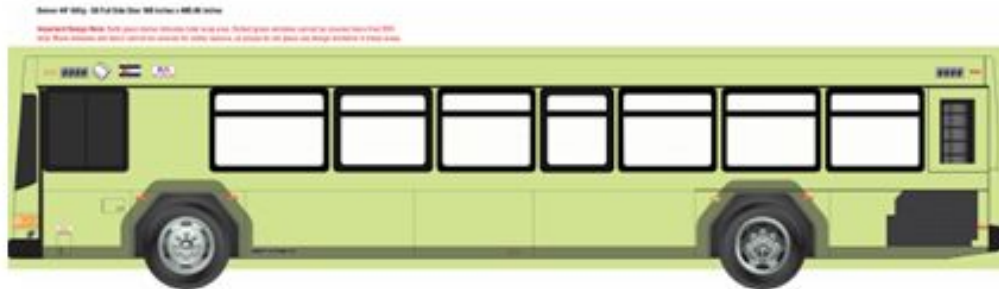
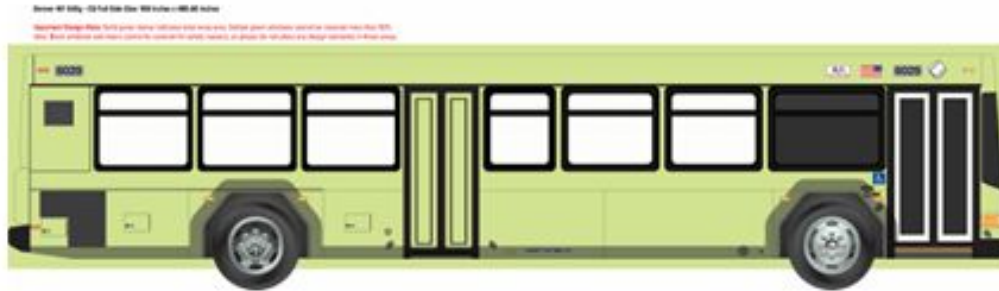
The Foothills



RTD Bus in Boulder



Is RTD starting to get the message?



RTD's 35th Anniversary of the ADA Bus Design Contest:
“Dotted green [white] windows cannot be covered more than 50% total”



Events



Board of Directors Meeting



Next board meeting
5:30pm Tue Apr 29th
1660 Blake St, Denver

Please come and give
in-person public comment
Meet outside at 5:15pm

Please speak about the
selection of a new
Chief of Transit Police.

Monthly Meetings



**6pm on 3rd Thursday
of the month**

**Drinks at Terminal Bar
follow after!**

**Next meeting
6pm Thu May 15th**

More Meetings...



**FRONT RANGE
PASSENGER RAIL**

Front Range Passenger Rail
Board of Directors Meeting
9am Fri Apr 25th



INC Transportation
Committee Meeting
6pm Thu May 8th



Colorado Rail
Annual Meeting
9am Sat May 10th

...and don't forget Denver City Council...



DENVER
CITY COUNCIL



**Register for 30 minute public
comment session
5pm Every Monday**

Transit + Bike Trip to Colorado Rail Museum



COLORADO RAILROAD MUSEUM
GOLDEN DELAY JUNCTION DENVER
3 MILES ELEVATION 8656 FT 12 MILES

GDT's first transit-oriented
hike of the year:
9:45am Sat Apr 26th
G Line - Union Station

The trip will take the **G Line** to
Ward Station then bike along
the Clear Creek Trail to the
Colorado Rail Museum

\$10 GA, \$14 for ride along
Optional lunch and drinks at
New Terrain brewing after

