



**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com

Monthly Meeting

March 20th, 2025

Agenda

- | | |
|--------|--------------------|
| 6:00pm | Doors Open |
| 6:30pm | Meeting Start |
| 6:32pm | The News |
| 6:50pm | Events |
| 7:15pm | RTD 2024 Ridership |
| 7:25pm | First Mile Free |
| 7:30pm | FRPR Joint Service |
| | Branden Shafer |
| 8:15pm | Transit Adventure |



Please sign up
for our email list.





The News



Civil Rights Bus Ends Up in Pond



RTD bus involved in collision with a car on Colorado Ave

Collision sent bus off the road and into a pond!

15 passengers uninjured, operator required treatment

RTD Angel Peña



Angel Peña joins RTD as the agency's first Deputy CEO

Previously with MBTA, WMATA, DDOT and STV, Inc.

First day was Mon Mar 17th

RTD Fred Worthen Leaves



**AGM Bus Operations
Fred Worthen is leaving RTD**

**Led Fleet Transition Plan and
Paratransit Peer Review**

Last day is tomorrow



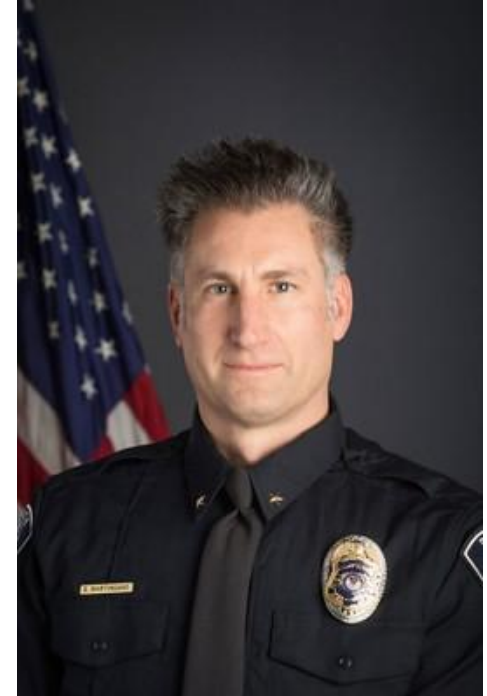
Dr. Glynell Horn Jr. Leaves



“This decision comes with deep regret and a heavy heart, as I have found the workplace environment increasingly difficult to endure within the Transit Police Department.”

“The toxicity I have experienced, including blatant targeting, lack of inclusivity, acts of discrimination, and overall workplace harassment, has become unbearable and has significantly affected my wellbeing.”

“I wish RTD tremendous success. I am hopeful that the RTD Transit Police Department will evolve into an environment where all team members can thrive, regardless of being ‘outsiders’ or the color of their skin.”



Dr. Glynell Horn Jr. resigns,
last day was Mar 6th

**Calls RTD workplace “toxic”
and “unbearable” in letter**

**Steve Martingano continues
as acting Chief of RTD Police**



May 2025 Proposed Service Changes



Station	Gate	Time	Station	Gate	Time	Station	Gate	Time
Lakewood Commons	Gate B5	07:03 AM	106th & Melody	Wewatta St & 17th St	07:16 AM	Civic Center Station	Wewatta St & 17th St	07:32 AM
Bross & Bth	Gate B18	07:03 AM	Colfax & Billings	Gate B6	07:19 AM	Billings via E Colfax Ave	Gate B8	07:32 AM
Englewood Station	Gate B7	07:05 AM	Englewood Station	Gate B7	07:20 AM	9th Clermont via 12th Ave	Gate B9	07:34 AM

Body Shop Techs
 \$30.26/Hour
 \$4K Signing Bonus
 Apply at rtd-denver.com

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

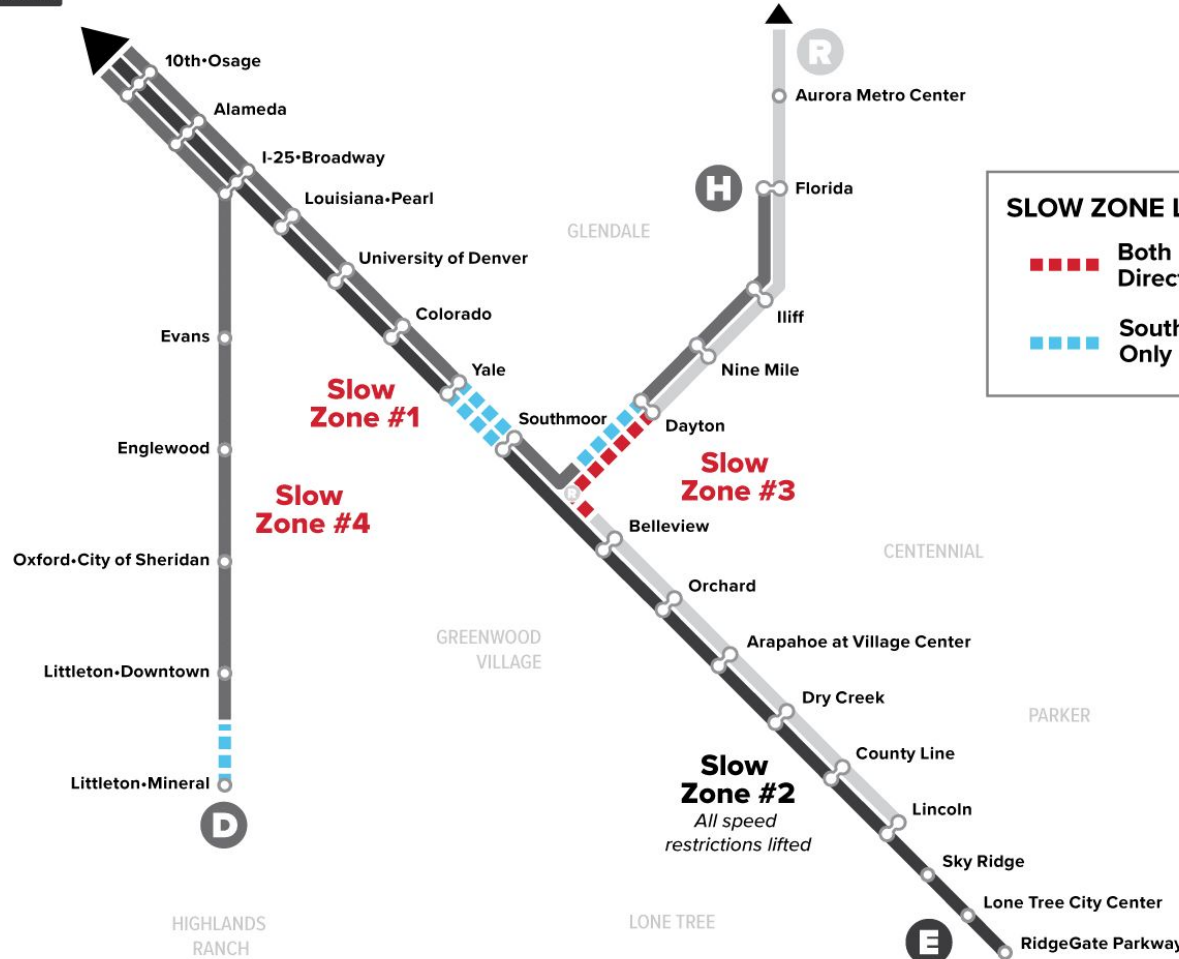
Route 153 (Chambers Rd)
 15 min weekday frequency

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



Mar 7th - Light Rail Slow Zones



SLOW ZONE LEGEND

- Red dashed line: Both Directions
- Blue dashed line: Southbound Only

GDT continues to chronicle RTD's 2024 (going on 2025!) Light Rail Crisis on the website



Western Rail Coalition Update



Eagle County Rail Task Force met with Governor's Team on Thu Mar 6th

Force Chair McQueeney made the case for CDOT to study an [#ExpandedMountainRail](#)

Conversation continuing between Task Force and CDOT/OEDIT.



I-70 Truck Train



Conductor who revived ski train wants to fix I-70 for snow riders with truck-by-train rail bridge

By David O. Williams
March 17, 2025, 10:26 am



Brad Swartzwelter during his working days as conductor of the Winter Park Express Ski Train (courtesy photo).

The longtime Amtrak train conductor credited with crafting a business plan that helped revive the moribund Winter Park Express ski train in 2017 now has a plan to get at least 60% of the commercial truck traffic off of Interstate 70 and free it up for skiers and snowboarders.

