



Board of Directors

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First Vice Chair – Patrick O’Keefe, District H
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Matt Larsen, District E
Brett Paglieri, District M
JoyAnn Ruscha, District B

BOARD OF DIRECTORS MEETING

**Tuesday, July 29, 2025
5:30 PM**

IN-PERSON/REMOTE MEETING

[MONTHLY BOARD BRIEFING DOCUMENTS LINK](#)

To join the meeting [Register Here](#)
(connect using either Chrome or Firefox web browser)

Or listen by phone: 720-928-9299
Webinar ID: 868 8223 5424#
Passcode: 1660#

For Public Participation in the meeting: raise your virtual hand
in Zoom or indicate you wish to speak via phone by pressing *9

If you would like to be contacted regarding your public comment(s),
please email the RTD Board office using the address below.

**Public Comments can be emailed in advance to be
included in the record to
RTD.Directors@rtd-denver.com**

- I. Call to Order**
- II. Pledge of Allegiance**
- III. Land Acknowledgement**
- IV. Roll Call - Determination of Quorum**

V. Retiree Awards

Recognized Quarterly

VI. Public Participation

VII. External Entities Reports

VIII. Action Items

A. Recommendation for Approval of RTD-ATU Collective Bargaining Agreement (CBA)

To authorize the General Manager and CEO (GM/CEO) to execute a three-year Collective Bargaining Agreement (CBA) with Amalgamated Transit Union, Local 1001 (ATU 1001) effective January 1, 2025 – December 31, 2027.

B. Recognition of Reverend Wade Blank via Honorary Name for Civic Center Station

For the Board of Directors to adopt an honorary name for Civic Center Station to recognize the life and career of Reverend Wade Blank and, in adopting the honorary name, change the name of Civic Center Station to Wade Blank Civic Center Station.

C. Access-on-Demand Program Modifications

For the Board of Directors to approve modifications to the supplemental, premium Access-on-Demand (AoD) service for RTD's paratransit customers as described herein effective October 1, 2025.

IX. Audit Committee Report

X. Finance and Planning Committee Report

XI. Operations, Safety, and Security Committee Report

XII. Performance Committee Report

XIII. Approval of Board Meeting Minutes and Committee Reports

XIV. Chair's Report

XV. General Manager's Report

XVI. Unanimous Consent

A. 2026 Comprehensive Operations Analysis

For the Board of Directors to authorize a transfer of \$3,500,000 from the unrestricted fund, approve the scope summary for a solicitation, and authorize the General Manager and CEO (GM/CEO), or her designee, to enter into a contract for consulting services to conduct the 2026 Comprehensive Operational Analysis (COA).

B. Bus Stop Infrastructure and Accessibility Assessment Contract Amendment

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to execute a change order to the contract with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) to facilitate the completion of enhanced scope of work elements for the Bus Stop Infrastructure and Accessibility Assessment (Project) in the amount of \$231,862, increasing the total amount not to exceed from \$608,772 to \$840,634.

C. Downtown Rail Reconstruction Project Progressive Design Build Contract Award

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to enter into a progressive design-build (PDB) contract with Flatiron Dragados-Herzog Downtown Rail Joint Venture (FDHJV) for the remaining phases of the Downtown Rail Reconstruction Project (DRRP), consisting of design and full-depth reconstruction of light rail tracks from 7th Street and West Colfax Avenue to 30th Street and North Downing Street in an amount not to exceed \$125,000,000.

D. East Metro Hoists Replacement Contract Award

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with A.D. Miller Services, Inc., for the replacement of 15 bus hoists at the East Metro Bus Storage and Maintenance Facility for a total not-to-exceed amount of \$5,639,130.

E. US-36 and Sheridan Bus Platform Expansion Contract Award

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with Krische Construction, Inc., for the expansion of the eastbound US-36 and Sheridan Station bus boarding platform from four to eight bus bays for a total not-to-exceed amount of \$3,321,093.62.

F. Bus Maintenance Facility Alternatives Analysis and National Environmental Policy Act Study

For the Board of Directors to approve the summary scope of work (SOW) for a solicitation and to subsequently authorize the General Manager and CEO (GM/CEO) or her designee to enter into a contract for consulting services to conduct facility alternatives analysis and environmental planning work necessary to support the development of a new bus operations facility.

G. August 2025 Title VI Service Equity Analysis

For the Board of Directors (Board) to adopt the Title VI Service Equity Analysis report for the August 2025 service change to comply with federal laws, regulations, and guidelines related to Title VI of the Civil Rights Act of 1964 (Title VI).

H. August 2025 Service Change

For the Board of Directors to approve the August 2025 Service Change as revised and summarized in Attachment A and to authorize the General Manager and CEO or her designee to execute contract amendments as necessary for private operators impacted by the service changes.

I. Ratification of Appointment of Director O’Keefe to the Operations, Safety, and Security Committee

For the Board of Directors to ratify Director Patrick O’Keefe’s appointment to the Operations, Safety, and Security Committee.

XVII. Recommended Action

J. 2026 GM-CEO Short-term Goals

For the Board of Directors to approve, pursuant to the General Manager and CEO (GM/CEO) performance framework adopted in January 2024 in alignment with the Board’s employment agreement with the GM/CEO, the proposed short-term SMART goals for the performance period commencing January 1, 2026, and continuing through November 8, 2026.

K. Access-on-Demand Contract Extensions

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into six-month contract extension amendments with existing providers for the Access-on-Demand (AoD) program effective January 1, 2026, through June 30, 2026, raising the not-to-exceed amount from \$37.8 to \$42.2 million.

XVIII. Report of Director Activities

XIX. Other Matters

XXI. Adjourn

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assistive hearing devices
- Documents in alternative formats and language translations

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

BOARD OF DIRECTORS REPORT

Recommendation for Approval of RTD-ATU Collective Bargaining Agreement (CBA)

Committee Meeting Date:

July 24, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

To authorize the General Manager and CEO (GM/CEO) to execute a three-year Collective Bargaining Agreement (CBA) with Amalgamated Transit Union, Local 1001 (ATU 1001) effective January 1, 2025 – December 31, 2027.

STAFF REPRESENTATIVE

Charlene Polege, Chief People Officer

PRESENTATION LENGTH

15 minutes

BACKGROUND

On March 27, 2025, negotiators for RTD and ATU 1001 reached a tentative agreement on a successor CBA. On June 27, 2025, the ATU 1001 President advised RTD's GM/CEO that 97% of the bargaining unit's membership ratified the tentative agreement.

DISCUSSION

The tentative agreement demonstrates the agency's commitment to meet the Strategic Priorities of Community Value, Customer Excellence, Employee Ownership, and Financial Success by ensuring employees are paid a competitive, market-based wage and improving employees' quality of life while enhancing operational performance and efficiencies.

RTD and ATU negotiators commenced bargaining in July 2024. All Articles, Sections, Memoranda of Understanding, and Side Letters were carefully examined and discussed during the negotiations.

There was an overall restructuring and consolidation of the agreement to organize language into its proper flow, increase ease of reference, and reduce redundancy. Article III-Operations Groups of the tentative successor agreement includes all prior provisions of Article III-Bus Operations, Article VII-Light Rail Operations, Article X-Commuter Rail Engineers, and Article XII-Commuter Rail Conductors. Article IV-Maintenance Groups of the new CBA includes all prior provisions of Article IV-Maintenance, Article VIII-Light Rail Maintenance, and Article XI-Commuter Rail Maintenance.

Notable changes to the successor agreement are summarized below by Article:

Article I: General Provisions

- Updated the term of the agreement to reflect a three (3) year term from January 1, 2025 – December 31, 2027.
- Discipline section renamed to Corrective Action.
- Timeline to set a dispute to Arbitration reduced by six (6) months.
- Added a new mediation process to resolve disputes.

Article II: Employment Compensation and Benefits

Vacations

- Increased vacation accruals for tenured employees:
 - 160 hours (4 weeks) now earned at 10 years (instead of 12)
 - 200 hours (5 weeks) now earned at 18 years (instead of 20)
 - 240 hours (6 weeks) now earned at 26 years (instead of 28)

Health and Welfare

- Increased RTD's contribution from \$1,170 to \$1,488 per participating full-time employee and \$633 per month per participating part-time employee.
 - RTD will no longer contribute for non-participating employees.
 - Further, the assets of the Trust shall maintain a minimum of 12 months of reserves.
 - Any gains in the Trust's assets in excess of 12 months of reserves will be applied as a credit to RTD's contributions.

Retirement

- RTD's contribution to the Pension Trust changes from 15% of wages to a flat \$21 million per year; the funding ratio of the Trust will be reviewed annually to determine if RTD needs to make additional contributions.
 - Further, RTD will contribute an additional \$31 million to restore pension benefits to employees hired between January 1, 2011, and December 31, 2022.
 - Specific pension benefits in the restoration include:
 - Increase benefit multiplier from 2.0% to 2.5%
 - Include sick and vacation pay in earnings for pension calculation
 - Increase the maximum service years from 25 to 30 years

Wages

- Each occupational group will receive the following wage adjustment:
 - 6.5% increase effective January 1, 2025
 - 4.5% effective January 1, 2026
 - 4.5% effective January 1, 2027
 - Shift differentials increased to \$2.25 for second shift and \$2.75 for third shift

Article III: Operations Groups

- Reorganized agreement to include Bus, Light Rail, and Commuter Rail operations into one "Operations Group" Article, enhancing readability and ease of use for RTD employees/ATU 1001 Members.
- Increase in Instructor premium pay:

- *Bus*: Full-time Instructors \$2.75/hour, Non-Revenue Instructors \$2.25/hour, Revenue Instructors \$2.00/hour
- *Light Rail*: Revenue Instructors \$2.75/hour (whether participating in initial training or not)
- *Commuter Rail*: Revenue/Conductor Instructors \$2.00/hour, when participating in initial training \$2.75/hour

Article IV: Maintenance

- Reorganized agreement to include Bus, Light Rail, Commuter Rail, and Facilities maintenance into one "Maintenance" Article, enhancing readability and ease of use for RTD employees/ATU 1001 Members.
- Increased the tool allowance for employees in the Maintenance occupational groups.
- Added Prescription Safety Eyewear benefit.
 - Maintenance employees entitled to an annual credit up to \$520 to purchase safety eyewear from an employer-designated vendor.
 - Increase instruction premium pay to \$2.00 per hour.
- Wage progression realized upon the achievement of required certifications.

FINANCIAL IMPACT

The 2025 Board-approved budget anticipated an increase in costs for FY2025 (\$9.3 million). The increased cost for 2026 (\$9.8 million) and 2027 (\$10.3 million) are accounted for in the current 2025-2029 FYFF.

Prepared by:

Kent Enwright, Interim Human Resources Manager

Approved by:



Charlene D. Polge, Chief People Officer

7/17/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/17/2025

BOARD CHAIR REQUESTED AGENDA ITEM

Recognition of Reverend Wade Blank via Honorary Name for Civic Center Station

Committee Meeting Date:

July 24, 2025

Board Meeting Date:

July 29, 2025

Added to Committee Agenda by the Chair pursuant to RTD Board Bylaws Article VI., Section 1(b). Requires formal motion and second at Committee meeting.

MOTION

For the Board of Directors to adopt an honorary name for Civic Center Station to recognize the life and career of Reverend Wade Blank and, in adopting the honorary name, change the name of Civic Center Station to Wade Blank Civic Center Station.