120X, 120 and N Line Transit Tour



GATE
B15

**Terminal Bar
Denver Union Station
6pm Thu May 1st**

**120X to Wagon Road PnR,
then 120 to Eastlake & 124th
plus 2 bars**

**N Line black to Downtown,
arriving 10:13pm**



Transit Oriented Board Games



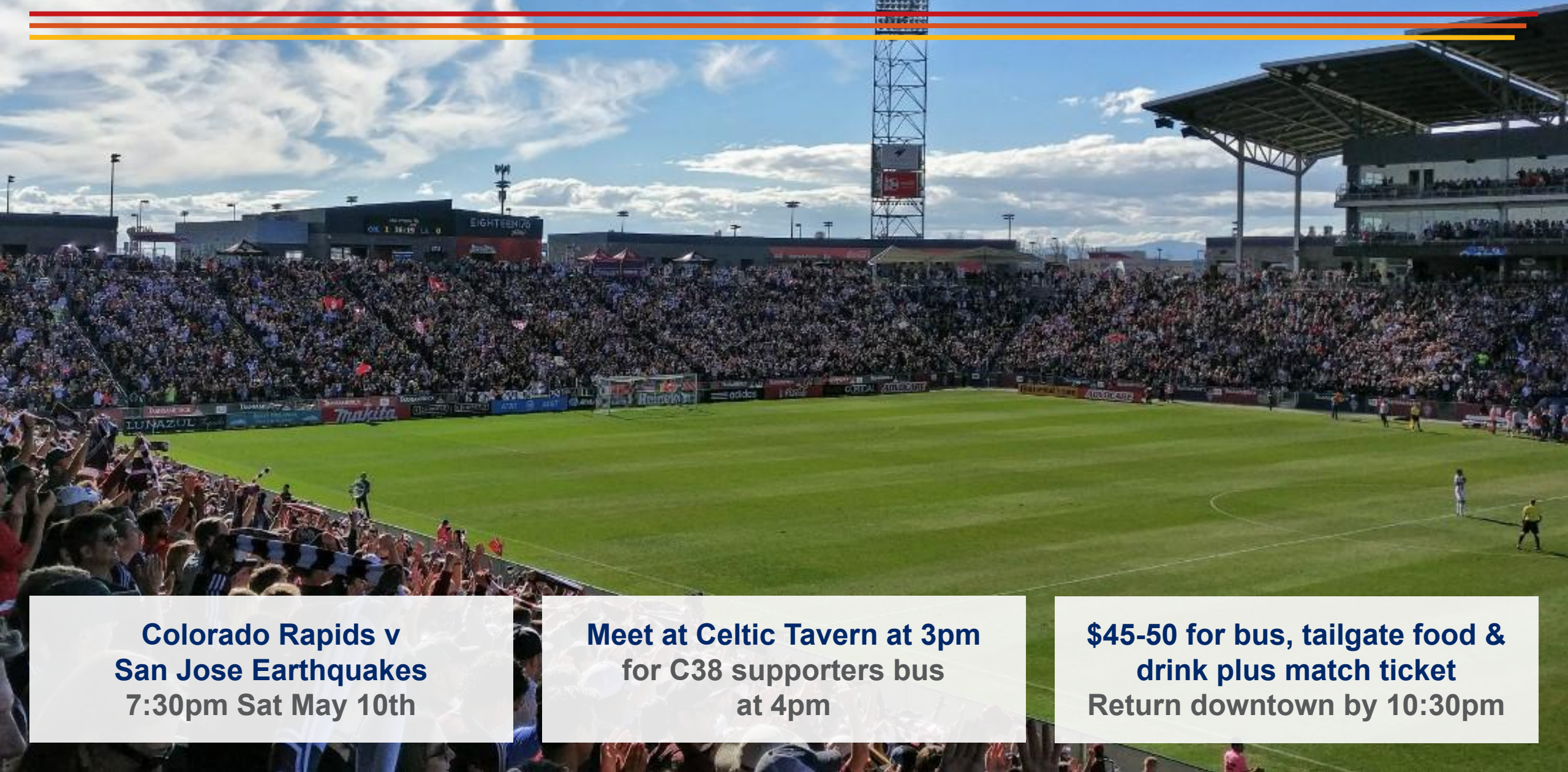
Transit Oriented Board Games at **Hooked on Colfax** with coffee, tea, alcohol, and baked goods

Saturday May 3rd 1pm
Take the 10, 15, 15L, 20, or 40 there and let the staff know you took transit!

Hooked on Colfax has been supportive of Colfax BRT and is actively affected by construction



Colorado Rapids Game



**Colorado Rapids v
San Jose Earthquakes**
7:30pm Sat May 10th

**Meet at Celtic Tavern at 3pm
for C38 supporters bus
at 4pm**

**\$45-50 for bus, tailgate food &
drink plus match ticket**
Return downtown by 10:30pm



venmo

GDT Members
Suggested Donation
\$3 / Slice



Peter Muller

Founder & Project Development Dir., Vuba





Transforming Transit in the Denver Region

Leveraging NWPR and ATN for Better Accessibility

Peter Muller
Project Development Director





Who is Vuba?

**Technology agnostic ATN project
developer staffed by**

Engineers & planners

Transportation infrastructure program managers

Transportation infrastructure grant specialist



What is the Problem?

What mobility problems have you had in the last month?

Been stuck in traffic

Worried about the cost of gas and running a car

Gone out of your way to transport somebody else

Had somebody else go out of their way for you

Had to walk a long way

Had difficulty finding parking

Used public transit that was slow and/or inconvenient

Been in a mobility accident

Worried about pollution

Worried about climate change?



What is the Problem?

Good Transit

Many accessible stations

High average speed

Good Capacity

Low cost per passenger mile

But

Adding a station adds a stop

Increasing capacity increases costs



With Conventional Intra-City Transit the Goals Conflict

Inter-City Transit Has Few Stations



A Transformative Solution

ATN: A Superior Alternative

(Automated Transit Networks)

Many Inter-connected stations

All Trips Nonstop or Express

Good Capacity

Low Cost



In Addition

Personalized, On-Demand Service

Proven Technology

Network Effect & Scalability

Resulting in

Better local mobility

Better rail connectivity

Economic growth

Environmental and community benefits

AUTOMATED TRANSIT NETWORKS (ATN)