Brad Swartzwelter, 60, retired as conductor of the ski train last spring after 30 years with Amtrak, the federal rail agency that runs the popular, seasonal and recently expanded ski train service between Denver's Union Station and the city of Denver's Winter Park Resort.



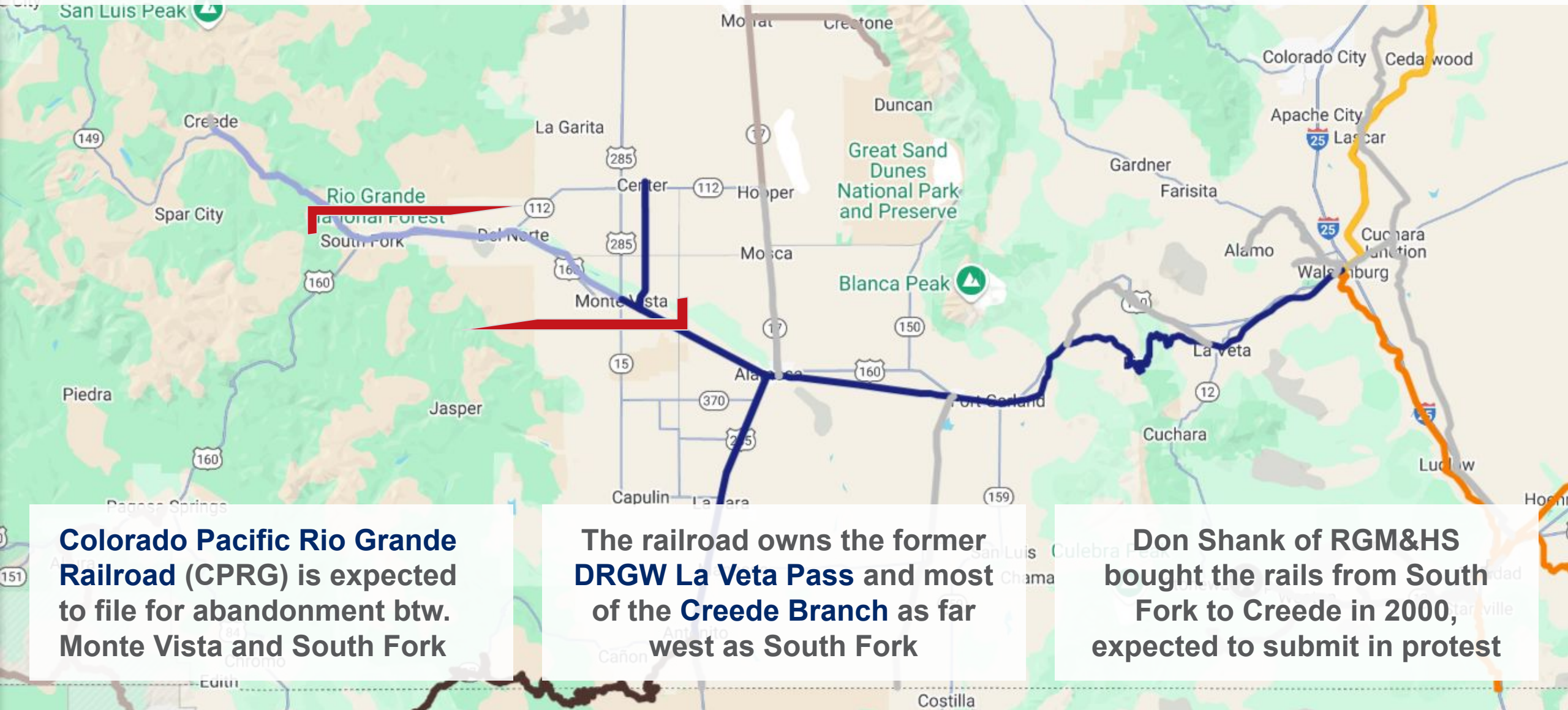
The Denver Gazette published a rail concept by fmr. Amtrak Conductor Brad Swartzwelter

Roll-on, roll-off truck-by-train bridge concept for semis btw. Grand Junction and Denver

White Paper now available on the Western Rail Coalition's website



Proposed Creede Branch Abandonment



Colorado Pacific Rio Grande Railroad (CPRG) is expected to file for abandonment btw. Monte Vista and South Fork

The railroad owns the former DRGW La Veta Pass and most of the Creede Branch as far west as South Fork

Don Shank of RGM&HS bought the rails from South Fork to Creede in 2000, expected to submit in protest

GDT Endorses Five Transit Related Bills



✓ **HB25-1007 Paratransit Services**

Passed House
In Senate

✓ **SB25-030 Transportation Mode Choice**

In Senate,
Appropriations

✓ **SB25-051 RTD Operating Costs**

Passed Senate
In House

✓ **SB25-052 Railroad Report Confidentiality**

Passed Senate, House
To Governor!

✓ **SB25-161 Transit (RTD) Reform**

In Senate,
Appropriations

Peña Boulevard Latest...