REPRESENTATIVE

Jack Kroll, Board Office Executive Manager
Steven Brier, Senior Manager of Marketing

PRESENTATION LENGTH

15 minutes

BACKGROUND

On July 30, 2024, the Board of Directors approved the Honorary Property and Station Naming Policy, Procedures, and Review Rubric (the Policy). As a result, the Board Office created an application of interest for community members to submit proposals to add an honorary name to an RTD station or property. That application of interest launched on October 1, 2024. Following the opening of the application, community members, who want the Board of Directors to add an honorary name to Civic Center Station to recognize the contributions of Reverend Wade Blank, submitted completed application packet on April 28, 2025.

A completed application packet includes the following items:

1. A narrative on the proposed honorees contributions to transit locally, nationally, and their connection with the property for which the applicants are proposing an honorary name
2. Support letters from community members and local leaders for the proposed honorary name
3. A resolution or proclamation from the local city council or board of county commissioners supporting the honorary name

The completed application packet in support of adding an honorary name to Civic Center Station to recognize the life and career of Rev. Blank is attached to this board report. It should be noted that the completed application packet includes 28 letters of support as well as a proclamation approved unanimously by the Denver City Council supporting the honorary name proposal.

Subsequent to the receipt of the completed application packet, the Board Office convened an Honorary Property Name Proposal Review Committee (Review Committee), which was charged with reviewing the submitted application materials, meeting with the community members proposing the honorary name, and making a recommendation to the Executive Committee on whether to pursue further the proposed honorary name. As proscribed in the Policy, the Review Committee met three times: first to understand the criteria and process established by the Board for consideration and potential adoption of an honorary name, next to meet with the community members proposing the honorary name, and finally to make a recommendation to the Executive Committee regarding the proposed honorary name.

The Policy defines that the Review Committee be comprised of eight individuals from both within and outside of the agency, with each individual fulfilling a specific role. The Review Committee was comprised of the following positions and individuals:

- The General Manager/CEO or her designee - John McKay, Chief of Staff
- Civil Rights Division staff member – Gabe Christie, Manager, ADA
- Operations staff member – Erik Wright, Deputy Assistant General Manager, Rail Operations
- Communications and Engagement staff member – Steven Brier, Senior Manager, Marketing
- Board Office Executive Manager, Jack Kroll
- External historian, Associate Professor Rachel Gross, Co-Director of Public History Program, University of Colorado Denver
- Advisory Committee for People with Disabilities Chair or their designee – Earl Lee, past Chair
- CAC Co-Chair or their designee, Caitlynn Fortner, member

The Review Committee evaluated the application packet based on the following eligibility criteria outlined in the Policy:

1. Documented significant contributions to public transit nationally, and/or
2. Documented significant contributions to public transit within the RTD, and/or
3. Documented direct connection with a significant event occurring in the vicinity of the property subject to a potential renaming.
4. Must be deceased for 10 or more years
5. Cannot be a former RTD Director

Further the Policy's review rubric sets forth the following three evaluative criteria.

1. Historical significance to RTD or transit
2. Breadth and depth of community support
3. Alignment with RTD's values (passion, respect, diversity, trustworthiness, collaboration, and ownership)

And the Policy's review rubric establishes the following rating categories and associated point ranges:

- Does Not Meet Expectations (0 points)
- Approaching Expectations (1-2 points)
- Meets Expectations (3-4 points)

- Exceeds Expectations (5-7 points)

After a thorough review, the Review Committee unanimously recommended to the Executive Committee that the Board further pursue an honorary name for Civic Center Station to recognize the many contributions of Rev. Blank. The results of the Review Committee's scoring are below:

Historical Significance to RTD or Transit	Breadth and Depth of Community Support	Alignment with RTD Value	Totals
Average score: 6.13	Average score: 5.25	Average score: 6.25	Average all scores: 5.92
Total criteria points: 49	Total criteria points: 42	Total criteria points: 50	Total all points: 141
8 of 8 responses rated application as Exceeds Expectations	7 of 8 responses rated application as Exceeds Expectations, 1 of 8 rated as Meets Expectations	8 of 8 responses rated application as Exceeds Expectations	23 of 24 ratings = Exceed Expectations, 1 of 24 ratings = Meets Expectations

The recommendation was based on Rev. Blank's many contributions to transit locally, nationally, and his direct connection to Civic Center Station.

At its meeting on June 18, 2025, the Executive Committee concurred with the Review Committee's assessment and provided consensus support to bringing the proposed honorary name to the Executive Committee and Board for action during the July meeting cycle.

DISCUSSION

Rev. Blank co-founded Atlantis Community, Incorporated (Atlantis), which is a Denver-based non-profit organization in operation for over 50 years. Atlantis was established by Rev. Blank to assist people with disabilities to live independently. One key element of being able to live independently is the ability to access transit options. Rev. Blank's work with Atlantis led to formal engagements with and peaceful protests of RTD that resulted in RTD significantly increasing mobility options for disabled people.

Further Rev. Blank contributed significantly to transit nationally by leading engagements and peaceful protests of transit agencies across the country and with the American Public Transportation Association (APTA) to advocate for greater mobility options for people with disabilities. This work is widely regarded as having contributed significantly to the passing of the Americans with Disabilities Act in 1990, which had the effect of greatly expanding transit resources for people with disabilities.

On July 5 and 6, 1978, Rev. Blank helped to lead a protest that later came to be known as the Gang of 19 Protest in which 19 disabled individuals surrounded two RTD buses on the corner of Colfax Avenue and Broadway Boulevard—directly across Colfax Avenue from the where Civic Center Station sits today. The protest was done to raise awareness around the lack of wheelchair lifts on RTD buses. As a result of the protest, RTD agreed to purchase wheelchair lifts for a significant portion of the existing fleet of buses. Additionally, this protest gathered significant local and national media attention and spawned similar peaceful protests across the country in which individuals were able to draw attention to the lack of public investment in transit options for disabled people. In 1995, RTD dedicated a plaque in Rev.

Blank's honor that is installed at Civic Center Station; that plaque was re-dedicated in 2023 following a significant renovation to the station.

While the final decision on any honorary name for Civic Center Station rests with the Board of Directors, the Review Committee recommended that the name of the station be updated to Wade Blank Civic Center Station. This name is what the community members who submitted the application requested, and matches the proposed name contained in Denver City Council's proclamation, which was unanimously approved on April 28th.

The Board is asked to discuss the merits of this Recommended Action to honor Rev. Blank and vote. Per the Board's Policy, a two-thirds vote is required to approve any honorary name.

Further, should the Board approve of the honorary name, staff anticipates a phased approach to making necessary changes to the physical signage at Civic Center Station, shelterboard signage throughout the district, and references to the station across the agency's digital assets. These changes are anticipated to be substantially completed by the start of the January 2026 Service Changes.

FINANCIAL IMPACT

The estimated cost of updating signage, marketing the change, and hosting an event to engage with the public and media regarding the name change is estimated to be \$98,000. The funding will be allocated from the General Manager and CEO's contingency fund.

ATTACHMENTS:

- 2025-07-24 Honorary Name for Civic Center Station Recommendation (PDF)
- Narrative Supporting Rev. Blank (PDF)
- Support Letters for Rev. Blank (PDF)
- Denver City Council Proclamation_25-0604(PDF)
- Honorary_Property_and_Station_Naming_Policy (PDF)

Prepared by:

Jack Kroll, Executive Manager, Board Office

Approved by:



Julien Bouquet, Director, District G

7/17/2025

July 24, 2025



**We make lives better
through connections.**

Honorary Name for Civic Center Station

Wade Blank Civic Center Station Recommendation

Jack Kroll

Executive Manager, Board Office

Steven Brier

Senior Manager of Marketing

Agenda

- I. Process Recap and Proposal Timeline
- II. Proposal Overview
- III. Implementation Timeline, Design Mockups, and Cost Estimates
- IV. Questions



Process Review and Proposal Timeline

Proposal Process Review

Policy Foundation

- ✓ Board-approved Honorary Property and Station Naming Policy, Procedures, and Review Rubric

Who Can Submit

- ✓ Community members via form on RTD webpage

Initial Submissions

to the Board Office via online form indicating:

- ✓ Which station or property is to be considered
- ✓ Who from the community is submitting the proposal

Completing Submissions

- ✓ Biography or historical background of the proposed honoree’s alignment to the outlined criteria
- ✓ Letters of support from community members
- ✓ Proclamation/resolution from local county or city government supporting the honorary name



Criteria for Consideration

One or more of the following must be met

- ✓ Documented significant contributions to public transit nationally, and/or
- ✓ Documented significant contributions to public transit locally, and/or
- ✓ Documented direct connection with a significant event occurring in the vicinity of the property subject to a potential honorary name

Other Criteria

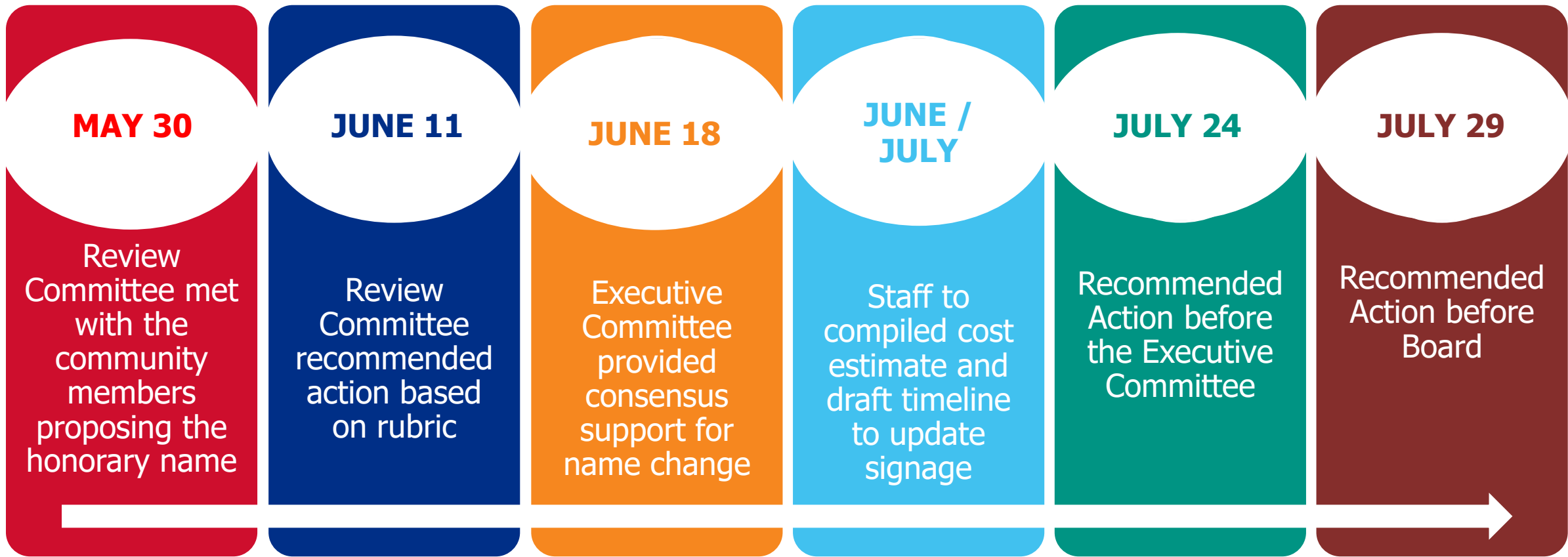
- ✓ Does not duplicate or conflict with existing naming rights
- ✓ Aligns with RTD values (equity, service, sustainability, etc.)
- ✓ Cannot be a former RTD Director
- ✓ Must be deceased for a minimum of 10 years

Proposal Timeline



Attachment: 2025-07-24 Honorary Name for Civic Center Station Recommendation (5174 :