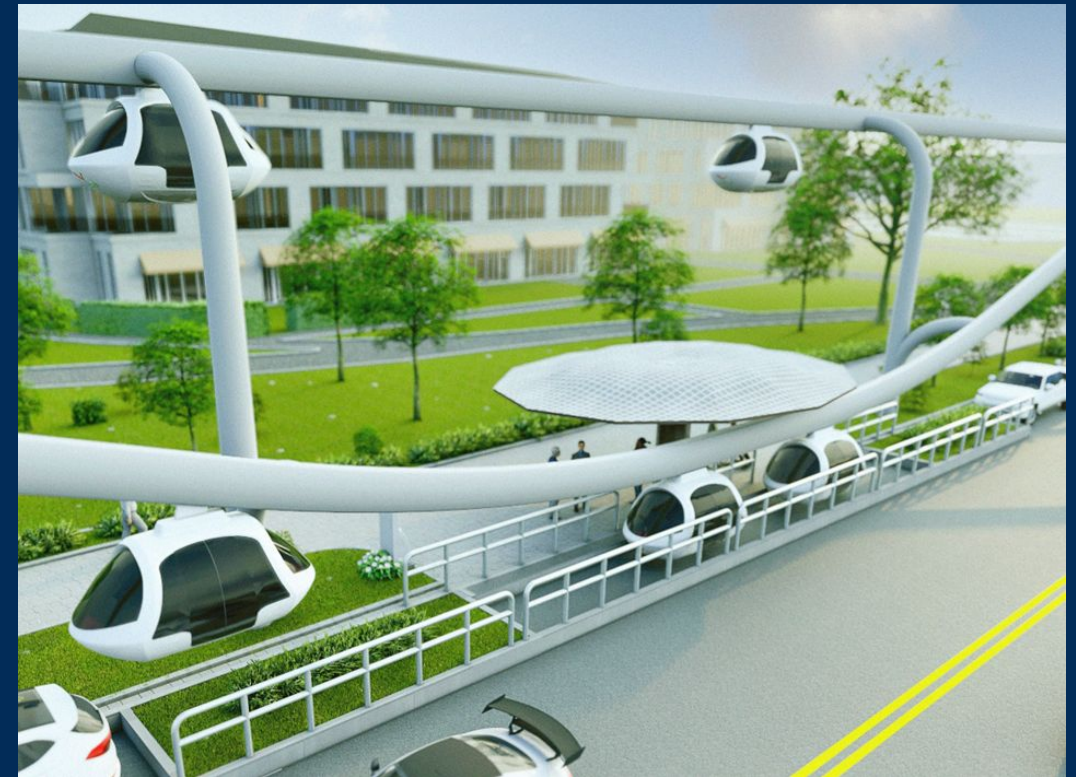
ATN

Small, driverless, electric vehicles

Operating on dedicated guideways
(at-grade or elevated)

Offline stations

Onboard switching



How It Works



Step 1

Use a smartphone app or kiosk to request a ride.



Step 2

A driverless electric vehicle is staged at or arrives at a station within a minute or less.



Step 3

Ride quickly above street traffic on an elevated guideway.





ATN 1975 - 2023

https://youtu.be/UPT7Emc_0-E

How stations work

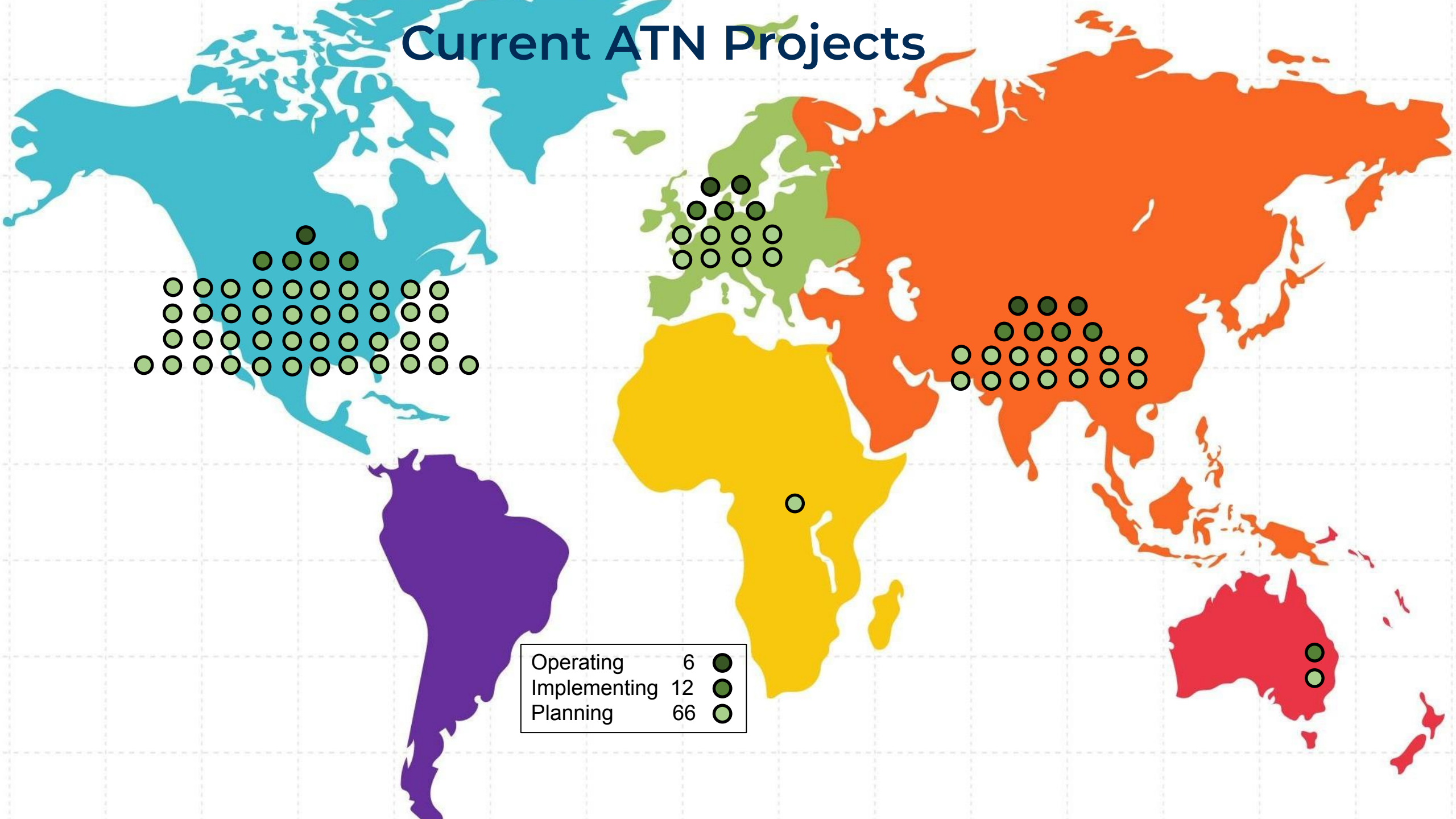
<https://youtu.be/AqWH31QtSRg>



How stations work

<https://youtu.be/AqWH31QtSRg>

Current ATN Projects





Technology attributes

4 – 22 Passenger driverless electric vehicles

Up to 19,000 pphpd

Up to 45 mph top speed

Elevated guideways

Many offline stations

Short walking distances

Short waiting times

ADA compliant

No in-system transfers

Express trips at high average speed

Seated travel

Safe and secure



Technology options



Dromos



Zhongtang Skytrain



Glydways



Modutram



Ultra



2getthere PRT

Why does ATN work?