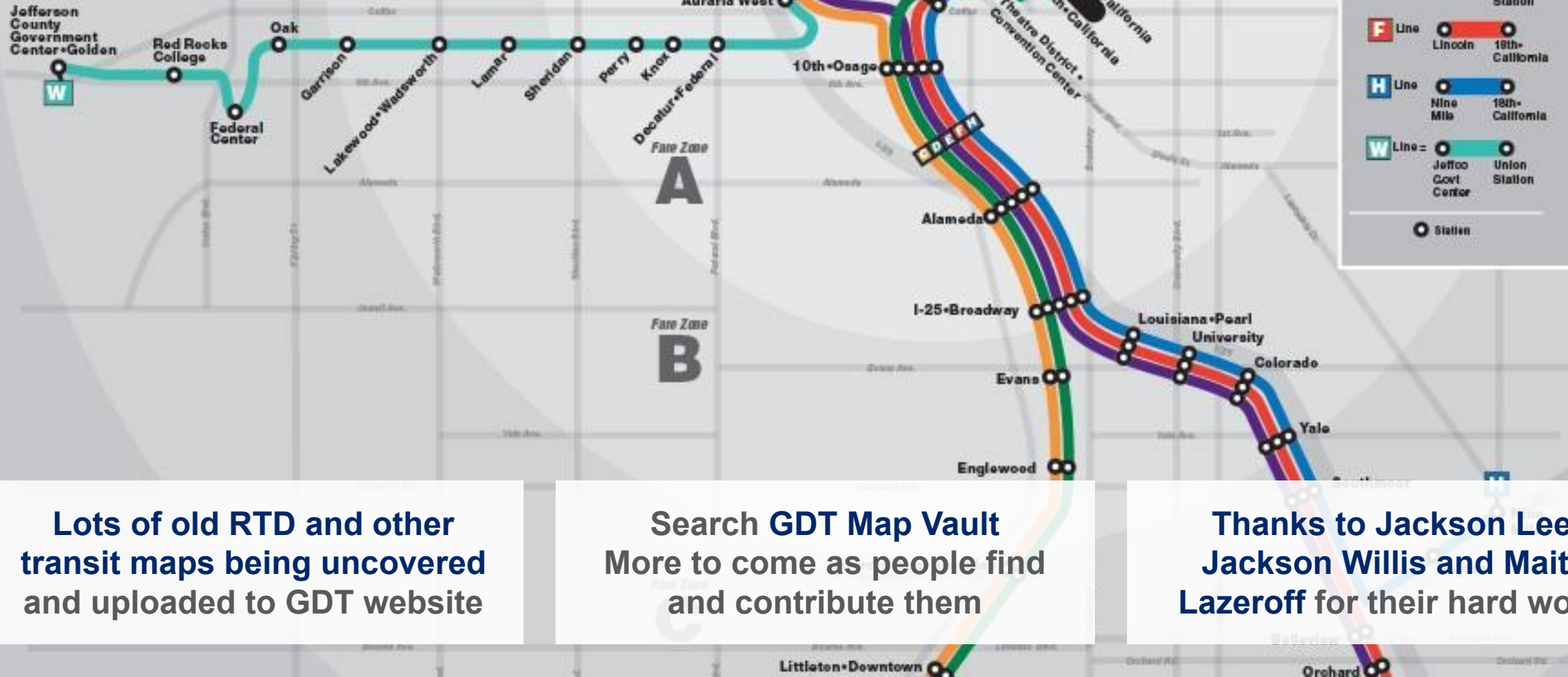


\$15M NEPA and design services contract sent to full Denver City Council

NEPA community process engages the public in decisions about projects

Advocates must keep up the pressure and challenge 'already baked' proposals

GDT Map Vault

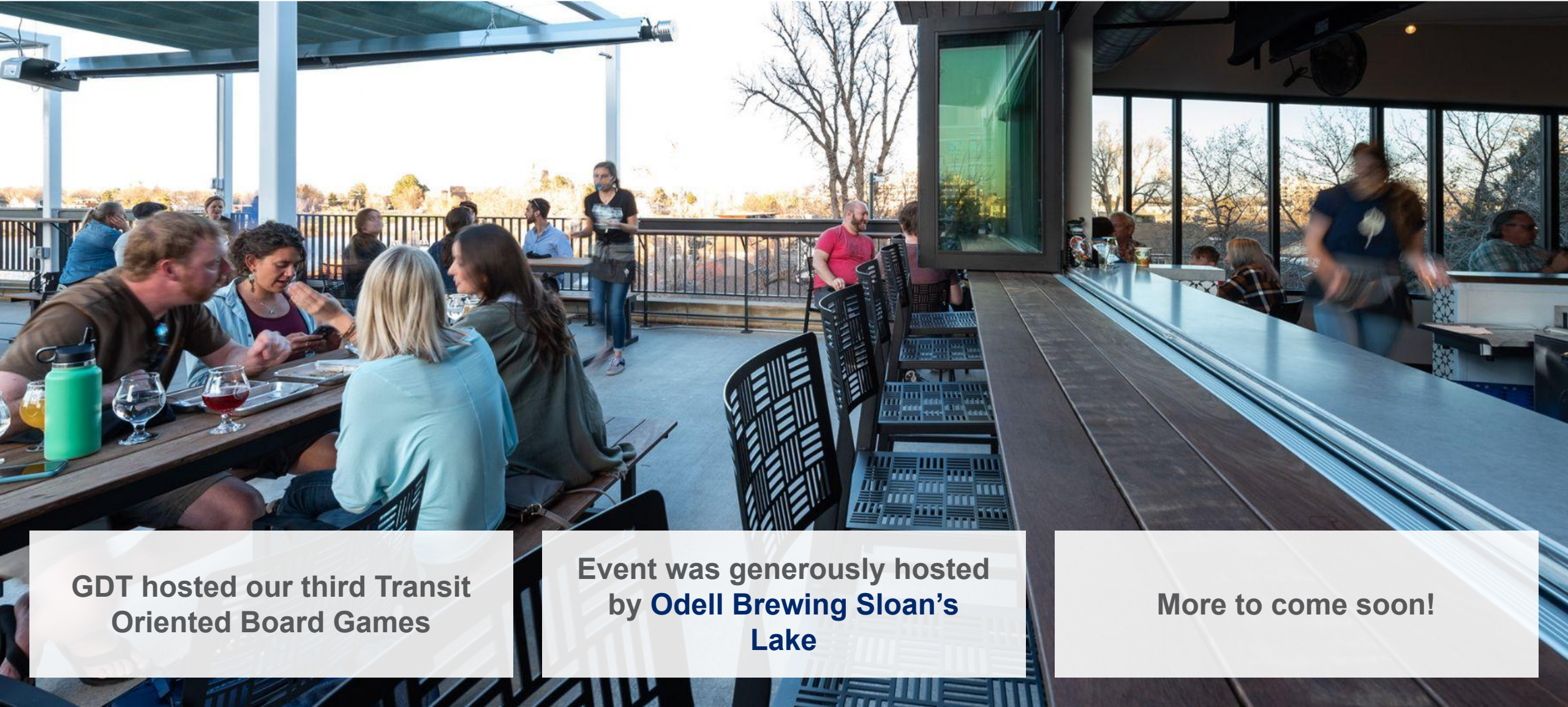
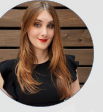


Lots of old RTD and other transit maps being uncovered and uploaded to GDT website

Search GDT Map Vault
More to come as people find and contribute them

Thanks to Jackson Lee,
Jackson Willis and Maitri Lazeroff for their hard work!

Transit Oriented Board Games



GDT hosted our third Transit Oriented Board Games

Event was generously hosted by **Odell Brewing Sloan's Lake**

More to come soon!



RTD
GATE
C
33373
402Ltd
Lone Tree
FlexRide

LIGHT RAIL
BUS BRIDGE
SHUTTLE
STOP
USE THIS STOP WHEN
LIGHT RAIL IS TEMPORARILY
OUT OF SERVICE
CALL 303.359.8000
FOR MORE INFORMATION



Events



Board of Directors Meeting



**Next board meeting
5:30pm Tue Mar 25th
1660 Blake St, Denver**

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

**Please speak to support
Records Request Fee Waivers
for the Media resolution**



New and Improved Winter Park Express!



You don't have to ski!

**Train runs
5 days a week (Thu - Mon)
until Mon Mar 31st**

**GDT hosts will be on-board:
Sun Mar 30th**

**GDT WPE Transit Adventure
7am Sunday March 30th
Round Trip Tickets \$48**

Monthly Meetings



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

**Transit-Oriented Drinks (ToD)
follow after!**

**Next meeting
6pm Thu Apr 17th**

More Meetings...



**FRONT RANGE
PASSENGER RAIL**

Front Range Passenger Rail
Board of Directors Meeting
9am Fri Mar 28th



INC Transportation
Committee Meeting
6pm Thu May 8th



Colorado Rail
Annual Meeting
9am Sat May 10th

And One More Meeting...

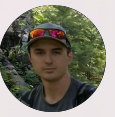


DENVER
CITY COUNCIL



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

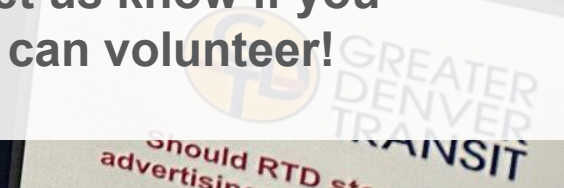
GDT at the Rocky Mountain Train Show



National Western Complex
Sat April 5th 9am-5pm
Sun April 6th 9am-4pm

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

**Let us know if you
can volunteer!**



Colfax Bar & Restaurant Transit Crawl



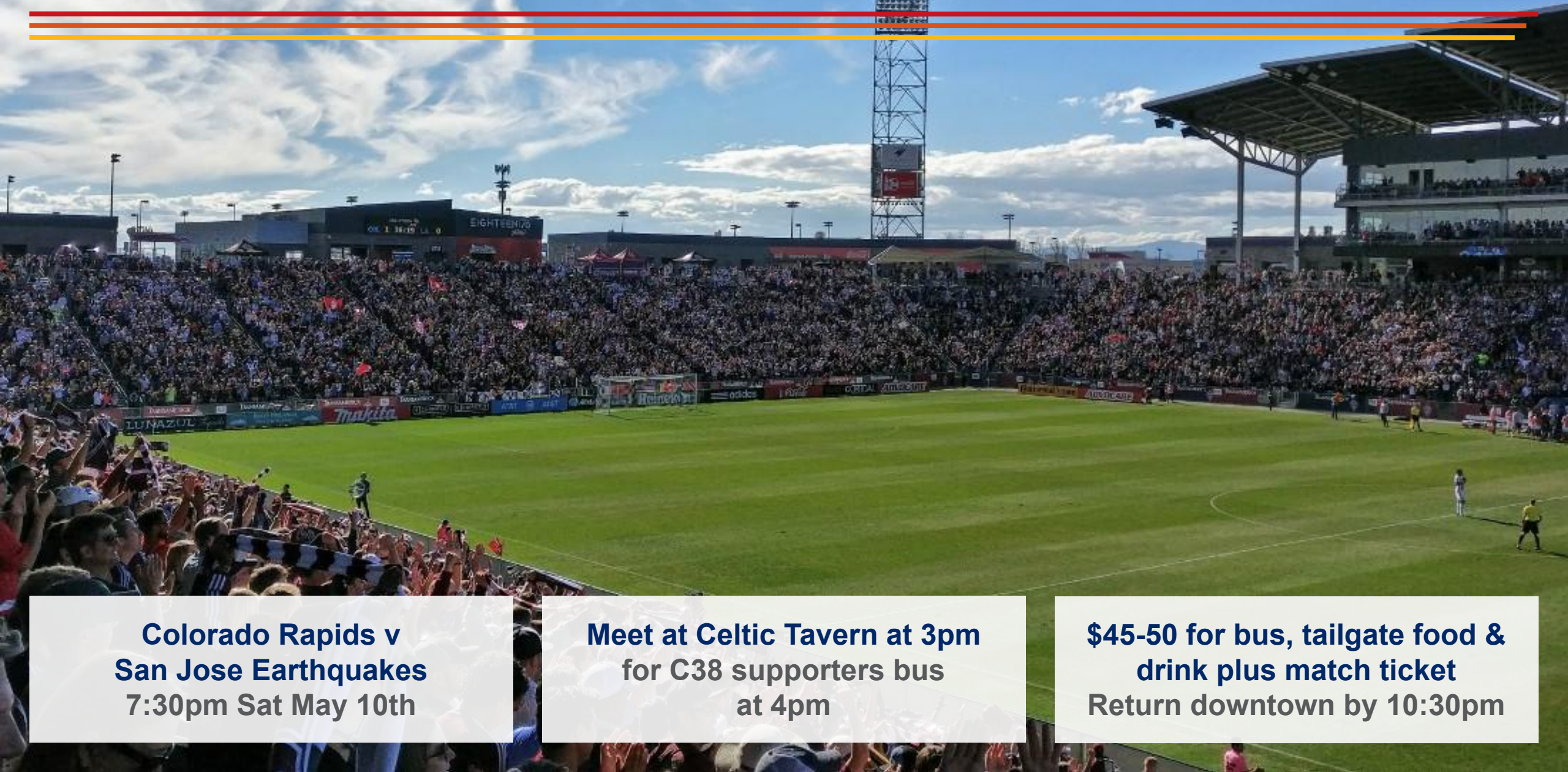
Let's show **East Colfax**
we care!
With **booze** 🍷!