Proposal Timeline — Continued

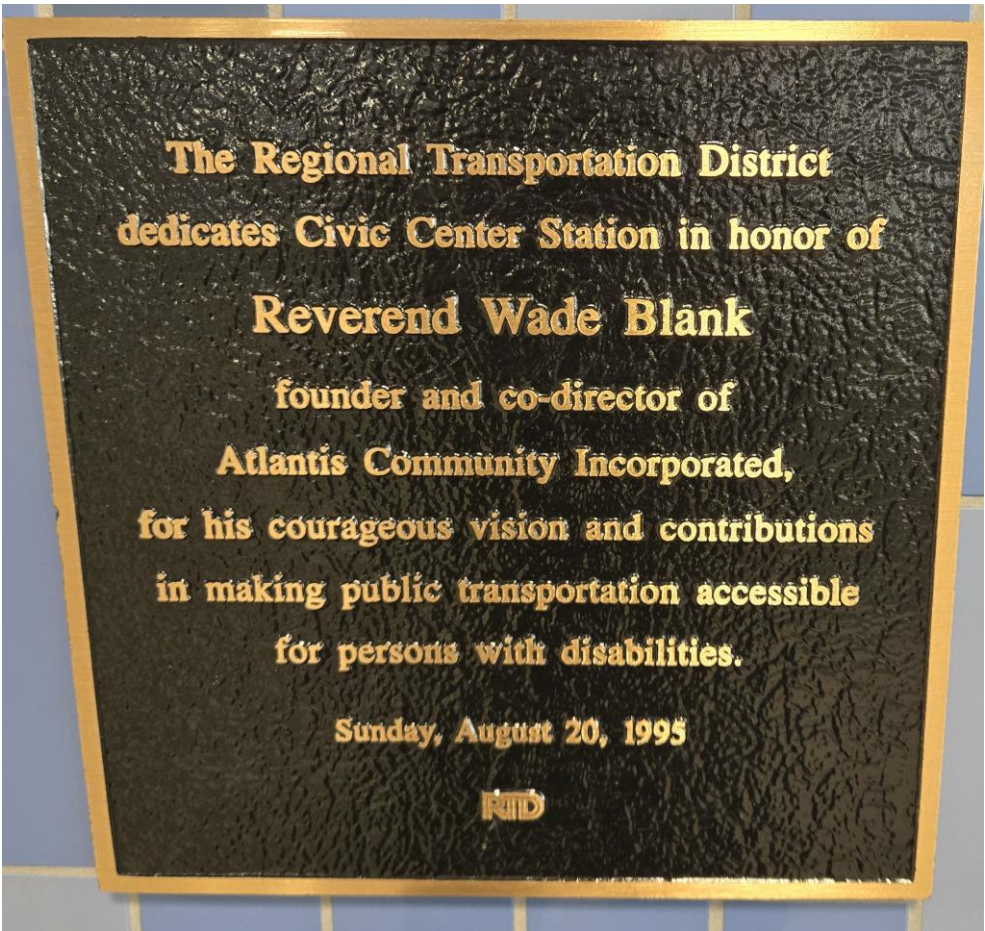
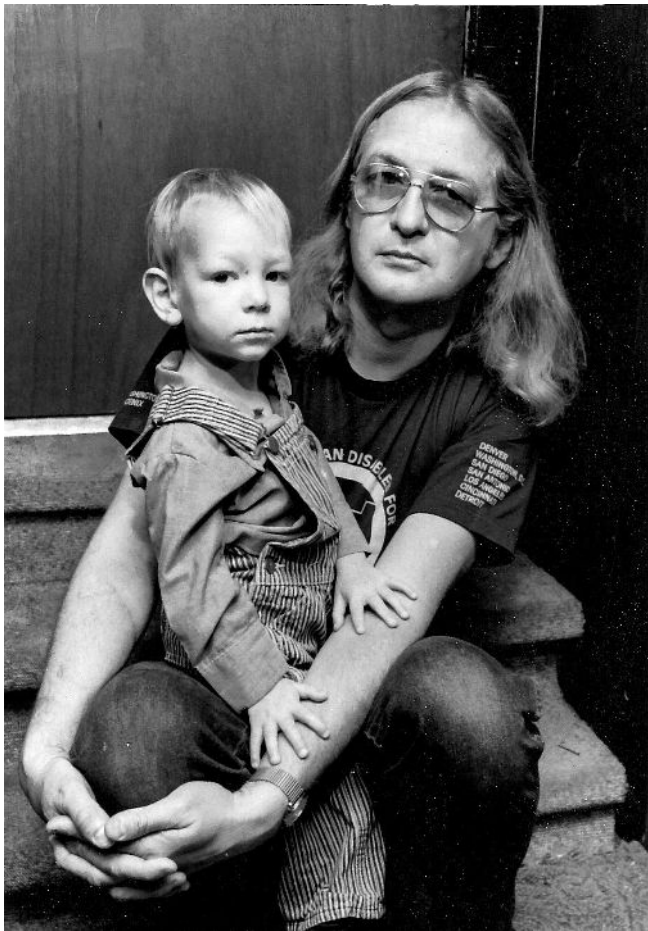


July 24, 2025



Proposal Overview

Rev. Wade Blank Photo and Civic Center Plaque



July 24, 2025



Rev. Wade Blank

Born: 1940

Died: 1993

Local Transit Contributions: Key advocate in pushing RTD to be more accessible to individuals with disabilities

National Transit Contributions: Used peaceful civic disobedience techniques to help lead a national civil rights movement for people with disabilities, which, among other major accomplishments, led to significant improvements in transit opportunities for individuals with disabilities and contributed significantly to the passing of the Americans with Disabilities Act (ADA) of 1990

Connection to Property/Station Under Consideration: Helped to organize and lead Gang of 19 protest, which on July 5th and 6th saw 19 persons with disabilities surround two RTD buses on Colfax and Broadway, directly across from where Civic Center Station is today. Protest was done to raise awareness around mobility needs of disabled people. Civic Center Station was dedicated in honor of Rev. Blank in 1995 and commemorated with a plaque. Agency rededicated in 2023 after significant renovations to Civic Center Station.

July 24, 2025

Overview of Submitted Proposal

Property/Station: Civic Center Station

Proposed Honoree: Reverend Wade Blank

Proposed Name: Wade Blank Civic Center Station

Submitted by: Joe Beaver and Mark Simon

Narrative on Nominee: Excerpt from *From Freak to Freedom* authored by Joe Beaver. Submitted by former RTD Director Jaime Lewis

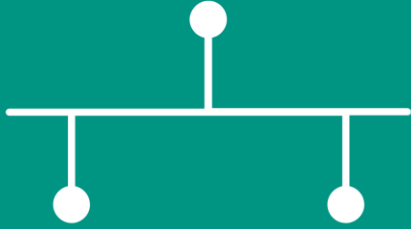
Letters of Recommendation: 28 total, including letters from representatives of: ADAPT, Atlantis Community Inc., ARC Thrift Stores, , Colorado General Assembly, Colorado Cross Disability Coalition, Denver Regional Mobility & Access Council (DRMAC)

Denver City Council: Unanimously approved resolution of support on April 28, 2025

July 24, 2025



Attachment: 2025-07-24 Honorary Name for Civic Center Station Recommendation (5174 :



Implementation Timeline, Design Mockups, and Cost Estimates

Proposed Timeline for Rollout

How will RTD announce the new name, if approved by the Board?

- The name will be changed throughout the system as feasible pending available budget to begin with the January 2026 Service Change
 - This will include signage, website, maps, and other back-end systems
 - Shelterboards and timetables will be updated as reprinted
- RTD will hold a media event at the station to publicize the change.
 - One possible date is February 4, 2026 which is Transit Equity Day (*more details to come*)
 - New facility signage will be unveiled during this event