4 – 8 seat vehicles accommodate wheelchairs, luggage, etc.



Why does ATN work?

Dedicated guideways ensure safe, reliable travel

ASCE APM Standards



Why does ATN work?

Lightweight vehicles require small, unobtrusive & inexpensive guideways



Why does ATN work?

Onboard switching enables short headways/high capacity



Why does ATN work?

Offline stations facilitate nonstop trips



Why does ATN work?

Small Vehicles

Facilitate non-stop or express trips

Many vehicles – short waiting times



Why does ATN work?

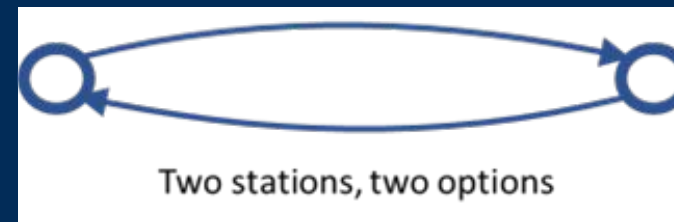
The Network Effect

Adding stations increases trip options

Doubling stations quadruples options

In practice doubling stations increases options 2.6X

Increased options increases ridership & revenues



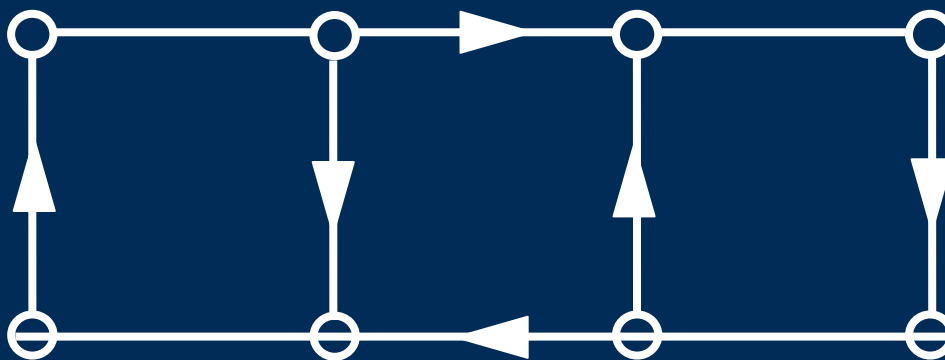
Does not work for buses and trains

Why does ATN work?

Interconnected One-way Loops

2X the stations

1.5X the cost



Why does ATN work?

Safety & All-Weather Reliability

All systems combined – over 200 M injury-free passenger miles

5,000X safer than BRT

5X more reliable than BRT



source Vectus



Why does ATN work?

Advanced Ridesharing

Maximizes occupancy

Minimizes stopping

Tiered Fares

Premium – pay for the vehicle for your group, ride nonstop

Standard – must share rides & make some intermediate stops

Economy – school children, disadvantaged



Smaller infrastructure

Reduced cost, space and visual impacts

Reduced energy per passenger mile

Fleet more adaptable to demand

Potential to reduce bus & automobile trips

Attractive alternative to cars

Significantly lower impacts and emissions





Whose life could we Improve?

Mom saves 1.5 hours per day not driving kids to school and waiting in car line.

Dad gets to watch David's game because he's not stuck in rush hour traffic.

Kids have a safe ride to school, practices, or a friend's house, even in bad weather.

Still drives his car each day, but enjoys smoother traffic on less congested streets.

They experience the freedom of mobility, instead of struggling to get out and about.

They easily get a safe, affordable ride to go to the market, medical clinic, church, or to visit a friend - in any weather or time of day.

Business is booming since a station is located nearby. And employees arrive on time!

Gets anywhere on campus in a matter of minutes.

Real estate developers gain value and advantage by adding a station to their properties.


























The Next Generation of Public Transportation


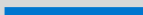

Many interconnected stations

High average speed

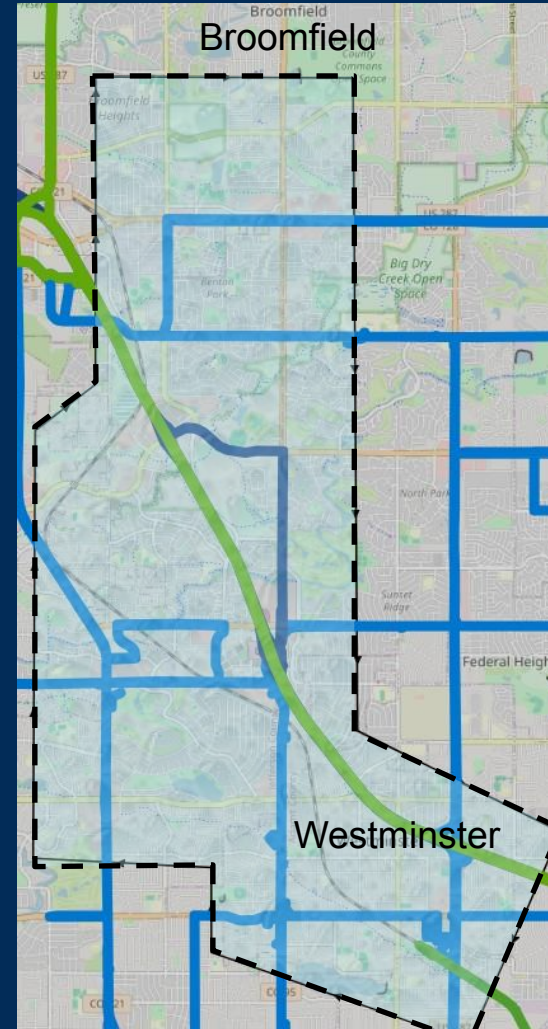
Good capacity

Low cost per passenger mile

	Commuter Rail	Light Rail	Bus Rapid Transit	Automated People Mover	Automated Transit Network
Many stations					
High average speed					
Good capacity					
Low cost per pax mile					
Poor 	Acceptable 	Good 			