WE ARE DENVER
1pm to 11pm
Sat Apr 12th

Details to come, with a mix of
group bus riding on Colfax
and strolling on foot



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



Domino's



venmo

GDT Members
Suggested Donation
\$3 / Slice



2024 RTD Ridership

Key Messages

RTD Commuter Rail Ridership



A Line

2019	7.87M
2023	6.18M
2024	5.91M



4.5%

B Line

2019	477k
2023	157k
2024	145k



7.9%

G Line

2019	1.36M
2023	1.09M
2024	1.07M



1.6%

N Line

2019	- *
2023	1.15M
2024	1.21M



5.0%

Overall Commuter Rail

2019	9.71M
2023	8.58M
2024	8.33M



2.9%

* N Line opened in Sep 2020

RTD Light Rail Ridership



* L Line suspended in Summer 2024

D Line

2019	3.01M
2023	2.67M
2024	2.44M

 **8.4%**

E Line

2019	4.51M
2023	3.23M
2024	2.54M

 **21.6%**

H Line

2019	4.69M
2023	2.23M
2024	1.53M

 **31.4%**

L Line

2019	692k
2023	339k
2024	170k *

 **49.8%**

R Line

2019	1.95M
2023	1.10M
2024	1.26M

 **14.7%**

Overall Light Rail

2019	24.59M
2023	12.74M
2024	11.16M

 **12.4%**

W Line

2019	4.24M
2023	3.17M
2024	3.23M

 **1.7%**

RTD Bus Ridership



Bus *

2019	56.41M
2023	39.53M
2024	41.25M



4.4%

Flatiron Flyer

2019	3.37M
2023	1.22M
2024	1.37M



9.6%

Free MallRide

2019	10.08M
2023	1.75M
2024	1.51M



13.9%

FlexRide & Van

2019	819k
2023	395k
2024	428k



8.4%

Overall Bus

2019	70.67M
2023	42.90M
2024	44.52M



3.8%

* Includes Free MetroRide figures

RTD Paratransit Ridership



Access-a-Ride

2019	726k
2023	544k
2024	512k



5.9%

Access-on-Demand

2019	128k *
2023	418k
2024	704k



68.3%

Overall Paratransit

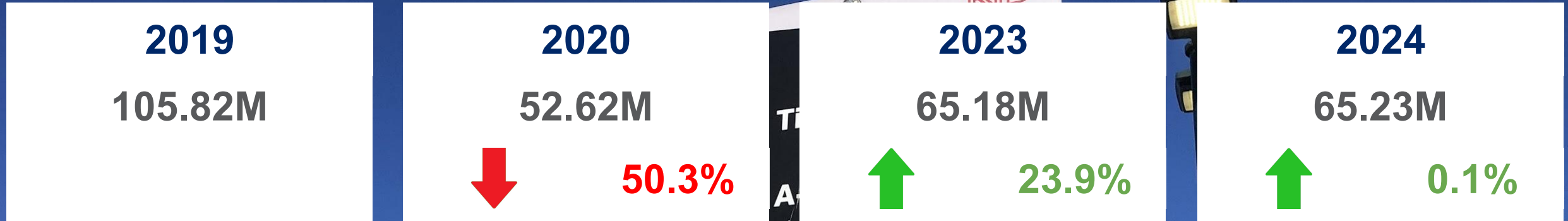
2019	854k
2023	962k
2024	1.22M



26.4%

* Figure is for former Access-a-Cab service

RTD Overall System Ridership



RTD added a grand total of
55,000 boardings
in 2024

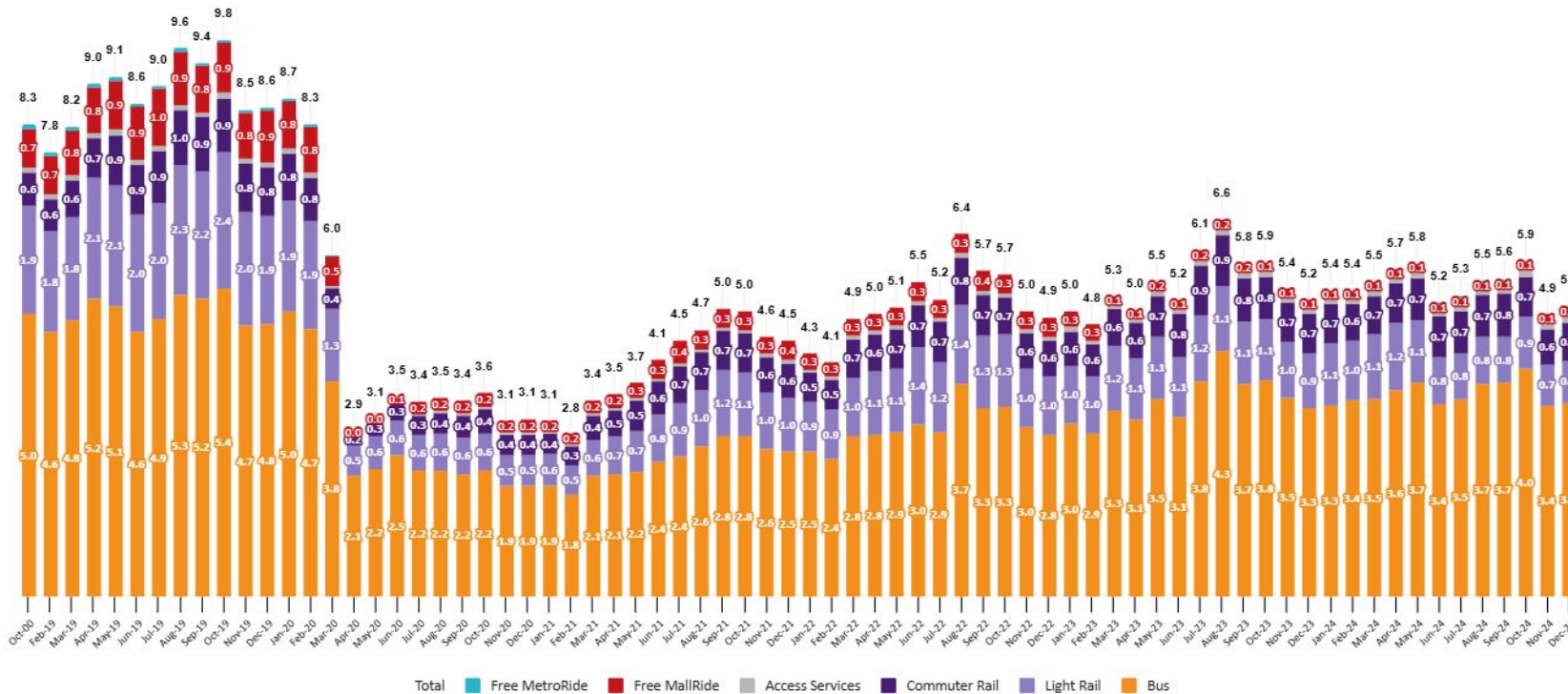
At this rate, it will take **738 years** for ridership to recover to 2019 levels