Station Entry Signage — Design Example



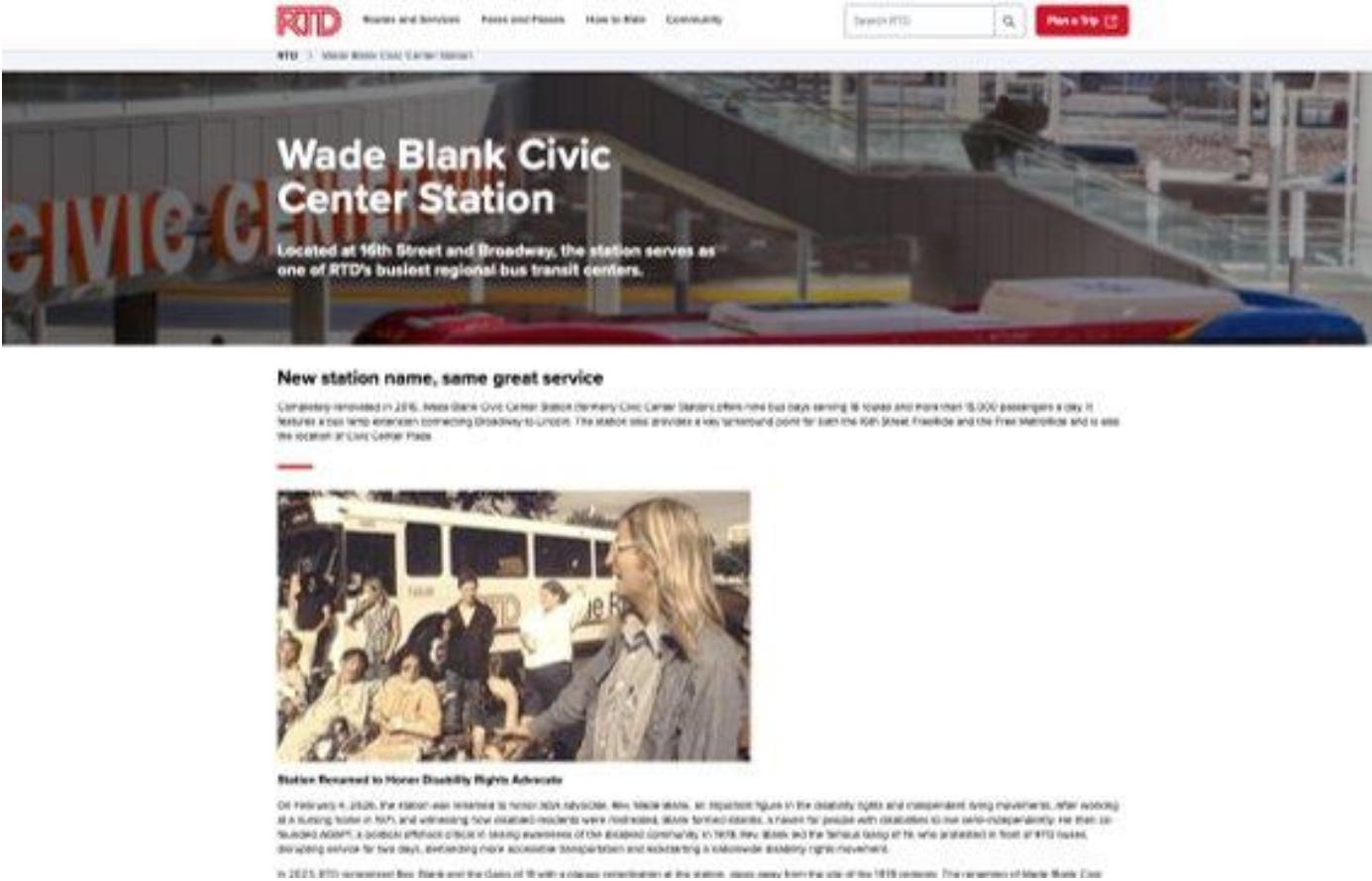
July 24, 2025

Station Bus Drive Lane Signage — Design Example



July 24, 2025

Webpage Desktop Mockup

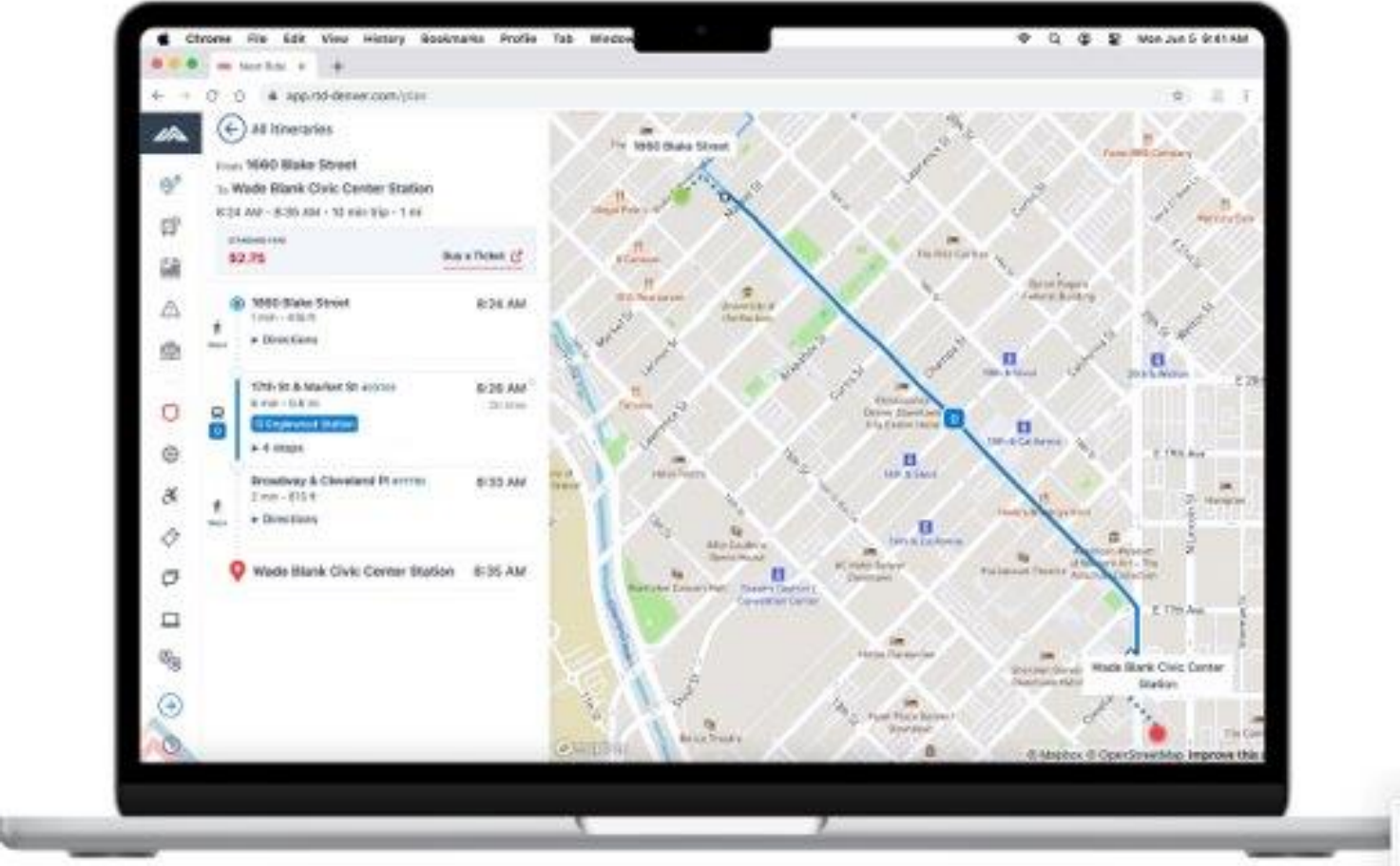


July 24, 2025

Webpage Phone Mockup with Multiple Screens

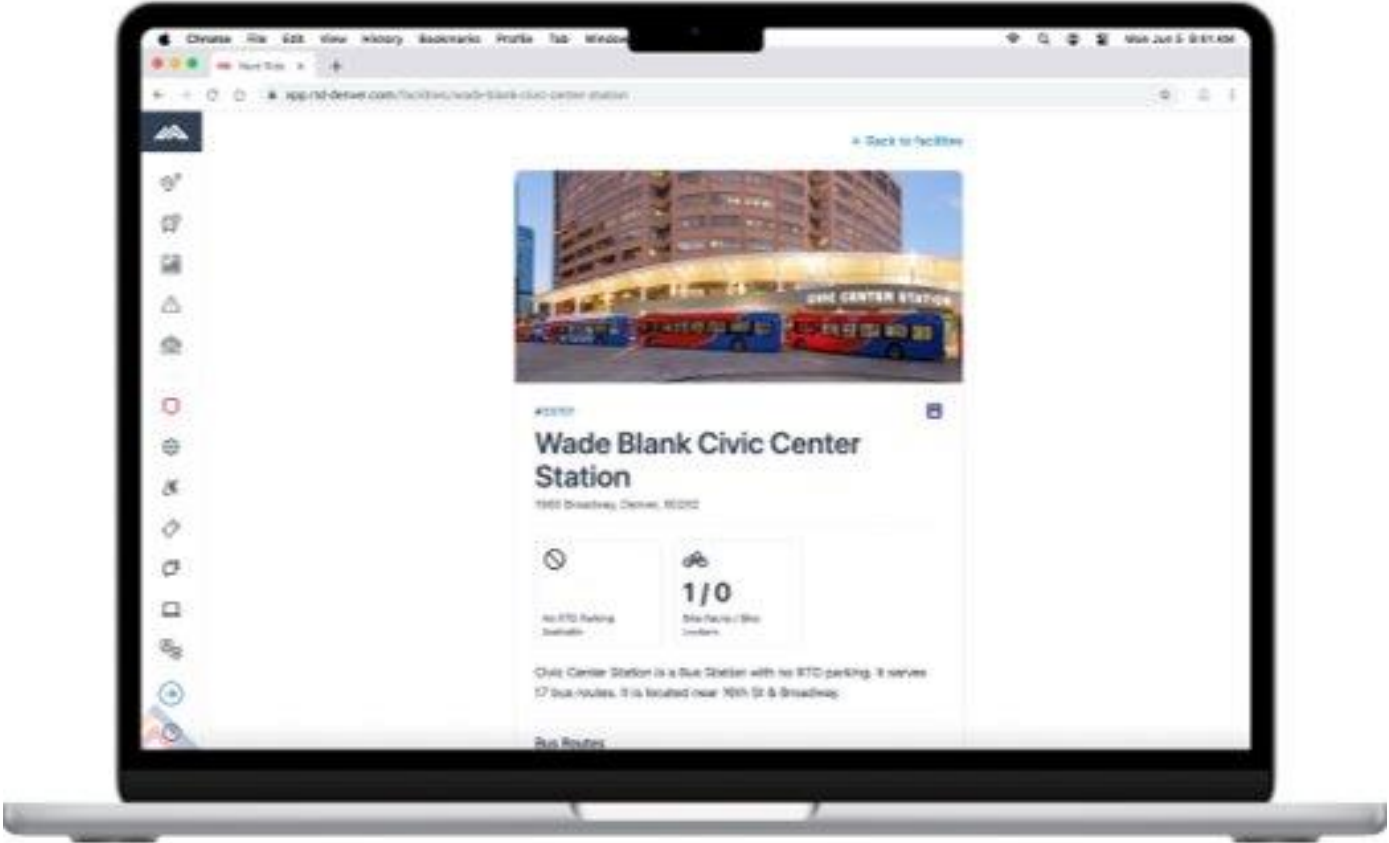


Next Ride Desktop Facilities Mockup



July 24, 2025

Next Ride Desktop Itinerary Mockup



July 24, 2025



16th Street FreeRide/Free MallRide Map — Example



Downtown Free MetroRide Map — Example



Estimated Costs

Public Engagement and Media Event	\$10,000
Marketing	\$16,000
Building Signage	\$72,000
Total Est. Signage and Promotion Costs	\$98,000



Questions



Appendix – Review Committee Membership, Rubric and Scoring

Review Committee Members

- RTD GM/CEO or their Designee** - John McKay, Chief of Staff
- RTD Civil Rights Division Staff Member** - Gabe Christie, Manager, ADA
- RTD Operations Dept. Staff Member** - Erik Wright, Deputy Assistant. GM, Rail Ops
- RTD Communications and Engagement Staff Member** - Steven Brier, Senior Manager, Marketing
- RTD Exec. Manager of the Board Office** - Jack Kroll
- External Historian** - Assistant Professor Rachel Gross, Co-Director of Public History Program, CU Denver
- ACDP Co-Chair or Designee** - Earl Lee, ACPD Co-Chair
- CAC Co-Chair or Designee** – Caitlynn Fortner

Rubric Overview 1 of 2

Evaluation Criteria	Does not meet Expectations	Approaching Expectations	Meets Expectations	Exceeds Expectations
	0 Points	1-2 Points	3-4 Points	5-7 Points
Historical significance to RTD or transit	has not demonstrated why or how the honoree had positive connection	demonstrated why or how the proposed honoree had positive connection	demonstrated why or how the honoree had positive	demonstrated why or how the honoree had a positive connection by meeting at least two of the criteria
Breadth and depth of community support	has not demonstrated community support by a lack of letters of support	has demonstrated decent levels of community support, evidenced by a narrow section of community leaders	has demonstrated sufficient levels of community support by support from a range of community leaders OR a significant number of support letters from a portion of the community	has demonstrated exceptional levels of community support by support from the broadest range of community leaders as well as significant depth of multiple stakeholder groups within the community

Attachment: 2025-07-24 Honorary Name for Civic Center Station Recommendation (5174 :

Rubric Overview 2 of 2

Evaluation Criteria	Does not meet Expectations	Approaching Expectations	Meets Expectations	Exceeds Expectations
	0 Points	1-2 Points	3-4 Points	5-7 Points
Alignment with RTD Values	does not communicate how proposed honoree has lived up to RTD’s values as evidenced	Communicates how the proposed honoree reasonably reflects RTD’s values	communicates how proposed honoree sufficiently reflects RTD’s values as evidenced in the narrative provided by the documented	communicates how proposed honoree sufficiently reflects RTD’s values as evidenced in the narrative provided by the documented



Review Committee Scoring Per Rating Category

Historical significance to RTD or Transit	Breadth and Depth of Community Support	Alignment with RTD Values	Total
Average: 6.13	Average: 5.25	Average: 6.25	Average all scores: 5.92
Total points: 49	Total points: 42	Total points: 50	Total aggregate points: 141
8 of 8 rated application as Exceeds Expectations	7 of 8 rated application as Exceeds Expectations, 1 of 8 rated as Meets Expectations	8 of 8 rated application as Exceeds Expectations	23 of 24 ratings of application components = Exceeds Expectations

Highest total score possible per rater per category = 7 points
Highest total score possible per category = 7 total points * 8 total raters = 56 max points per category
Total maximum points = 56 max points per category * 3 total categories = 168 max total points

February 5, 2025
 Jack Kroll
 Executive Manager
 Board Office

This is a request to the Regional Transportation District (Colorado) to rename the Civic Center Transit Station, located at Broadway and Colfax, to be renamed Civic Center Station at Wade Blank Bus Terminal or (some other variation that includes his name)

Background: Two years ago Joe Beaver, a lifelong disability activist requested that the renaming of Civic Center Station be in honor of Wade Blank. Since that request, a working group of disability advocates has collected more than 40 letters of support for the effort. The letters of support include members of the disability community, leaders of disability organizations, elected officials past and present, and leaders in business and the general public.