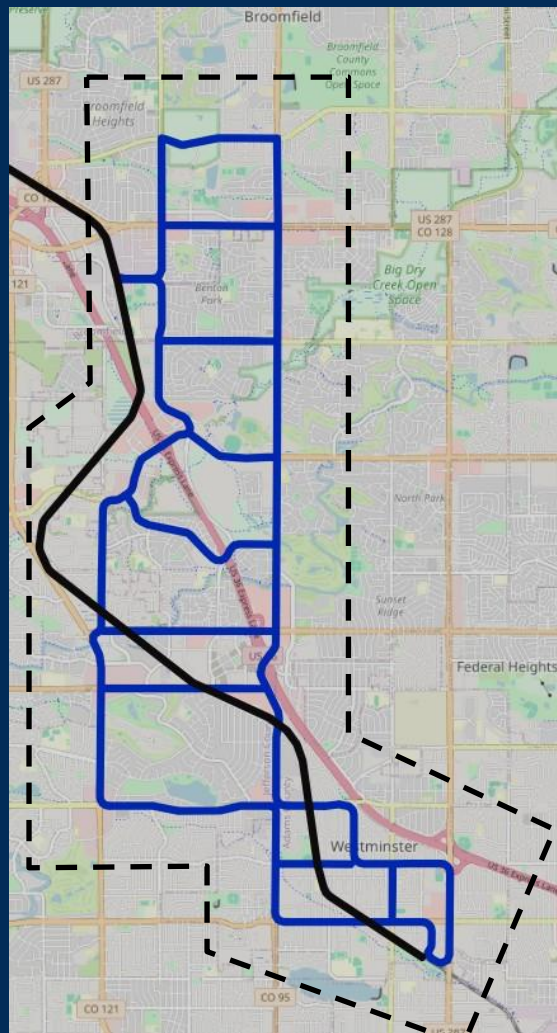
Rail/BRT	
Bus	
Study Area	

Broomfield/Westminster




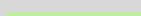

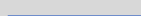



Existing Rail + Bus

Bus & ATN Layouts

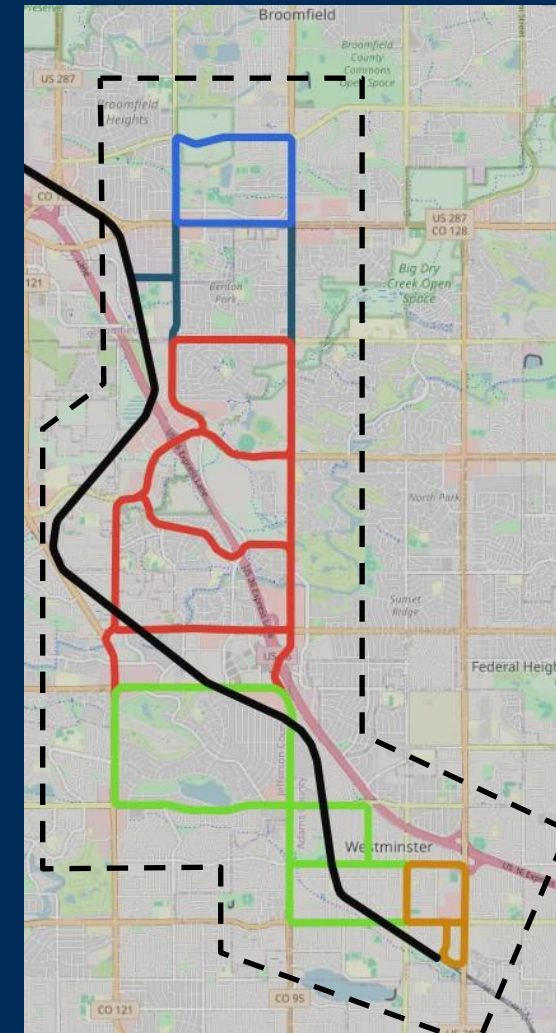


**Proposed Passenger Rail +
15 Min Bus**

Rail	
Bus 15 min	
ATN WM I	
ATN WM II	
ATN WM III	
ATN BF I	
ATN BF II	

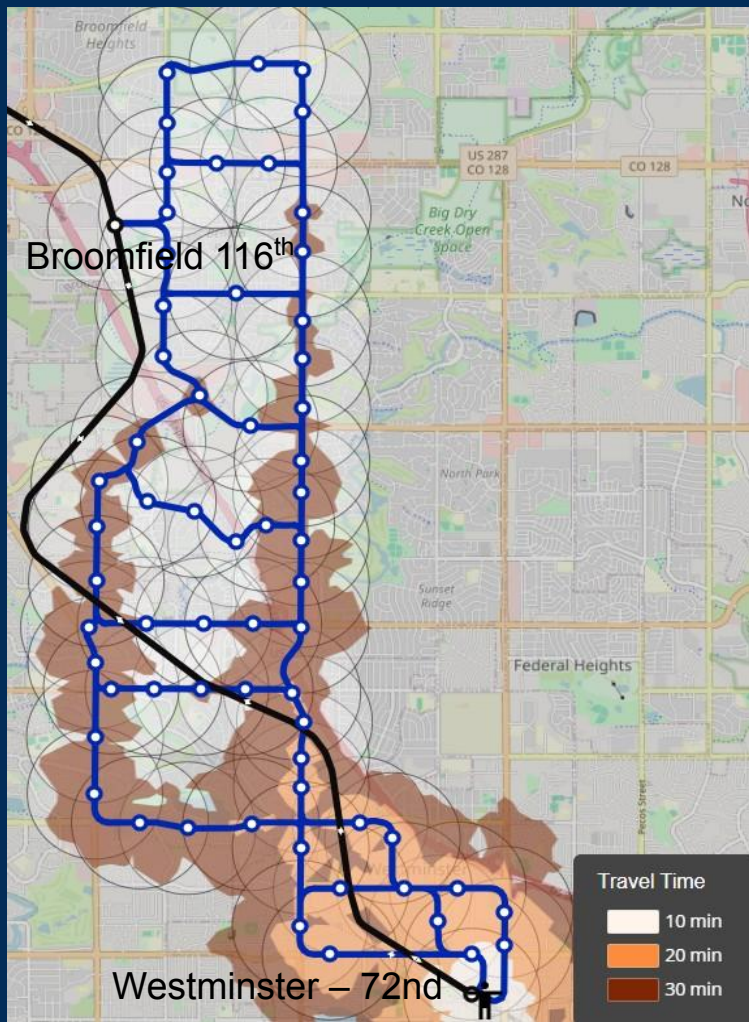
30 Miles

71 Stops/Stations



**Proposed Passenger
Rail + ATN**