Ridership Analysis - Dec 2024



RTD Ridership by Mode (millions of boardings)



YoY % Growth*

Bus -2%

Light Rail -25%

Heavy Rail -10%

Total -6%

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

December 2019
8.6m riders

December 2020
3.1m riders

December 2024
5.1m riders

RTD Operator Shortage - Dec 2024



YoY Net Increase in Hiring*

Bus +118

Light Rail +22

Total +140

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

Bus

23 Vacancies

929 vs. 952 Budget

Light Rail

24 Vacancies

178 vs. 202 Budget

Bus & Light Rail

47 Vacancies

1,107 vs. 1,154 Budget



Joel Cox

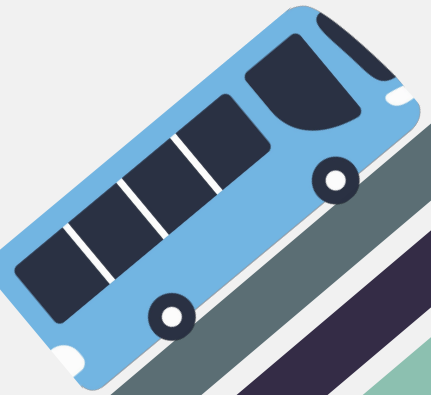
**Graduate Student in
Environmental Policy,
University of Denver**

FIRST MILE FREE



mind the gap?

no—let's close it.



39%

of Denver residents cite lack of accessibility as being their single biggest barrier to using transit more frequently

75%

of Denver residents don't live within a short walking distance of transit

**where
transit
ends...**

first mile free begins!



First Mile Free closes the gap between neighborhoods and transit by covering the first mile of any e-bike or e-scooter trip ending at a transit stop. This seamless connection encourages mode shift and boosts transit ridership.

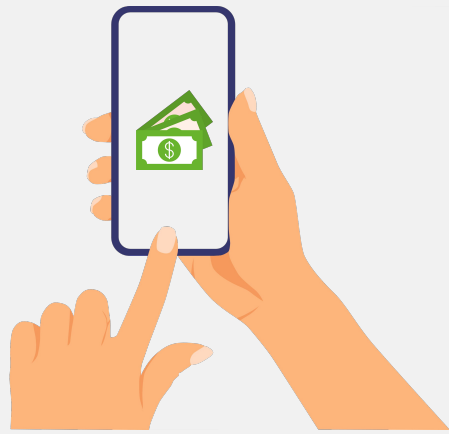
no barriers, just movement.



1. hop on an any e-scooter
or e-bike



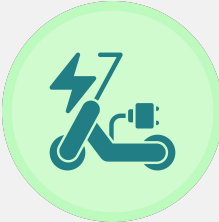
2. park within an approved,
geo-fenced transit stop



3. see your instant savings—
no sign-up needed!



shift the mode, shift the outcome.



20k trips to transit funded*

59% less CO2 emitted

safer, clearer sidewalks

equitable, low-cost transit

faster, cheaper commutes

less traffic, cleaner air

**estimated amount per 100k in funding*



**transit
leaders
are on
board**
—let's ride!

Safe
Cycle



COLORADO

Office of Economic Development
& International Trade

Branden Shafer

**Special Advisor,
Transit and Passenger Rail**

Joint Service Overview

A Process for Delivering Passenger Rail from Denver to Ft. Collins



What are the basic Joint Service assumptions for service?

→ Foundational:

- ◆ **One** operator running the service between Denver and Ft. Collins
- ◆ **One** access agreement with BNSF to allow for passenger rail service
- ◆ **One** route - RTD B-Line before transferring to the BNSF freight rail line to Ft. Collins

→ Explainer:

- ◆ **Operator:** By having **one operator**, we reduce inefficiencies and make it easier for all parties to coordinate and ensure that service is frequent and reliable.
- ◆ **Access Agreement:** By having a **singular access agreement**, this ensures the host railroad, BNSF, can more easily and efficiently work with the operator.
- ◆ **One Route:** By utilizing RTD's B- Line, a route widely studied, well-known, and accepted across the region, we can more easily plan and execute passenger rail service on an expeditious timeline.

What are the basic Joint Service assumptions for service?

→ Foundational:

- ◆ **Joint Service** would be a starter service to be built upon
- ◆ **Joint Service** could stand alone or merge or be acquired by FRPR once FRPR successfully passes a sale tax ballot initiative.
- ◆ **Joint Service** could be funded with existing resources today prior to going to voters.

→ Explainer:

- ◆ **Paves the Way for the Future:** Nearly all of the infrastructure improvements would be needed track upgrade for the eventual front range passenger rail service, improvements such as new siding, at grade crossing eliminations and PTC (modern signaling). Very little, if any, of the infrastructure improvements for joint service would not be needed for eventual FRPR.
- ◆ **Stand Alone or Merger in the Future:** Joint Service would be governed by an IGA of the paying parties of RTD, CTIO, CTE, CDOT and FRPR and administered by CDOT. Shall FRPR pass a ballot initiative, this service could merge into FRPR in the future, or FRPR could choose to buy out the contributing parties and acquire joint service and the related assets.
- ◆ **Begin with Existing Resource:** Parties want to provide the most amount of service with existing funding streams. Polling done by FRPR has shown that voters are hesitant to pass a new sales tax prior to existing FasTrack sales tax being used for completion of the promised train to Boulder and Longmont.

How do Peak Rail, Front Range Passenger Rail, and Joint Service Station Sites differ from one another?

→ Joint Service:

- a. **What:** Hybrid between commuter & intercity passenger rail Denver to Ft. Collins
- b. **Stations:** 8
- c. **Frequency:** 3 daily RT
- d. **O&M and Debt Service:** \$83M annually (RTD & State jointly funded)
- e. **Timing:** Start by 2029

→ RTD's Peak Rail

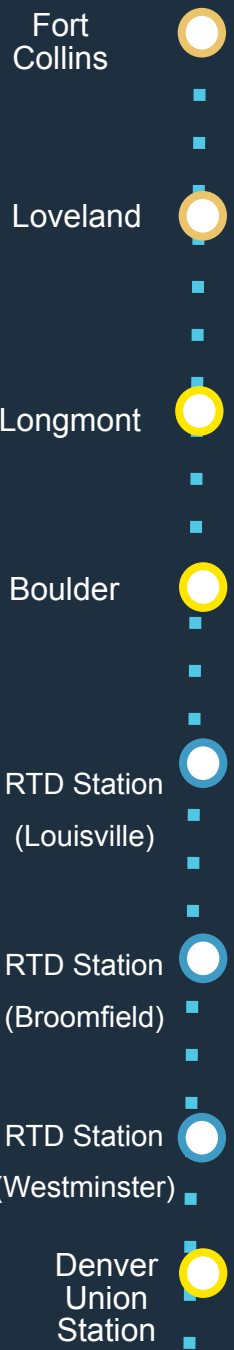
- a. **What:** Commuter Service Denver to Longmont
- b. **Stations:** 10 stops
- c. **Frequency:** 3 times daily (6 Runs - 3 during AM, 3 during PM)
- d. **O&M and Debt Service:** \$52M- \$56M (RTD FasTrack Sales Tax)
- e. **Timing:** Projected 2050 at earliest