The working group is requesting that RTD begin the process of appointing a working committee, required by RTD renaming of property rules, no later April 1st, 2025 . Below, is a section of a book “From Freak to Freedom” (A History of the Disability Rights Movement) authored by Joe Beaver.

As you read, you will understand the impact the Reverend Wade Bland had on the civil rights movement for both able and disabled individuals, access to transportation both locally and nationally and the genesis of what we know today as independent living for people with disabilities.

Sincerely,

Working Group: Jaime Lewis, Colorado Cross Disability Coalition, Joe Beaver, Disability Activist, Brian Grewe, Executive Director Atlantis Community, Marrison Carillo Atlantis, Mark Simon Disability Activist, Curtis Garrett , Atlantis



Wade Blank

Wade Blank, a Presbyterian minister from Ohio, first found his passion for civil rights when he marched with Martin Luther King, Jr., in Selma, Alabama. His church congregation in Ohio insisted on more pompless protests. He was a minister at the University of Ohio when National Guardsmen shot down four student protesters. Wade had needed a fresh start. So he headed west to the Heritage House Nursing Home in Lakewood.

Rev. Wade Blank

The State of Colorado offered him a job where he could do some good. State institution housing, where throw-away kids were often sent, were shutting down. Heritage House nursing home saw a need to be filled and hired Wade Blank to be a Youth counselor and to recruit new young residents. He was perfect for the job.- young, hip, long hair and all. But ordained, steady, and level headed.

Or so they thought.

Wade recalled those Heritage smells upon arrival - urine and antiseptic. And then that first meal. Baked potatoes, applesauce, and scrambled eggs. Cold. The old folks, with teeth worn out from a lifetime of steak and corn on the cob, may have been grateful, or maybe not. But the young people, for all their other maladies, had strong enough teeth. He could make a difference here. He started by asking them a question they'd never been asked before: What do you want?

After cranking up the rock 'n' roll radio and replacing the squishy food, and the 8:00 drug-induced bedtime, he brought in a TV and tuned it to Laugh-In instead of Lawrence Welk. The place rocked like a college dorm.

He got a van to haul them and their wheelchairs to discover new adventures. They headed to the mountains, wheeled around in the dirt, smelled the pine, felt the spray from waterfalls, heard the crackle of campfire, and ate s'mores. They cheered at baseball games. They hooted at professional wrestling matches and went out for ice cream.

The effort involved in getting them into concert venues would have challenged the biblical Samson, but it was totally worth it. They rocked with the Grateful Dead at Denver Coliseum and sang "Rocky Mountain High" along with John Denver at RedRocks. Some with gusto, others croaked it out.

It wasn't enough. Nothing could ever be enough. No amount of ice cream and music could fix a prison. The institution they were in was a prison for the innocent. How can you make a nursing home acceptable? You just can't. What they needed was freedom. Wade suggested to Heritage House that they provide services to some young residents at their own homes. Of course, that would mean empty beds at the nursing home, so that idea was rejected immediately.

Like the Presbyterian Church before them, Heritage House thought they'd hired a progressive and got a radical instead - a crazy one!

But, when he took a group of residents to the Capitol to testify about the deplorable conditions at Heritage House, he got fired...and fired up.

He moved eighteen severely disabled people to live independently and make their own decisions at an apartment complex on 11th & Federal in Denver. Wade and Barry Rosenberg helped them dress, toilet, and whatever they needed. Dr. Stuart Ferguson wrote the prescriptions for them to live independently. Several Heritage House staff members followed.

Mike Smith was one of the first residents to be set free from Heritage House. Upon his release, he discovered that the nursing home owners had forged his signature on his monthly \$25 personal needs money from Medicaid. Mike's attorney, John Holland, filed suit against Heritage House for illegally misappropriating and withholding "personal needs" money of patients, inadequate care, and intimidating and threatening residents who seek legal counsel. Funds from that lawsuit were used to purchase more housing and make renovations. Apartment doors were widened, counters lowered, and attendants were hired to help the individuals. Whatever assistance a person needed, they figured a way. They pooled their Medicaid and SSI money and called themselves the Atlantis Community.

But the freedom was incomplete. None of the Atlantis residents could drive. A bus drove past their apartments countless times a day, but there was no way to get a wheelchair on

board. RTD's Handi-Ride pretended to be an option. There were only twelve little buses for five thousand subscribers. A typical call to Handi-Ride went like this:

Dialing . . .

Hello, Handi-Ride here.

I need a ride to the grocery store.

I'll put you down for a week from today.

I'm out of food!

'Shoulda thought of that sooner.

Dialing . . .

Hello, Handi-Ride here.

Can I get a ride to the Lakewood Grill?

That's a tavern. You shouldn't be drinking.

Dialing . . .

Hello, Handi-Ride.

Can I get a ride to church?

'Got an opening in two weeks at nine.

Service is every Sunday at eight o'clock.

There are TV evangelists for shut-ins, ya know.

So Atlantis went political. Americans Disabled for Accessible Public Transit, ADAPT, was formed, and they wheeled over to the Regional Transportation District Board to talk and talk and talk.

"The wheelchair ban on regularly scheduled buses is for your own good," RTD insisted, "plus, you understand we can't inconvenience able-bodied riders."

ADAPT wrote letters to the City Council, the Legislature, and Congress, petitioned, made a nuisance of themselves, and sued. The judge expressed concern for their safety. Somebody might get hurt, he fretted.

Their concerns fell on deaf ears.



July 5, 1978, went something like this:

"Let's roll!" Wade lifted his arm and waved.

A man in his chair, hands on the wheels, pushed toward the bus stop.

"Kick some ass!" Wade said as the man rolled past to the edge of the curb. A bus pulled up. The man waited.



The door swung open. "Waddaya want?" said the driver.

"I want to ride."

"What are you? Crazy?"

Of course, this was crazy, but none of the gang would admit it.

"No, I just want to ride." Calm but firm.

"No way," said the driver, irritation coloring his

inflection.

The man wheeled himself right in front of the bus.

Thirty protesters witnessed it - eighteen in wheelchairs,
plus friends and family.

"Get out of here!" the driver yelled, flailing his arms, panic raising his voice. "What the hell are you doing? There's another bus behind me, and you're blocking the way."

"exactly".

Wade lifted his arm again, motioning toward the bus at the curb. Eighteen more wheelchairs moved forward. Some people rolled in front of the bus. Others to each side. A few in the back of the second bus. There, they stopped. Two buses surrounded, immobilized.

"We will ride!" they shouted. "WE WILL RIDE!!"

Cars started stacking up down Colfax and Broadway. The intersection Traffic came to a stand still. Diesel fumes got thick. Passengers exited the trapped buses. Most looked bewildered. Their faces revealed their thoughts: What in holy hell is going on?

Disabled people weren't supposed to go crazy, carry signs, and block buses. They're supposed to stay indoors, have their food brought to them on a tray, watch soap operas or something.

But what about freedom? Rosa Parks got famous by refusing to go to the back of the bus. Disabled people couldn't even get on the bus.

Wade searched the bus passengers' faces for pity and saw little. Some looked red-faced and angry. That was a victory, right there. Inconveniencing the able-bodied would take his people where pity never could.

"Free our people!" the Gang of Nineteen shouted from all sides of the buses. "FREE OUR PEOPLE!!"



Organizing this had been hard..

And yet, here we are, crushing it.

Police cruisers pulled up, lights flashing red and blue. Ah, now it gets really interesting.

Officers meandered through the wheelchairs, consulted with each other, and muttered into their radios. Handcuffs swung from their belts, but none reached for them.

Wade stood on the sidewalk.

The protesters started singing, "We shall overcome . . ." Eventually, an officer approached the friends and family. One pointed at Wade. That was fine. He'd told them to.

The officer sauntered over. "What's going on?" he asked Wade. "They want accessible buses."

"RTD has Handi-Ride. They can use that. Tell them."

"They want all buses accessible, so they can go where they want to go when they want to go. All buses."

"They're blocking traffic."

"Yes, Officer. That's the point."

"Are you in charge, Mr. uh . . ."

"The Rev. Wade Blank. I'm just here to hand out water and help them."

"Well, they gotta disperse, or we'll arrest them."

"First, sir, a person who's severely disabled has the same right as you to pursue his/her happiness. And if that means getting arrested in front of a bus, so be it. Second, it's not going to come to that, is it? You're not going to arrest them." "Hmph."

"Because your jail's not wheelchair accessible."

The overarching mission of the Atlantis Community was, and still is, to provide as many of life's necessities—the necessities often taken for granted by those who do not live life with a physical or mental disability—as possible. Blank and those who resided at Atlantis decided to form an activist group to garner as much attention as possible for disability rights – ADAPT (American Disabled for Attendant Programs Today, once known as the American Disabled for Accessible Public Transit). The members of this militant-style activist group first focused on the Regional Transportation District (RTD), the origin of the initial rallies, which drew major attention to the cause. ADAPT members traveled nationwide, protesting the American Public Transportation Association (APTA) and various bus companies, like Greyhound, to get wheelchair lifts installed on buses. Many ADAPT members were arrested during these protests, highlighting the lack of preparedness for local police departments' inaccessible squad cars and facilities. Police officers erected makeshift barriers to detain the ADAPT members in wheelchairs because they had no other way of arresting and transporting the protestors. The second major wave of ADAPT protests targeted Social Security, health care policies, and Medicaid. Their ultimate goal was to obtain government support for attendant care and independent living funds. Eventually, ADAPT began protesting restaurants, schools, parking lots, post offices, housing communities, casinos, churches, and more. Wherever wheelchairs could not go, ADAPT was there to take action and demand access.

Summary: As you can read, the journey for civil rights for people with disabilities was and is still a journey. While civil rights actions for other deserving populations were going on, Denver played a pivotal role in changing policies that affect people with disabilities throughout the country.

Wade Blank's leadership and work in the civil rights actions for people with disabilities helped pave the way for better education opportunities like IDEA, set the foundation for the implementation of the Americans with Disabilities Act and many other standards that we take for granted today. However, his biggest accomplishment was empowering people with

disabilities to speak for themselves and to demand equal rights. The Gang of 19 is a significant part of our nation's history in helping the community access public transportation that opened their world to endless possibilities.

Please let the working group know if you have any questions or concerns over our request.

Sincerely,

Jaime Lewis

CCDC Transit Advisor



General Assembly State of Colorado Denver

December 20, 2023

RTD Board of Directors:

We, the undersigned legislators, are writing to express our support for renaming Civic Center Station in honor of Reverend Wade Blank, a pioneering leader in Denver's disability rights movement. Renaming the station in honor of Reverend Blank would not only celebrate his legacy, but also serve as a lasting symbol of the progress he helped achieve by breaking down barriers for people with disabilities.

Reverend Blank's contributions to disability rights and accessibility were monumental. As an ordained minister, he spearheaded the American Disabled for Accessible Public Transit (ADAPT) movement in 1975 to demand basic civil rights for people with disabilities. Inspired by his participation in 1960s civil rights marches, Reverend Blank courageously organized nonviolent protests like sit-ins to advance accessibility and independent living options.

When RTD refused to adequately address bus inaccessibility in the 1970s, Reverend Blank and a group known as "The Gang of 19" led a two-day protest by surrounding buses at the Colorado State Capitol. This catalyzed RTD to become the first transit agency in the nation to operate a fully accessible bus fleet, sparking change across the country.

Other cities have already renamed their transit stations in honor of pivotal civic rights leaders who have broken barriers. Renaming a station after Reverend Blank in Denver would be a powerful affirmation of RTD's values of diversity, inclusion, and expanding mobility for all. Additionally, highlighting his story aligns with RTD's mission of serving all residents, regardless of ability.