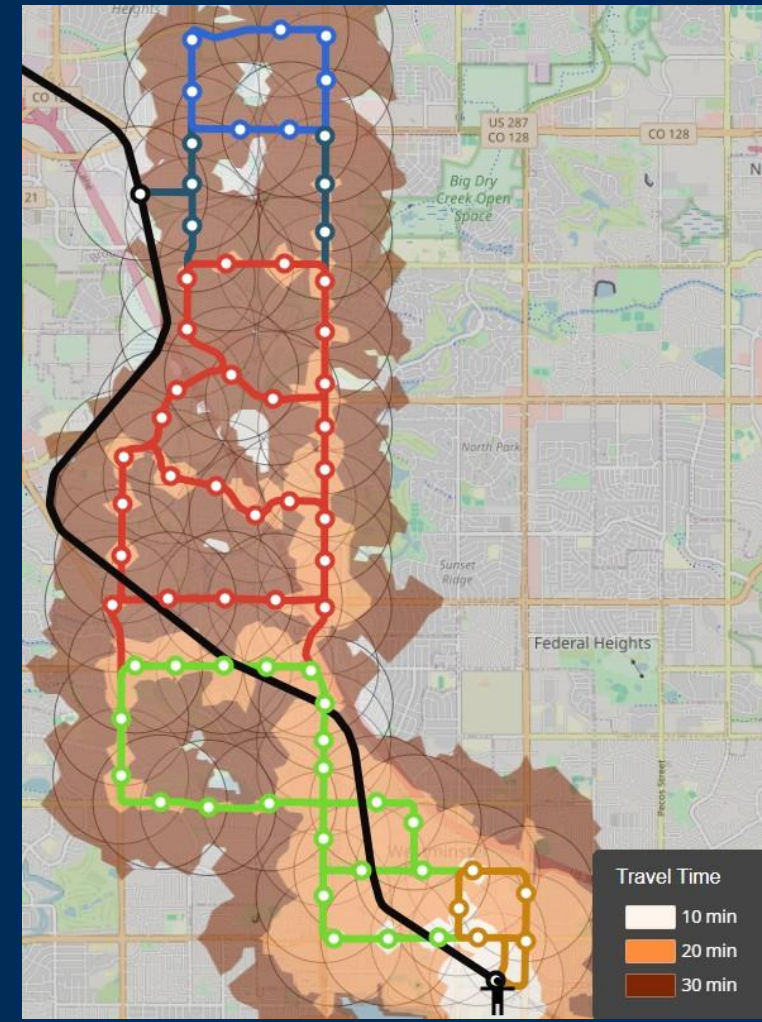
Mobility Comparison



**Proposed Passenger
Rail + 15 Min Bus**

Rail	
Bus 30 min	
Bus 60 min	
ATN WM I	
ATN WM II	
ATN WM III	
ATN BF I	
ATN BF II	
Station Radius ½ mile	

**Waiting
+
Riding
+
Walking**



**Proposed Passenger
Rail + ATN**

Bus / ATN Comparison

	BUS ¹	ATN ²
Route Miles	30	30
Average wait times	7 min	1 min
Average speed	20 mph	35 mph
Annual Trips	812,250	11,600,000
Annual Capital + O&M Costs	\$6.4 M	\$57.3 M
Cost per trip	\$8	\$5