→ Front Range Passenger Rail

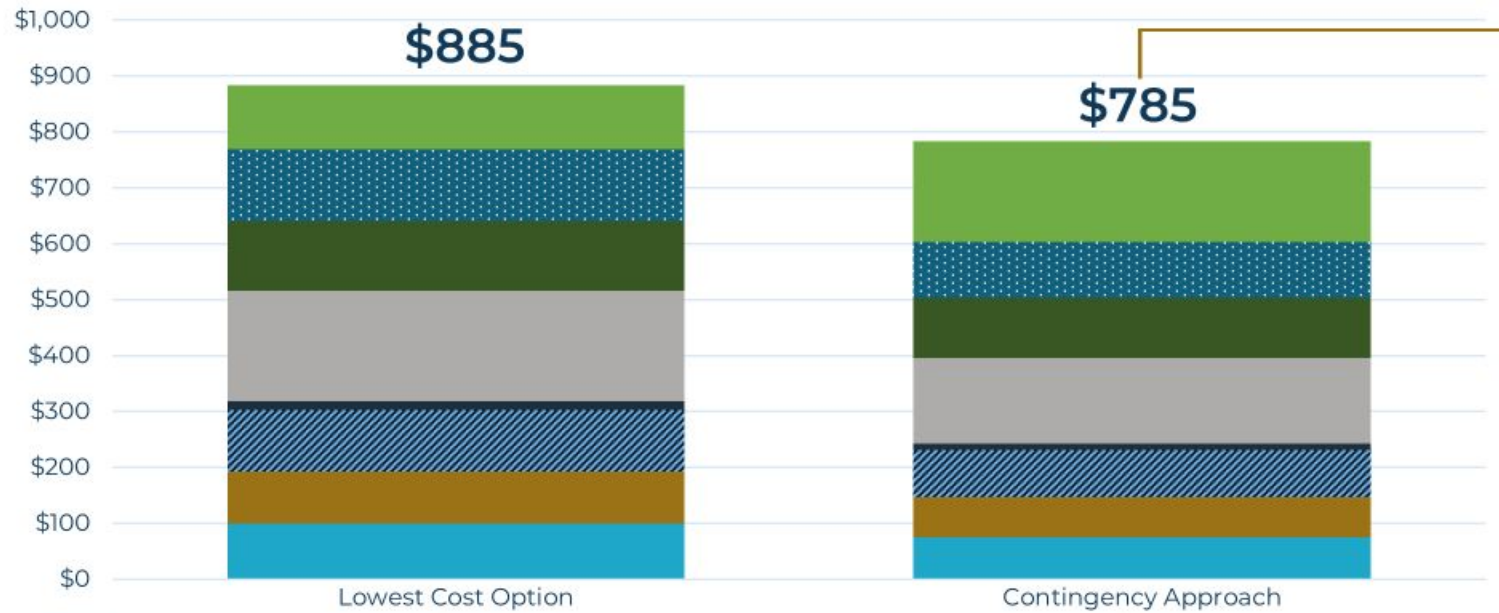
- a. **What:** Intercity Passenger Rail Service
- b. **Stations:** Studying 5 stops in Northern Colorado
- c. **Frequency:** SDP examining
- d. **Cost:** SDP examining

Joint Corridor

3-5 daily round trips starting in 2029



Totals (in \$M, including contingency allocation)



Contingency Approach

- Removed line-item contingency
- Added 30% contingency to bottom line (including professional services)

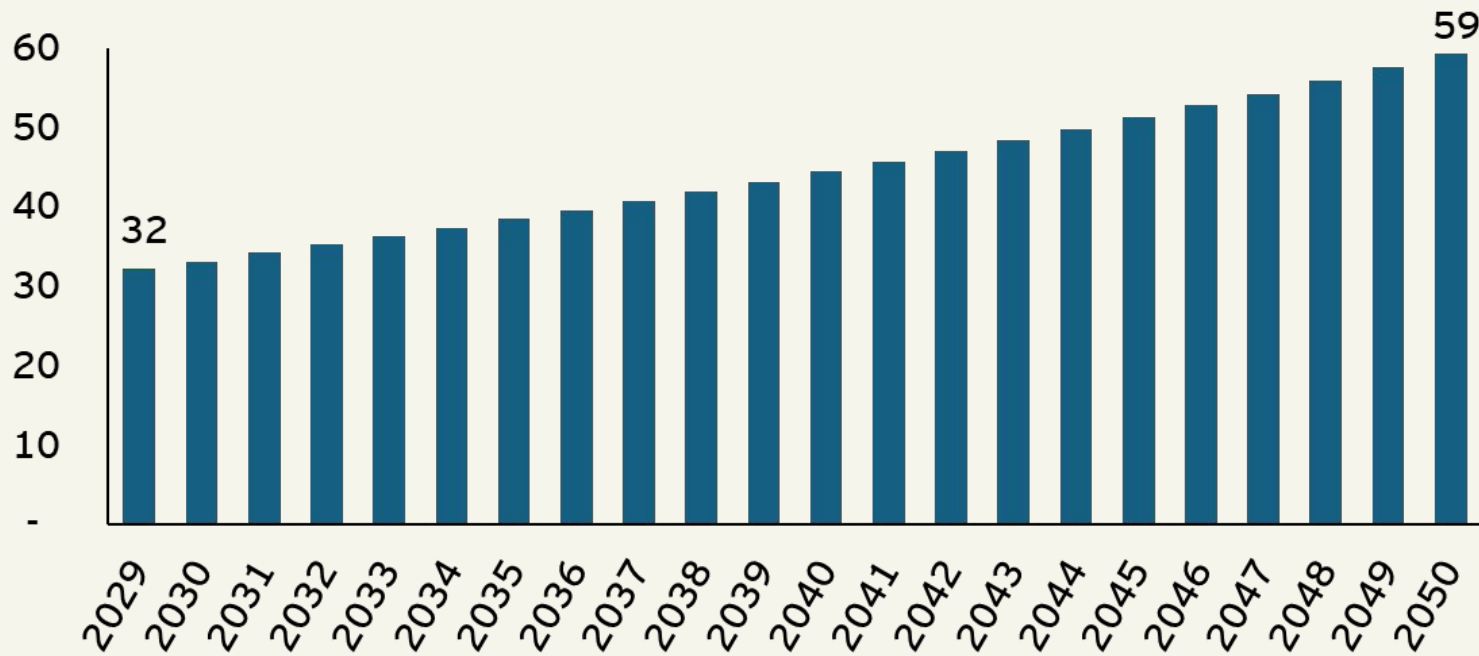
■ Unallocated Contingency	\$115
■ Professional Services	\$129
■ Vehicles	\$124
■ Communicatios/Signals	\$198
■ Sitework	\$16
■ Facilities	\$111
■ Stations	\$92
■ Track	\$100

\$115
\$129
\$124
\$198
\$16
\$111
\$92
\$100

\$181
\$100
\$108
\$152
\$12
\$85
\$71
\$76

Annual Operations and Maintenance for 3 Round Trips: \$32M (YOES\$)

Projected O&M Costs, 2029-2050 (YOES\$, Millions)



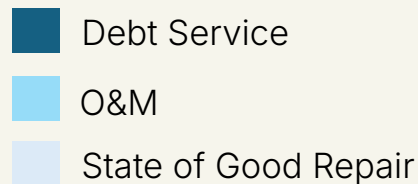
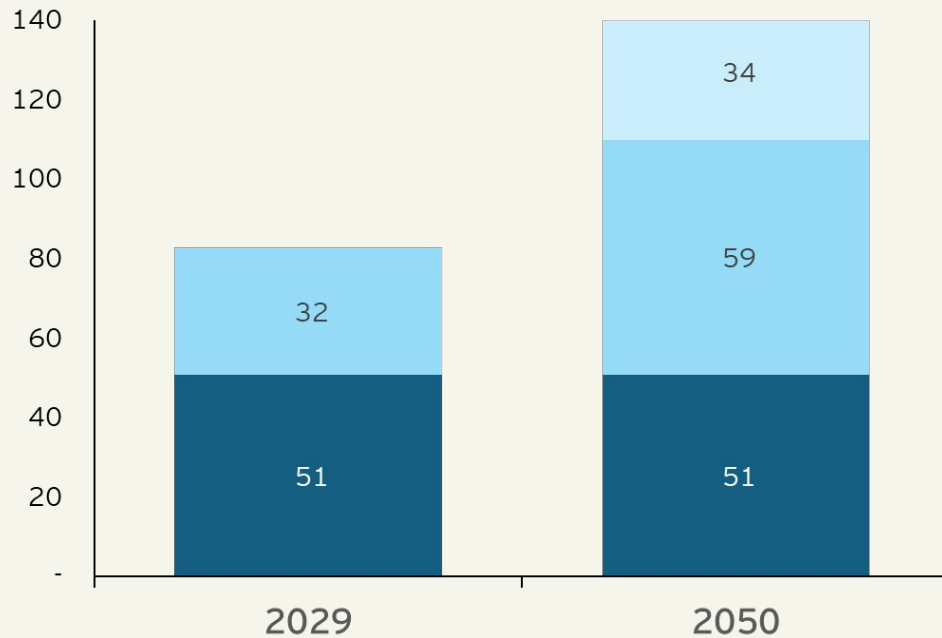
O&M costs include:

- ▶ Fuel & power
- ▶ Train & engine crew labor
- ▶ Fleet maintenance
- ▶ Route advertising
- ▶ Fare collection
- ▶ Station maintenance
- ▶ Insurance
- ▶ Overhead costs
- ▶ Host railroad fees
- ▶ Managing agency administrative costs

Note: O&M costs inclusive of inflation, assumed to be 2-3% per year over the operating term.