The grassroots struggle for disability access led by Reverend Blank played a pivotal role in breaking down barriers and transforming our community for the better. We urge you to support the proposal to rename Civic Center Station in honor of Reverend Blank's legacy in expanding mobility and independence for people with disabilities.

Sincerely,

Speaker Pro Tempore Chris deGruy Kennedy
Majority Leader Monica Duran
Senator Jeff Bridges
Representative Andrew Boesenecker
Representative Barbara McLachlan
Representative David Ortiz
Representative Meg Froelich
Representative Kyle Brown
Representative Lindsey Daugherty
Representative Jennifer Parenti
Senator Janice Marchman
Representative Matt Soper

Speaker Julie McCluskie
Senator Chris Kolker
Representative Manny Rutinel
Representative Mike Weissman
Senator Lisa Cutter
Representative Eliza Hamrick
Representative Emily Sirota
Senator Nick Hinrichsen
Representative Javier Mabrey
Representative Brianna Titone
Representative Tammy Story
Senator Robert Rodriguez

Letter of Support

Renaming Civic Center Bus Terminal

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Though enthusiastic about the idea, the RTD Board of Directors realized that there was no process documented that could help them with the legal and internal impacts of renaming its properties. In 2024, the staff at RTD and help with the Board of Directors developed and passed a plan for renaming of RTD properties.

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Name: Coleen Samuels

Organization: Denver Regional Mobility & Access Council (DRMAC)

Date: 01/10/25

People With Disabilities Naming Committee

Joe Beaver, Curtis Garrett, Brian Grewe, Marissa Carillo, Mark Simon, Jaime Lewis

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Name: Dawn Russell ☐

Organization: ADAPT

Date: January 15, 2025

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Name: Gregory Fee

Organization: Fellowship of Christian Investors

Date: 01/10/2025

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Name: Lloyd Lewis
 Organization: Arc Thriftstore, CEO
 Date: 1/10/25

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Name: Lloyd Lewis
 Organization: CCDC Board Co-Chair
 Date: 1/10/25

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Name: Clayd Lewis
 Organization: Atlantic Community Foundation Board Chair
 Date: 1/16/25

People With Disabilities Naming Committee

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Name: Lloyd Lewis
 Organization: Adams Camp Board Chair
 Date: 1/14/25

People With Disabilities Naming Committee

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Name: Lloyd Lewis
 Organization: Colorado Best Buddies Board Chair
 Date: 1/10/25

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Name: Lloyd Lewis
 Organization: Bayand Industries Board Treasurer
 Date: 1/10/25

People With Disabilities Naming Committee

Joe Beaver, Curtis Garrett, Brian Grewe, Marissa Carillo, Mark Simon, Jaime Lewis

Letter of Support

Renaming Civic Center Bus Terminal

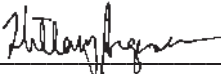
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Name: 
 Organization: Colorado Cross-Disability Coalition
 Date: January 13, 2025

People With Disabilities Naming Committee

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Name: Andrew C. Montoya

Organization: Colorado Cross-Disability Coalition

Date: 1/14/2025

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Name: Jeannine Deharanan

Organization: _____

Date: 1/14/25

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Name: Hanni Raley

Organization: The Arc of Aurora

Date: 1/15/2025

People With Disabilities Naming Committee

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Name: Paul Martin, President
 Organization: Denver Rugby Movement
 Date: 1/20/25

People With Disabilities Naming Committee

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Name: Barry Rosenberg
 Organization: Retired former co-founder of Atlantis + Services (PASCO)
 Date: 1/12/2025

Joe Beaver, Curtis Garrett, Brian Grewe, Marissa Carillo, Mark Simon, Jaime Lewis

Letter of Support

Renaming Civic Center Bus Terminal

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Name: Jonathan Dumas

Organization: Denver Public Schools

Date: 1/22/2025

People With Disabilities Naming Committee

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Name: _____

Jim Pasion

Organization: _____

OPS

Date: _____

2-1-25

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Name: Anastasiya Tatarskaya

Organization: DPS

Date: 02/03/2025

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Name: Jeni Zevm

Organization: Denver Public Schools

Date: 2/3/25

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Name: _____

Matt Silva

Organization: _____

Denver Public Schools

Date: _____

2/3/25

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Name: Marcos Lopez

Organization: DPS

Date: 2/3/25

People With Disabilities Naming Committee

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Name: Sara Smeets

Organization: DPS

Date: 2-3-25

People With Disabilities Naming Committee

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Name: Alicia Mund

Organization: Denver Public Schools

Date: 2/3/25

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Name:

Organization:

Date:

Flaina M. Boyle
Denver Public Schools
Feb. 3, 2025

People With Disabilities Naming Committee

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Name: Skylar Zickerman

Organization: Denver Public Schools

Date: 2/03/25

People With Disabilities Naming Committee

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Name: _Colleen Washburn_____

Organization: Denver Public Schools_____

Date: ____2/3/25_____

People With Disabilities Naming Committee

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Name: Joi Jackson

Organization: Denver Public Schools

Date: February 3, 2025

People With Disabilities Naming Committee

DENVER CITY COUNCIL



Proclamation No. 25-0604

Proclamation for the Renaming of Civic Center Station to Wade Blank Civic Center Station

WHEREAS, public transit is an essential lifeline that connects communities, facilitates access to healthcare, employment, education, and recreation, and fosters a vibrant, equitable city for all its residents; and

WHEREAS, the Denver City Council is committed to ensuring that every citizen, regardless of ability, has access to a robust, accessible transportation system that supports their daily lives and enhances their mobility; and

WHEREAS, people with disabilities have historically faced significant barriers to accessible transportation, and it is imperative that their rights to safe, reliable, and inclusive transit options be fully recognized and upheld; and

WHEREAS, Reverend Wade Blank, the founder of ADAPT, established the first independent living center in Denver in 1975, laying the foundation for a national movement dedicated to advocating for the civil rights of people with disabilities, including the right to accessible transportation, home healthcare services, and independent living; and

WHEREAS, Wade Blank's pioneering efforts—such as the "Gang of 19" sit-in protest in 1978 that led to Denver becoming the first city in the nation to provide accessible buses for people using wheelchairs—sparked a nationwide movement for disability rights and accessibility in public transit; and

WHEREAS, in addition to his leadership in ADAPT, Wade Blank's commitment to the disability rights movement was informed by his earlier experiences as an ordained Presbyterian minister and civil rights advocate, marching with Dr. Martin Luther King Jr. and standing against injustice at Kent State University in 1971, experiences that fueled his passion for equality and social justice; and

WHEREAS, Denver became the national center of the disability rights movement, with Wade Blank's activism directly influencing key policies, including the Home and Community-Based Services Act of 1981 and the 1999 Olmstead Decision by the U.S. Supreme Court, which recognized the right of individuals with disabilities to live in the least restrictive environment possible; and

WHEREAS, Wade Blank's lifelong work and ADAPT's non-violent direct actions set the standard for one form of disability rights actions across the country, making cities more accessible and ensuring that people with disabilities can live independently with dignity.

NOW THEREFORE, BE IT PROCLAIMED BY THE DENVER CITY COUNCIL:

Section 1. That the Denver City Council wholeheartedly supports the renaming of Civic Center Station to Wade Blank Civic Center Station, in honor of his groundbreaking contributions to the disability rights movement and his lasting legacy in advancing equality and accessibility for all.

Section 2. That the Clerk and Recorder of the City and County of Denver shall affix the seal of the City and County of Denver to this proclamation and that a copy be transmitted to the Atlantis Community and to the Regional Transportation District.

PASSED BY THE COUNCIL April 28, 2025

PRESIDENT



HONORARY PROPERTY AND STATION NAMING POLICY

ADOPTED: JULY 30, 2024

I. PURPOSE

The RTD Board of Directors (Board) has the authority to add to any existing or planned property or station a secondary name to honor an individual, group of individuals, organization, or major event. The act of honoring in this manner should be rare and used only to recognize those individuals, groups, organizations, or events which contributed immeasurably to the progress of public transit nationally or within the RTD.

The primary property name shall remain, in accordance with the broader Property and Station Naming Policy, a wayfinding/geographic identifier.

II. SCOPE

The policy applies to transit stations, park-n-rides, transfer centers, other major passenger facilities, maintenance facilities, and administrative buildings.

III. AUTHORITY

The Board shall approve any amendments to this policy and associated procedures.

IV. ELIGIBILITY CRITERIA AND REQUIREMENTS FOR AN HONORARY PROPERTY NAME ADOPTION

The following criteria will be evaluated by a committee of internal and external RTD stakeholders based on the approved rubric, prior to the Board's consideration:

A. Contributions to Transit and RTD

1. Documented significant contributions to public transit nationally, and/or
2. Documented significant contributions to public transit within the RTD, and/or
3. Documented direct connection with a significant event occurring in the vicinity of the property subject to a potential renaming.

B. Support and Review

4. Demonstrated breadth and depth of public support for the proposal by way of formal letters of support from community leaders such as local business improvement districts, local economic development agencies, local chambers of commerce, State legislators, members of Congress, community organizations, schools, and civic clubs, and if applicable, action taken by local county or municipality, and
5. A review by the Honorary Property Name Proposal Review Committee, and
6. Two-thirds majority vote of approval by the RTD Board of Directors

The following are not eligible to receive recognition through an honorary property naming:

- Former members of the RTD Board of Directors
- Any individual who has not been deceased for at least 10 years

An honorary name cannot violate any existing naming agreement.

V. USE OF HONORARY NAME

Honorary names, while secondary to the primary property or station name, are to be used in conjunction with the primary property or station name. Honorary names should be displayed prominently at the property or station, on signage across the system and, where applicable, in printed/digital route schedules.

VI. REVOCATION OF AN HONORARY STATION NAME

Following a discussion and opportunity for the public to comment, the Board may remove an honorary name by a two-thirds majority vote.

HONORARY PROPERTY AND STATION NAMING PROCEDURES

ADOPTED: JULY 30, 2024

I. OVERVIEW

Applications for an honorary property name are accepted on a rolling basis by the Board Office. Each year, the Chair of the Board will convene the Honorary Property Name Proposal Review Committee (Review Committee) no more than once. The Review Committee will then review, and rank the submissions received since the committee was last convened. The Review Committee may or may not choose to support any of the proposals submitted.

II. STEPS

The following steps are to be followed when proposing, considering, and approving an honorary property name.