1 RTD-Denver Routes in Service Area

2 Based on PRT Consulting data.



ATN Demonstration

Parameters

4 Stations

2 Miles

Wait time 1 min

Ride time 2 mins

Capital cost ~ \$35 M

Demonstrates

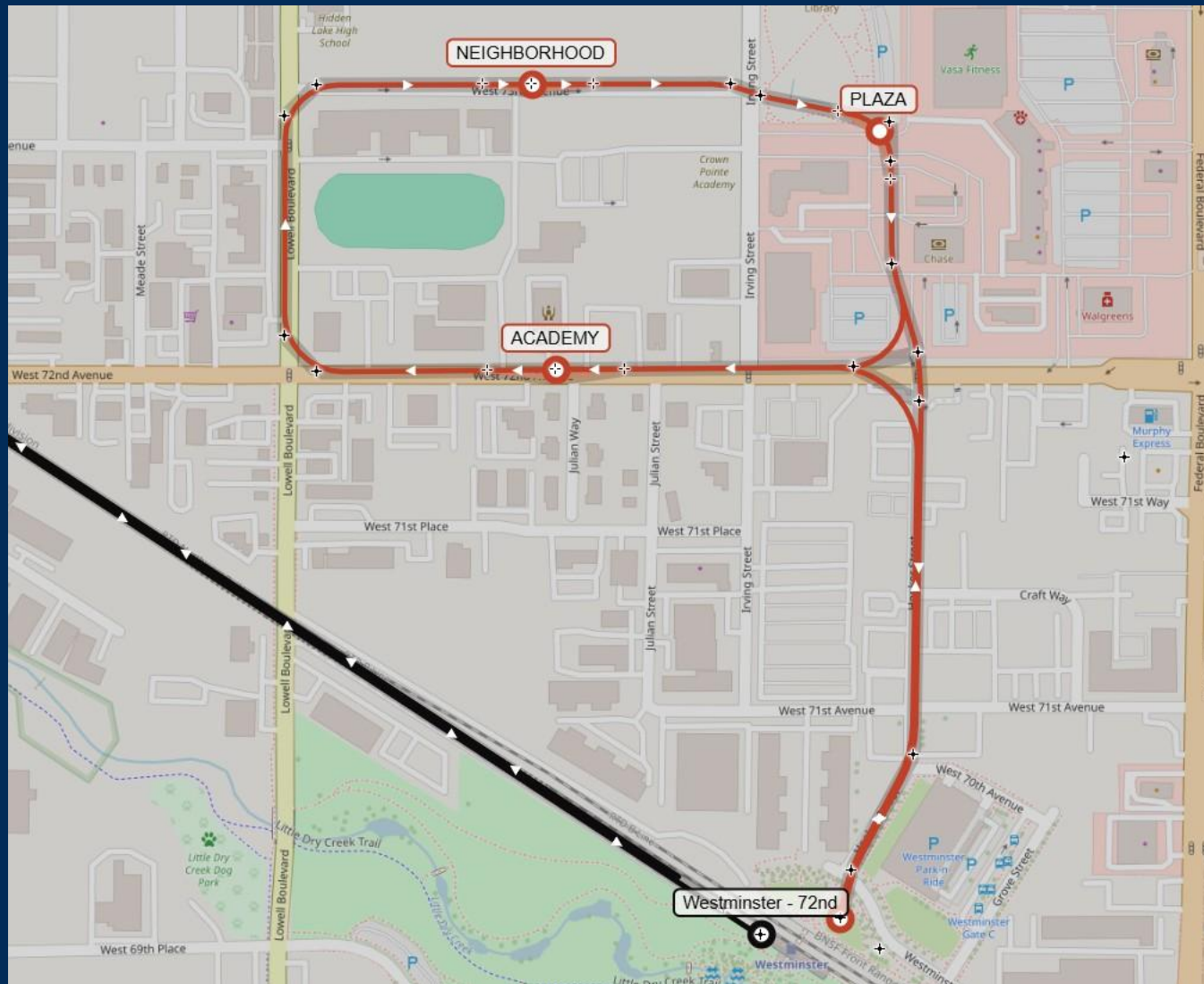
Local implementation/use

Ridership revenue forecasting

Capital & O&M costing

Reliability

Safety





Path Forward

Obtain support from

Broomfield
Westminster
Front Range Passenger Rail

Progressive unsolicited proposal

Feasibility study
Preliminary design
Technology procurement
DBFOM PPP
Small demo construction +
safety certification
Verify in public service
Expand

Pre-Feasibility Study

Public input
Layout viability
Ridership revenues
Benefit/cost
Funding/financial viability
Risks



Questions?





**Which do you
prefer overall?**

15 Minute bus?

ATN?

Thank you!