Summary of Annual Costs: \$83M in 2029

2029 & 2050 Costs (YOE, \$M)



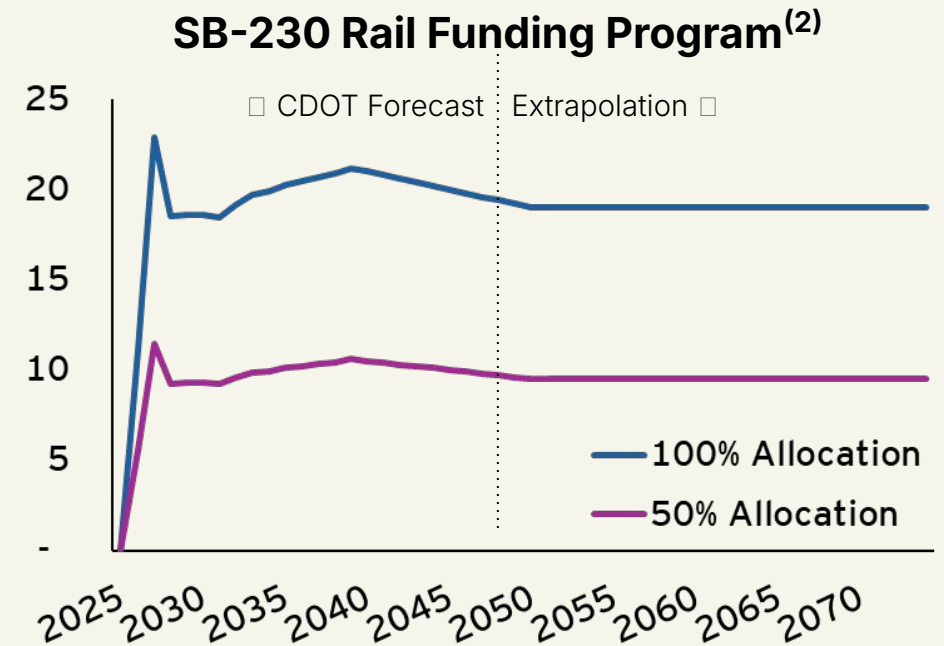
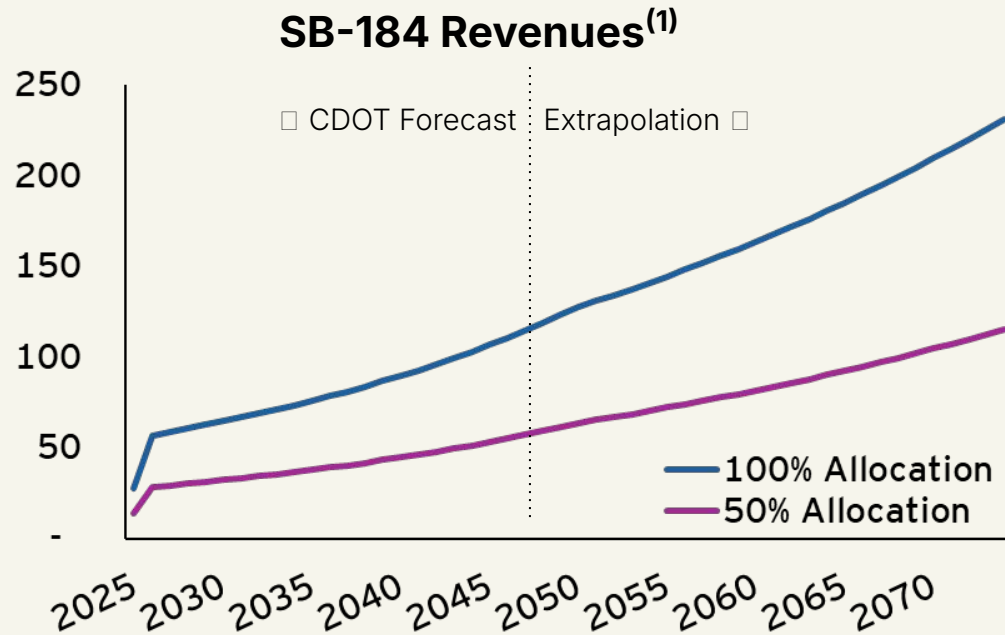
Summary of First Year Costs:

- **\$32M in operations and maintenance costs**
- **\$51M in annual debt service**
- **Total: \$83M in 2029**

Note: Debt service amount based on accelerated construction schedule and associated capital requirements. All costs expressed in YOE terms. 2050 costs include preliminary allocation for state of good repair (SOGR); to be refined with further analysis of asset rehabilitation needs

SB-184 & SB-230 Revenue Forecast

SB-184 and SB-230 revenues are subject to allocation across multiple projects. The following charts illustrate revenues from each source at 100% and 50% allocation levels.



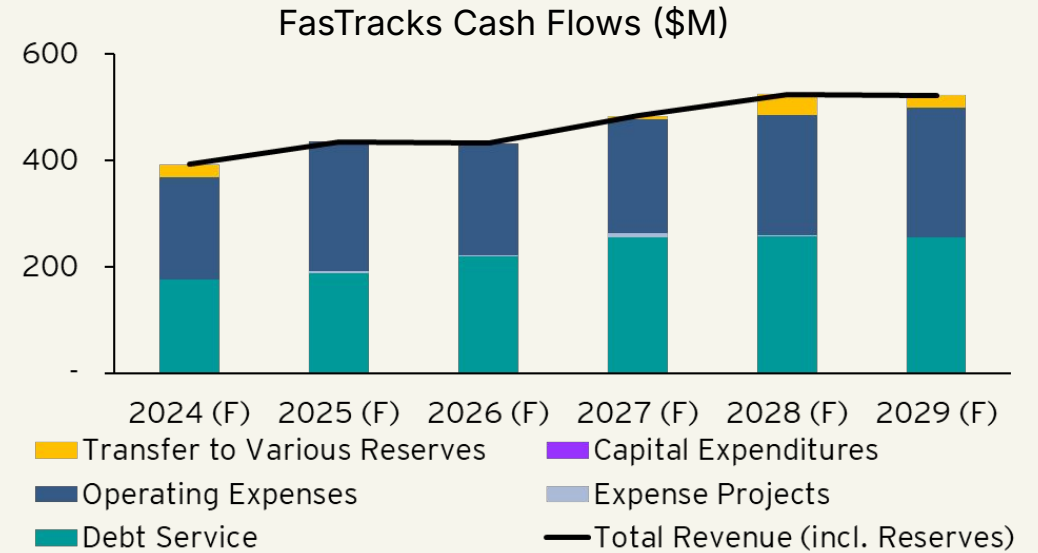
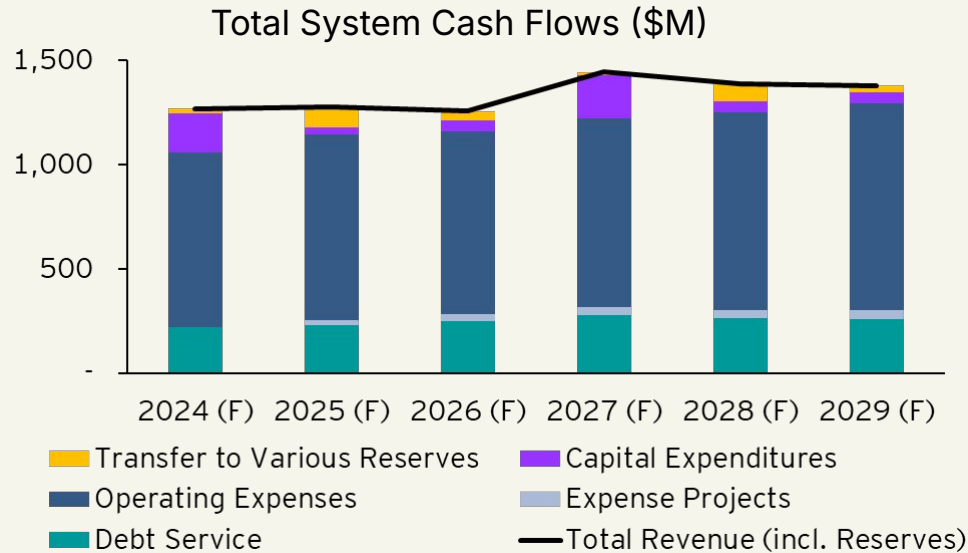
SB-184 imposes a daily rental car fee up to \$3 commencing on January 1, 2025, adjusted annually for inflation. Receipts are estimated at \$57m in FY26, growing to \$110m by FY50.