1. Submission of a complete honorary property name application to the Board of Directors by way of the Board Office, which includes the following:
 - a. A summary of the contemplated honoree's contributions, which addresses the potential honoree's contributions to transit locally and nationally, as well as provides an overview of the connection of the individual, group, organization, or event to the property under consideration for an honorary name.
 - b. Letters of support from a range of individuals, groups, and organizations in the adjacent community, including but not limited to local business improvement districts, local economic development agencies, local chambers of commerce, State legislators, members of Congress, community organizations, schools, and civic clubs.
 - c. A formal resolution from either the local city council or board of county commissioners supporting the name change. (Requirement "c." only applies to facilities primarily serving customers such as stations, park-n-rides, and transfer centers. It does not apply to maintenance or administrative buildings.)
2. Following the receipt of an application packet, the Board Office Executive Manager shall notify the Board of the receipt of a proposal and make the application available to Directors who wish to review it.
3. No more than once annually, the Chair of the RTD Board of Directors, in consultation with the GM/CEO, shall empanel an eight-member Review Committee comprised of the following:
 - The GM/CEO or their designee
 - A Civil Rights Division staff member
 - A recognized historian coming from a local university, library, or museum and who has a record of scholarly work in transit, local, and/or Colorado history
 - The Executive Manager of the Board Office
 - An Operations Department staff member

- A Communications and Engagement Department staff member
 - A Co-Chair of the Citizens Advisory Committee or their designee
 - The Chair of RTD's Advisory Committee for Persons with Disabilities or their designee
4. The Chair of the RTD Board of Directors, in consultation with the GM/CEO, shall designate a member of the Review Committee to serve as chair. The Review Committee chair shall preside over committee meetings, work with the Board Office to ensure appropriate preparation for the committee's meetings, and shall serve at the pleasure of the Chair of the RTD Board of Directors.
 5. The members of the Review Committee will initially score the applications and determine which proposals warrant further review.
 6. The Review Committee will then meet publicly to review the top application packets and hear testimony from the respective applicants.
 7. The Review Committee will issue its final ranked results based on the associated rubric to the Executive Committee. The Review Committee is not obligated to recommend or support any of the proposals. These results will be presented as a Discussion Item by the Board Office Executive Manager at a meeting of the Executive Committee.
 8. For the top-ranked recommended proposal only, RTD staff will compile cost estimates and a timeline for updating signage both on the property under consideration and throughout the transit network. By way of an action of the Executive Committee, staff may be asked to prepare a cost estimate for one or more additional proposals than what was recommended by the Review Committee.
 9. The Board Office Executive Manager shall prepare a recommended action for the Board to consider. This recommended action shall be accompanied by the full application packet for the top-ranked recommended proposal, the Review Committee's proposal ranking, staff's timeline to update the property signage and throughout the transit network, staff's cost estimates to update signage, and an identified external or internal source of funding to cover the costs of the name change by way of an action of the Executive Committee, the Executive Manager may be directed to prepare a recommended action for one or more additional proposals than what was recommended by the Review Committee.

HONORARY PROPERTY AND STATION NAMING REVIEW RUBRIC

ADOPTED: JULY 30, 2024

I. PURPOSE

The rubric is designed to assist the Review Committee in its work to objectively and fairly evaluate proposals to add an honorary name to an RTD property. An effective rubric should help the Review Committee be more efficient and consistent in its review, while also signaling to potential applicants the committee's expectations.

II. CHANGES TO THE RUBRIC

The Board of Directors may change the rubric and encourages the Review Committee as well as public to provide feedback on ways to improve the rubric on an on-going basis.

III. OVERVIEW

Evaluators are asked to review each application using the following rubric. Applications for honorary names should be assessed relative to the application's ability to convey the extent to which the proposed individual, group or event has historical significance to RTD and/or transit, significant community support, and aligns with RTD's values. Each criterion is scored individually on a 1-7 scale, with the total points possible being 21. Committee members scores will be aggregated and discussed before the committee invites those who submitted top-scoring applications to meet with the committee to further discuss their proposals.

IV. RUBRIC EVALUATIVE CRITERIA

(Rubric Evaluative Criteria 1-3 follow on the subsequent three pages)

Rubric Evaluative Criteria 1 of 3 – Historical Significance to RTD or Transit

Does Not Meet Expectations	Approaching Expectations	Meets Expectations	Exceeds Expectations
Application has not demonstrated why or how the honoree had positive connection to transit or RTD history as outlined in Section IV, A. of the policy (Requirements of an Honorary Property Name, Contributions to Transit and RTD) (0 points)	Application demonstrated why or how the proposed honoree had positive connection to transit or RTD history by meeting only one of the criteria as outlined in Section IV, A. of the policy (Requirements of an Honorary Property Name, Contributions to Transit and RTD) (1-2 points)	Application demonstrated why or how the honoree had positive connection to transit or RTD history by meeting at least two of the criteria as outlined in Section IV, A. of the policy (Requirements of an Honorary Property Name, Contributions to Transit and RTD) (3-4 points)	Application demonstrated why or how the honoree had positive connection to transit or RTD history by meeting at least two of the criteria as outlined in Section IV, A. of the policy (Requirements of an Honorary Property Name, Contributions to Transit and RTD) AND Effectively communicated the potential positive impact on the community and the Regional Transportation District (5-7 Points)
Evaluator Scores and Comments:			

Rubric Evaluative Criteria 2 of 3 – Breadth and Depth of Community Support

Does Not Meet Expectations	Approaching Expectations	Meets Expectations	Exceeds Expectations
Application has not demonstrated community support for proposed honoree as evidenced by a lack of letters of support from community leaders as outlined in Section IV, B. 4 of the policy (Requirements of an Honorary Property Name, Support and Review, “demonstrated breadth and depth of public support”) (0 Points)	Application has demonstrated decent levels of community support for proposed honoree as evidenced by of letters of support from a narrow section of community leaders as outlined in Section IV, B. 4 of the policy (Requirements of an Honorary Property Name, Support and Review, “demonstrated breadth and depth of public support”) (1-2 points)	Application has demonstrated sufficient levels of community support for proposed honoree as evidenced by of letters of support from a range of community leaders OR a significant number of support letters from a portion of the community as outlined in Section IV, B. 4 of the policy (Requirements of an Honorary Property Name, Support and Review, “demonstrated breadth and depth of public support”) (3-4 points)	Application has demonstrated exceptional levels of community support for proposed honoree as evidenced by of letters of support from the broadest range of community leaders as well as significant depth of support within multiple stakeholder groups within the community as outlined in Section IV, B. 4 of the policy (Requirements of an Honorary Property Name, Support and Review, “demonstrated breadth and depth of public support”) (5-7 points)
Evaluator Score and Comments:			

Rubric Evaluative Criteria 3 of 3 – Alignment with RTD Values (Passion, Respect, Diversity, Trustworthiness, Collaboration, and Ownership)

Does Not Meet Expectations	Approaching Expectations	Meets Expectations	Exceeds Expectations
Application does not communicate how proposed honoree has lived up to RTD’s values as evidenced in the narrative provided by the applicants and the letters of support. (0 Points)	Application communicates how proposed honoree reasonably reflects RTD’s values as evidenced in the narrative provided by the applicants and the letters of support. Specifically, the honoree has a documented history of advocating for transit on behalf of others. (1-2 Points)	Application communicates how proposed honoree sufficiently reflects RTD’s values as evidenced in the narrative provided by the applicants and the letters of support. Specifically, the honoree has a documented history of successfully advocating for transit on behalf of others. (3-4 Points)	Application communicates how proposed honoree sufficiently reflects RTD’s values as evidenced in the narrative provided by the applicants and the letters of support. Specifically, the honoree has a documented history of successfully advocating for transit on behalf of others. AND The potential honoree was a trailblazer with a demonstrated commitment to public service (including civic life). (5-7 points)
Evaluator Score and Comments:			

BOARD OF DIRECTORS REPORT

Access-on-Demand Program Modifications

Committee Meeting Date:
July 16, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to approve modifications to the supplemental, premium Access-on-Demand (AoD) service for RTD's paratransit customers as described herein effective October 1, 2025.

STAFF REPRESENTATIVE

Erin Vallejos, Acting Deputy Assistant General Manager, Bus Operations

PRESENTATION LENGTH

10 minutes

BACKGROUND

On February 27, 2024, Debra A. Johnson, General Manager and CEO, commissioned a peer review of RTD's paratransit service delivery, to be conducted by subject-matter experts selected by the American Public Transportation Association (APTA). APTA convened the peer review panel, which included a geographical representation of panelists from across the country. During the months-long review, the panelists leveraged their expertise and professional experience to assess both RTD's Access-a-Ride (AaR) service, the agency's complementary American with Disabilities Act (ADA) paratransit service, and RTD's AoD premium supplemental paratransit service.

The overarching goal of the peer review was to help the agency better understand strengths and opportunities, with respect to both ADA complementary paratransit and premium supplemental on-demand service, and to note potential improvements that support long-term sustainability. The panel conducted a review of RTD's paratransit operations to identify (1) best practices employed by similar transit agencies, including demand-response programs; (2) model program parameters, including responsible cost controls and sound customer-facing processes; and (3) software, hardware, or other tools to ensure optimal service performance and program cost-effectiveness.

The on-site portion of the review was conducted between May 20 and 24, 2024. In advance of the on-site visit, RTD provided the panelists with documentation for their edification. While on-site at RTD facilities, the panelists assessed RTD's paratransit operations through further documentation review, field observations, and a series of briefings and interviews with agency staff, contractors, paratransit customers, and community stakeholders. The final report formalized the panelists' observations and recommendations.

Staff provided the Board with a summary of program modifications that were developed as a result of recommendations from the APTA peer review in November 2024, and after extensive public feedback,

data analysis, industry research, and a survey of other transit agencies, as well as input provided from the Board, several iterations of recommendations have been explored.

DISCUSSION

Based on continued Board guidance, public outreach, and community feedback, staff is recommending the following modifications to the AoD program:

- \$6.50 upfront base fare/\$3.25 for LiVE eligible customers
- \$20/trip subsidy
- 60 trips/month cap
- Service area that mirrors AaR*
- Service hours that mirror AaR

*As amended by the Operations, Safety, and Security Committee:

The Access-On-Demand service area shall also include all origins and destinations that lie within three-quarters ($\frac{3}{4}$) of a mile of any RTD fixed-route bus service, including commuter and regional bus routes.

FINANCIAL IMPACT

The overall estimated financial impact of the program modifications presented here is a reduction of approximately 36.5 percent in yearly program costs for a total projected expense of \$13,437,217 in 2025.

ATTACHMENTS:

- Paratransit AoD Recommendations_July 2025_Revised (PPTX)

Prepared by:

Erin Vallejos, Acting Deputy AGM, Bus Operations
Paul Hamilton, Senior Manager, Paratransit Services

Approved by:



Erin Vallejos, Acting Deputy AGM, Bus Operations

7/9/2025

Authorized by:



Debra A. Johnson, General Manager and CEO 7/10/2025



We make lives better
through connections.

July 16, 2025

Paratransit Program

REVISED ACCESS-ON-DEMAND RECOMMENDATIONS

Erin Vallejos

Acting Deputy Assistant General Manager,
Bus Operations

Outline



**Paratransit
Overview**



**Process
Summary**



**Program
Recommendations**

July 16, 2025





Paratransit Overview

Paratransit Program



Access-a-Ride (AaR)

- § RTD's ADA complementary paratransit service
- § Supplements fixed-route services
- § Fare payment is required
- § Customers must meet criteria set forth by the Americans with Disabilities Act of 1990
- § All RTD-branded AaR vehicles are 100% accessible
- § Must be scheduled at least one day in advance

July 16, 2025



Access-on-Demand (AoD)

- § RTD's supplemental, premium service for paratransit customers (not federally-required)
- § Subsidized curb-to-curb taxi and ride-share option
- § Available to current paratransit customers
- § Trips do not need to be scheduled in advance
- § Trips are not shared and are point to point
- § Trips requiring a Wheelchair Accessible Vehicle (WAV) are primarily provided through RTD's AaR fleet

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Process Summary

Process Summary

- § RTD commissioned an APTA Paratransit Peer Review to identify ways to improve AoD service and ensure its financial stability in Feb. 2024
- § Peer Review recommendations were presented to the Operations, Safety and Security (OSS) Committee in Nov. 2024
- § Staff presented preliminary recommendations to the OSS Committee on modifications to AoD to advance for approval in Mar. 2025
- § General Manager and CEO Debra Johnson engaged Board Members in a dialog surrounding two revised AoD scenarios in May 2025
- § Staff recommends the Preferred Scenario based on feedback from customers interested parties and Board Members