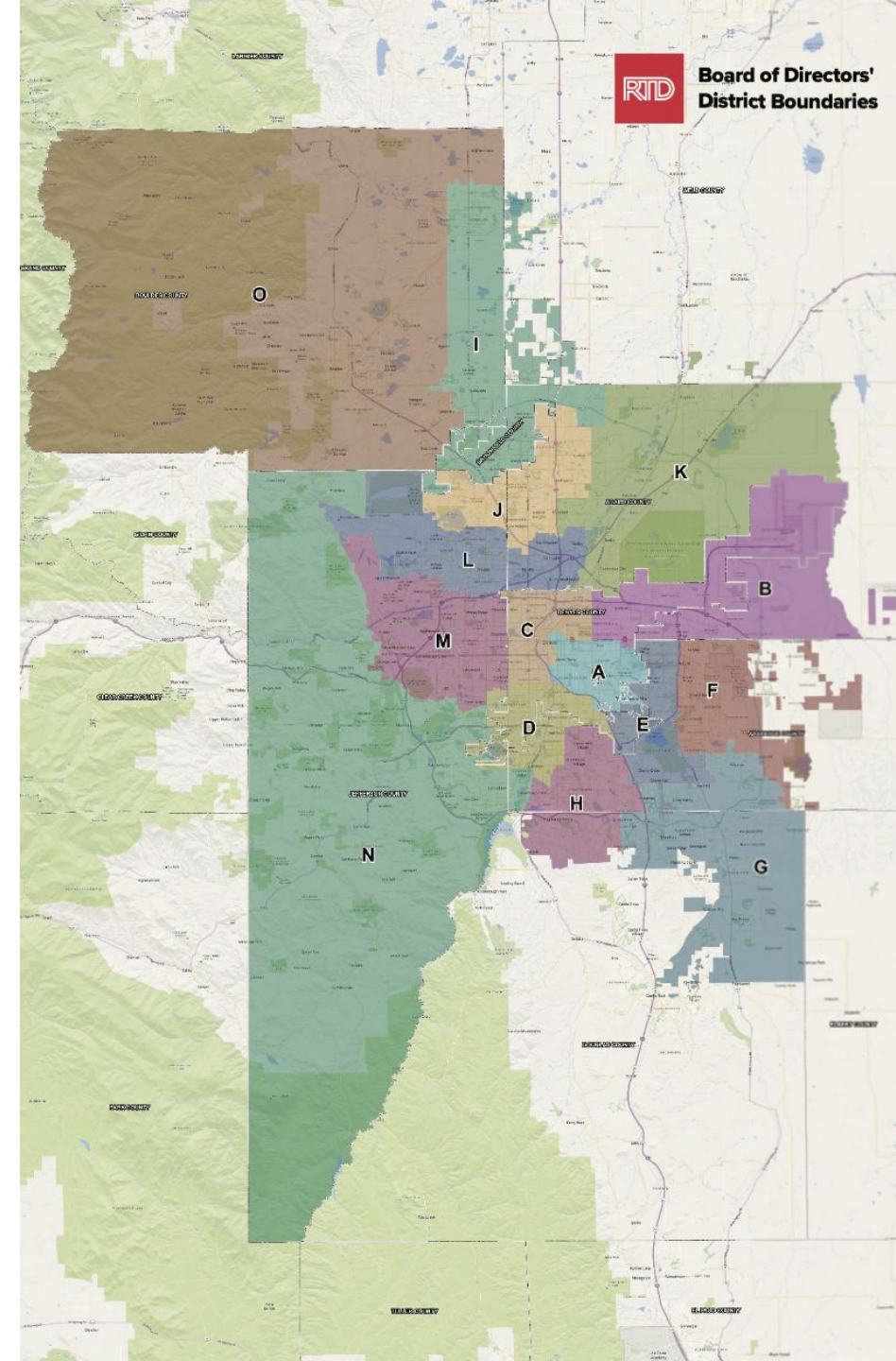
Julien Bouquet

RTD Board Chair



RTD Board of Directors

- 15 elected Board members
 - Elected to four year terms
 - Annual salary of \$12,000
 - Seven seats up for election in 2026 (B,C,J,K, L, N, O)
- Main job as Directors
 - Create policy for the agency
 - Communication channels between the agency and the public





Board Governance

- Four standing committees:
 - Finance and Planning (7 members)
 - Operations, Safety and Security (7 members)
 - Performance (7 members)
 - Executive (5 members, elected by the rest of the Board)
- Meeting Schedules
 - Full Board, last Tuesday of the month
 - F&P = second Tuesday
 - OSS = second Wednesday
 - Performance = varies, but generally on Monday mornings





Board Governance (Cont.)

- Policy Process

- Policy will generally come from each of the four standing committees
- A policy will generally be a discussion item and then a recommended action for the next meeting in committee
- If the policy passes with a majority vote through committee it will go forward to the full Board

- Policy Introduction

- Policies were discussed during our Board retreat in February and placed on each of the committees work plans
- Policies can be introduced throughout the year through a three Director-acted initiative





Board Goals 2025

- Establish an efficient process for the Board of Directors to create short term goals for the GM/CEO prior to the finalization of the annual budget for the next year.
- All RTD Directors will expand engagement with public stakeholders to grow the number of communication channels between multiple communities and the agency.
- Ensure a structural system is in place for Directors to create an active policy agenda that encourages more Director-initiated items throughout the year.



Goal 1: GM/CEO Goals Set Prior to the Budget

- The current timeline has the Board setting the GM/CEO's short term goals after the budget is finalized
- This goal will set forth the norm of the Board setting the GM/CEO's goals before the budget is finalized, therefore giving more say from the Board for how our finances are spent
- A study session will be held on April 22nd to discuss the process and a full retreat will happen on June 7th to discuss the actual 2026 goals



Goal 2: Expanding Engagement with Stakeholders

- Director Engagement Form
 - Introduced this year to keep track of Directors engagement with stakeholders
 - The hope is to analyze these engagements at the end of the year and see if there are gaps
 - Examples: Chambers of commerce, nonprofit organizations, etc.
- Directors as the communication channels
 - We are elected by the people, and we need to be the voice of the people
 - All 15 of us share the common goal of wanting to better transit
 - This goal is to make sure stakeholders and the public know who their Directors are



Goal 3: Encouragement of Director-Initiated Policy

- Policy Objective Form
 - Introduced this year based on the amount of interest from Directors
 - This is a living document that Directors can use throughout the year
- Working groups introduced so far:
 - Working group for setting GM/CEO goals (Larsen and O'Keefe)
 - Working group for a welcoming transit environment (Nicholson and Paglieri)
 - Working group to review Board Operating Guidelines and Bylaws (Benker and Chandler)



Next Steps for 2025/2026

- June retreat for GM/CEO short term goals
- Tap-to-pay
- Speed Restrictions
- Creating a more welcoming transit environment
- Partnership Program





Tap-to-Pay

- Allows customers to pay fare by tapping a mobile wallet or a contactless credit card
- Reduces the need for cash, paper tickets or traditional fare cards
- Budgeted for 2025, should be introduced in Q3





Light Rail Speed Restrictions

- Speed restrictions introduced last year to repair parts of the light rail tracks
- As tracks are repaired the speed restrictions are lifted
- All speed restrictions to Union and Downtown loop have been lifted
- 24/29 speed restrictions have been lifted
- All restrictions should be lifted by next month





A More Welcoming Transit Environment

- Increasing police force from 100 to 150 by the end of 2025
- In February we saw a 52% year-over-year decrease in security related calls
- Customer reports of drug activity on the system decreased by 82% from 2/2024 to 2/2025
- Upgraded lighting at stations
- Adding live look cameras on all light rail vehicles
- Increasing regular cleanings of vehicles and facilities
- Bus operator barriers for the entire fleet
- Transit Watch App
 - call 303/299/2911
 - text 303.434.9100
- Still a lot of work to do





Partnership Program

- Call for projects has opened for 2025
 - Will go until May 14th
- \$3 million has been allocated for 2025
 - Increase from the previous years
- Increasing Funds for Future Years
 - Myself and First Vice Chair O'Keefe have spoken about greatly increasing those funds
 - Potential future short term goals





**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com



Please sign up
for our email list.



Thank You!

Terminal Bar drinks are next