(1) Source: CDOT forecast through 2050; assumes CPI thereafter.

(2) Source: CDOT forecast through 2050; assumes level revenue thereafter.

SB-230 imposes an incremental oil and gas production fee, commencing on July 1, 2025, to be allocated to a Clean Transit Enterprise (CTE) Sub Fund, 20% of which will be dedicated to the Rail Funding Program.

RTD Five-Year Financial Forecast



Annual Deposits to Reserves (Operating, Capital, FISA)	24	98	44	13	85	32
Annual Draws on Unrestricted Reserve	(12)	(84)	(33)	(182)	(86)	(35)
Operating Reserve	196	218	226	233	240	249
Capital Replacement Reserve	185	261	298	298	335	335
FasTracks Internal Savings Account (FISA)	190	190	190	196	236	260
Unrestricted Reserve	422	338	305	123	37	4

Source: RTD Five-Year Financial Forecast

Preliminary Financial Analysis DRAFT - SUBJECT TO CHANGE -
RELIANCE RESTRICTED

Capital & Operating Funding Sources

Capital funding for FRPR is anticipated to come from six primary sources:

1. CRISI grant - \$66.4m (awarded)
2. State matching funds - \$27.9m (awarded)
3. SB-184 fee revenue
4. SB-230 fee revenue
5. External financing proceeds (secured by SB-184 revenues)
6. RTD capital contribution

Operations funding is anticipated to come from four primary sources:

1. SB-184 fee revenue
2. SB-230 fee revenue
3. RTD operating contribution
4. Farebox and ancillary revenue

This analysis does not include proceeds from future federal grants; however, such programs may be considered as a supplement to identified state and local sources.

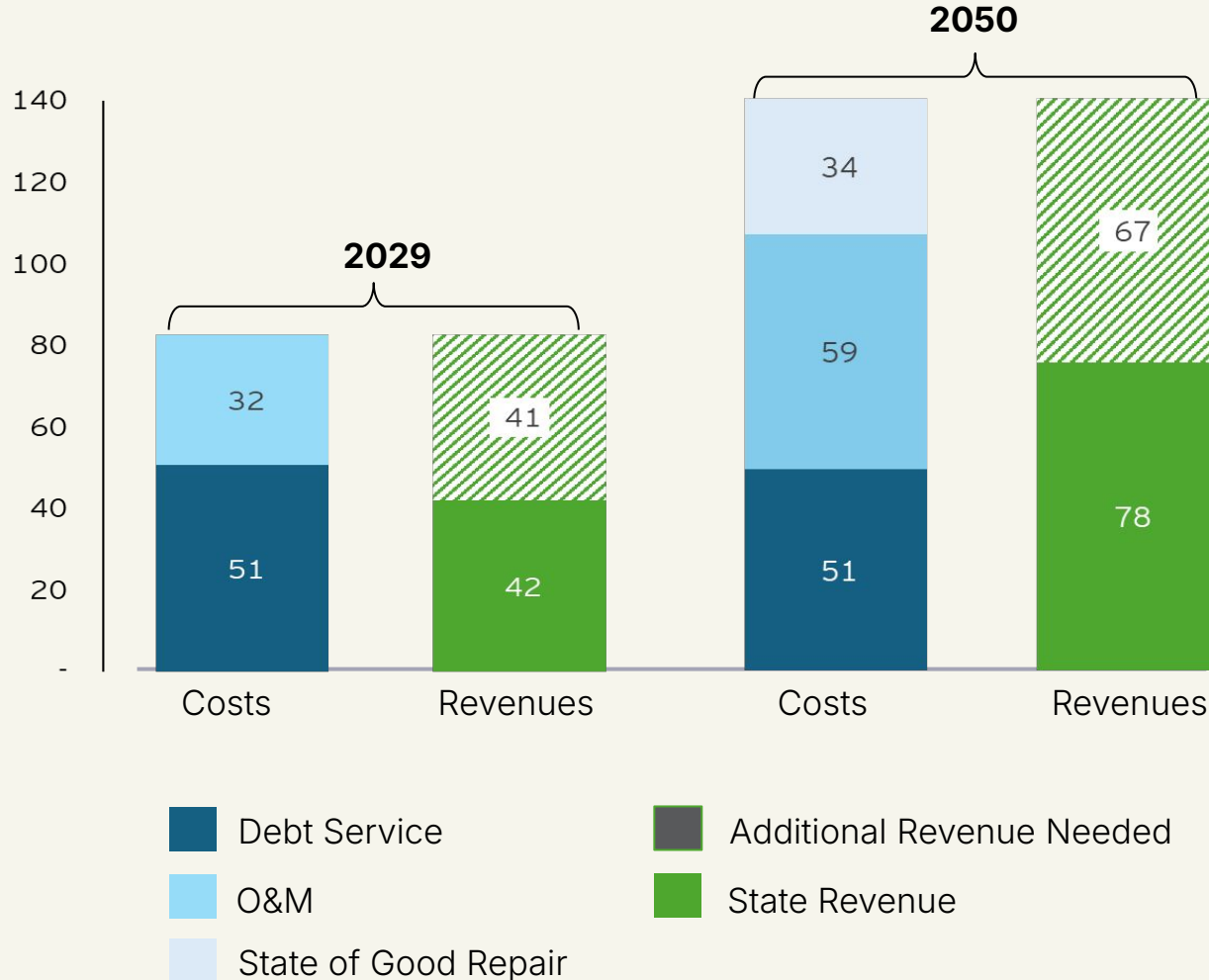
Funding Source	Capital	O&M
CRISI Grant	✓	✗
State Match	✓	✗
SB-184	✓	✓
SB-230	✓	✓
External Financing	✓	✗
Farebox & Ancillary	✗	✓
RTD Contribution	✓	✓

Other Potential Sources	Capital	O&M
Federal Grants	■	■

- ✓ Source included/eligible use
- ✗ Source excluded/ineligible use
- Potential future source

Preliminary Scenario Output – 3 Round Trips

2029 & 2050 Costs & Revenues (YOE, \$M)



Scenario Assumptions

State revenues:

- ◆ SB-184 & SB-230 Rail Program Funding
- ◆ Farebox, food & beverage, ancillary revenues

Cost estimates include:

- ◆ Preliminary allocation for state of good repair (SOGR) to be refined with further analysis of asset rehabilitation needs

Funding sources could include:

- ◆ CRISI grant and state match
- ◆ SB-184 and SB-230 revenues
- ◆ Financing secured by state revenues
- ◆ RTD capital and/or operating contribution

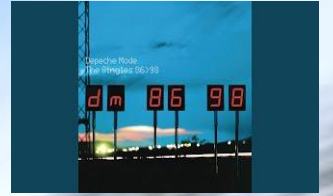
Key Takeaways

- There are enough existing resources from Congestion Impact Fee (SB184), Production Fee (SB230), and RTD's sales tax to cover the cost of 3 daily round trips
- 3 daily roundtrips is estimated to cost \$83M in the first year of operations (\$32M in O&M plus \$51M in Debt Service)
- If the State contributes \$42M annually, there is a gap of \$41M to be filled by RTD; revenue requirement may increase or decrease based on changes in capital sources or project costs.
- Peak Rail (3 trains) from Denver to Longmont costs \$52-56M annually for RTD alone, \$41M is significantly less and the service would be connecting twice the amount of population going to Fort Collins.
- Nearly all infrastructure investments for joint service would benefit the eventual Front Range Passenger Rail Service.
- Further Study is needed to define the service, negotiate an access agreement with BNSF, develop an interagency agreement and finance plan.



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