July 16, 2025

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Outreach Summary

- § Five virtual and two-in person public meetings conducted with paratransit customers and interested parties
- § Two in-person roundtable discussions held with leaders at advocacy organizations
- § Conducted two feedback surveys
- § Webpage developed to provide feedback was made available Dec. 2024 through Jan. 2025
- § Emails and pre-recorded messages disseminated using RTD's interactive voice response (IVR) phone system
- § Assessed 21 transit agencies relative to their on-demand programs

July 16, 2025

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AoD Recommendations Summary

Initial (November 2024)	Revised (March 2025)	Revised Scenario 1 (April 2025)	Revised Scenario 2 (April 2025)
Fare: \$4.50 base customer fare / \$2.25 LiVE fare	Fare: \$4.50 base customer fare / \$2.25 LiVE fare	Fare: \$6.50 base customer fare / \$3.25 LiVE fare	Fare: \$4.50/\$5.50/\$6.50 base customer fare / \$2.25 / \$2.75 / \$3.25 LiVE fare
Trip Cap: 30 per month	Trip Cap: 40 per month	Trip Cap: 50 per month	Trip Cap: 60 per month
Subsidy per Trip: \$30 per trip	Subsidy per Trip: \$20 per trip	Subsidy per Trip: \$20 per trip	Subsidy per Trip: \$20 per trip
Service Area: Mirror current AaR service area	Service Area: Mirror current AaR service area	Service Area: Mirror current AaR service area	Service Area: Mirror current AaR service area
Service Hours: Mirror AaR service hours currently in effect	Service Hours: Mirror AaR service hours currently in effect	Service Hours: Mirror AaR service hours currently in effect	Service Hours: Mirror AaR service hours currently in effect

July 16, 2025

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RTD



Program Recommendations

Access-on-Demand Preferred Scenario: June 2025

Preferred Scenario
Trip Cap: 60 per month (increased from 40)
Fare: \$6.50 per trip/\$3.25 LiVE fare
Subsidy per Trip: \$20 per trip
Service Area: Mirror current AaR service area
Service Hours: Mirror AaR service hours currently in effect

§ Yearly program cost decrease: \$5,597,304 (36.5%)

July 16, 2025

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RTD

Financial AoD Impacts – Preferred Scenario (June 2025)

Program Modification	Results to RTD	Yearly Reductions
Trip Cap: 60 per month	No Change	\$0
Upfront Fare: \$6.50	Program Revenue Increase	\$4,223,160
LiVE Discount: \$3.25	Program Revenue Decrease	(\$239,220)
Subsidy: \$20	Cost Savings	\$931,620
Service Area and Hours: Align with AaR	Cost Savings	\$681,744
Total Yearly Impact: \$5,597,304 (36.5%)		
Total Projected Yearly Spend: \$15,329,785 – \$5,597,304 = \$9,732,481		

July 16, 2025

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AoD Preferred Scenario (cont'd)

§ Staff evaluated many alternatives with a goal of having a cost savings of around 40% annually to provide more financial stability for the program

§ This is supplemental, premium service available to RTD's paratransit customers

- Trips do not need to be scheduled in advance
- Trips are not shared with other customers
- Trips are point to point

§ Customers can choose how to use their allocated number of trips

§ AaR is available for pre-scheduled and routine trips, or when customers reach 60-trip cap

July 16, 2025

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AoD Preferred Scenario (cont'd)

§ RTD provides the Wheelchair Accessible Vehicles (WAV) for most trips that require WAVs

- AoD trips with WAV vehicles reduce availability for AaR, a federally-required paratransit program, to operate
- AoD use of RTD's WAVs result in longer wait times for on-demand trips
- Providing WAV service reduces capacity on AaR by 17%

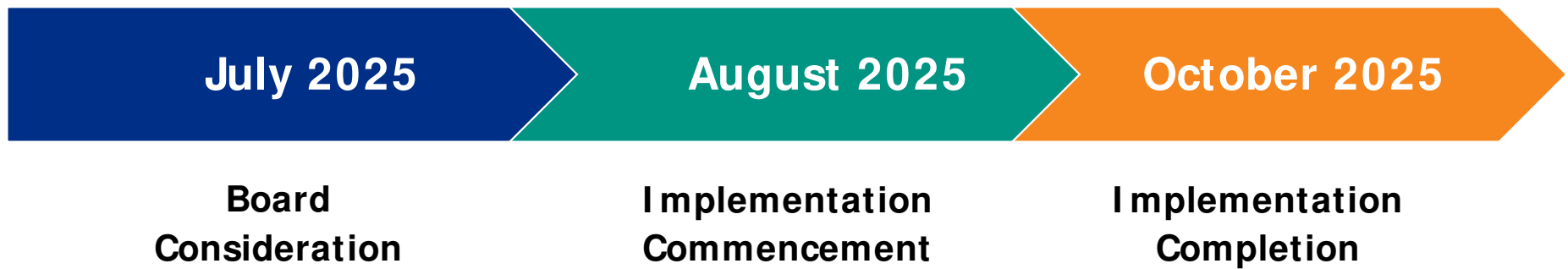
§ 95% of AoD trips completed in 2024 would still be eligible for the service with the AaR boundary in effect

July 16, 2025

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Proposed Next Steps – Revised AoD Recommendations



July 16, 2025

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Thank you.

rtd-denver.com



Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

SPECIAL BOARD MEETING

IN-PERSON/REMOTE

June 24, 2025
3:00 PM

I. Call to Order

Chair Bouquet called the meeting to order at 3:05 p.m.

II. Roll Call

Attendee Name	Title	Status	Arrived
Karen Benker	Director, District I	Present	3:15 PM
Julien Bouquet	Director, District G	Present	3:05 PM
Vince Buzek	Director, District J	Remote	3:05 PM
Peggy Catlin	Director, District N	Present	3:05 PM
Kathleen Chandler	Director, District F	Present	3:05 PM
Lynn Guissinger	Director, District O	Remote	3:05 PM
Chris Gutschenritter	Director, District D	Remote	3:40 PM
Michael Guzman	Director, District C	Present	3:05 PM
Ian Harwick	Director, District L	Absent	
Matt Larsen	Director, District E	Present	3:05 PM
Chris Nicholson	Director, District A	Remote	3:05 PM
Patrick O'Keefe	Director, District H	Present	3:05 PM
Brett Paglieri	Director, District M	Present	3:05 PM
JoyAnn Ruscha	Director, District B	Remote	3:08 PM
Troy Whitmore	Director, District K	Present	3:05 PM

Along with Directors and senior staff there were 19 public participants in attendance.

III. Public Comment

- Audrey DeBarros
- Richard Bamber
- Jack Rosenthal
- Joe Meyer
- Gary Sprung
- Darcy Kitching
- Mark Cathcart

Email

- Northwest Mayors and County Commissioners
- Commuting Solutions
- Colorado Passenger Rail Association
- Kathy Partridge
- Richard Bamber
- Elvira Ramos
- Nadeen Lester
- GDT
- CoPIRG, DSP, SWEEP, CCDC, SdIR, CC
- Citizens Advisory Committee
- Maura Daniels
- Lori Hewitt
- EJ Stone-Ehrhardt
- Suzanne Kloster
- Marcia Minke
- Sue Kruise
- Michael MacLauchlan

IV. Recommended Action

A. **Joint Service Intergovernmental Agreement**

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her delegate to execute the attached Intergovernmental Agreement for the Joint Service Executive Committee Oversight.

Motion: Director Benker made the motion to approve the Joint Service Intergovernmental Agreement.

Director Guissinger seconded the motion.

RESULT: PASSED [UNANIMOUS]
MOVER: Karen Benker, Director, District I
SECONDER: Lynn Guissinger, Director, District O
AYES: Benker, Bouquet, Buzek, Catlin, Chandler, Guissinger, Gutschenritter, Guzman, Larsen, Nicholson, O'Keefe, Paglieri, Ruscha, Whitmore
ABSENT: Ian Harwick

Chair Bouquet declared the motion **PASSED unanimously**

B. System Advertising Contract Termination

For the Board of Directors to authorize the General Manager and CEO or her delegate to execute all documents necessary to terminate RTD's System Advertising Contract with Lamar Transit for an amount not to exceed \$2,534,655.15.

Motion: Director Ruscha made the motion to approve the System Advertising Contract Termination.

Director Whitmore seconded the motion.

RESULT: PASSED [UNANIMOUS]
MOVER: JoyAnn Ruscha, Director, District B
SECONDER: Troy Whitmore, Director, District K
AYES: Benker, Bouquet, Buzek, Catlin, Chandler, Guissinger, Gutschenritter, Guzman, Larsen, Nicholson, O'Keefe, Paglieri, Ruscha, Whitmore
ABSENT: Ian Harwick

Chair Bouquet declared the motion **PASSED unanimously**.

V. Other Matters

None.

VI. Adjourn

Chair Bouquet adjourned the meeting at 3:55 p.m.

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assistive hearing devices
- Documents in alternative formats and language translations

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

BOARD OF DIRECTORS MEETING

IN-PERSON/REMOTE

June 24, 2025

5:30 PM

I. Call to Order

Chair Bouquet called the meeting to order at 5:30 p.m.

II. Pledge of Allegiance

Lead by Director Gutschenritter.

III. Land Acknowledgement

Read by Director Whitmore.

IV. Roll Call - Determination of Quorum

Attendee Name	Title	Status	Arrived
Karen Benker	Director, District I	Present	5:30 PM
Julien Bouquet	Director, District G	Present	5:30 PM
Vince Buzek	Director, District J	Present	5:30 PM
Peggy Catlin	Director, District N	Present	5:30 PM
Kathleen Chandler	Director, District F	Present	5:30 PM
Lynn Guissinger	Director, District O	Remote	5:30 PM
Chris Gutschenritter	Director, District D	Present	5:30 PM
Michael Guzman	Director, District C	Present	5:30 PM
Ian Harwick	Director, District L	Absent	
Matt Larsen	Director, District E	Present	5:30 PM
Chris Nicholson	Director, District A	Present	5:30 PM
Patrick O'Keefe	Director, District H	Present	5:30 PM

Brett Paglieri	Director, District M	Present	5:30 PM
JoyAnn Ruscha	Director, District B	Absent	
Troy Whitmore	Director, District K	Present	5:30 PM

Along with Directors and senior staff there were 8 public participants in attendance.

V. Statement of Employee Appreciation

Read by Director Larsen.

VI. Retiree Awards

Susan K. Altes – Senior Manager, Real Property – 31 years

Jill Fontaine – Lead Dispatcher – 20 years

Louis Carlos Lucero Jr. – Bus Operator – 21 years

Bud Nicholson – Light Rail Vehicle Maintenance Supervisor – 32 years

Kirk Osborn – Mechanic – 25 years

Theresa Rinker – Manager, Market Development – 25 years

VII. Public Participation

- James Flattum
- Mary Henneck
- Isaac Scholl
- Tessa Putnam
- Claudia Folska
- Richard Bamber
- Paola Solorzano
- Tim Keenan

Email

- Greater Denver Transit
- Jaime Lewis
- Tim Keenan
- Christian Cruce
- Alvin Cohen
- Brooke Shelley
- Cody Bates
- Mary Ann Overbay
- Don Anderson

VIII. External Entities Reports

- The Citizens Advisory Committee update was presented Co Chair, Eric Smith.

IX. Audit Committee Report

Presented by Committee Chair Buzek.

X. Finance and Planning Committee Report

Presented by Committee Chair Guzman.

XI. Operations, Safety, and Security Committee Report

None.

XII. Performance Committee Report

Presented by Committee Chair Guzman.

XIII. Approval of Board Meeting Minutes and Committee Reports

Motion: Director Guzman made the motion to approve the May 28th Special Board Meeting, the May 28th Board Meeting, and the June Committee Meeting minutes.

Director O'Keefe seconded the motion.

RESULT: **PASSED [UNANIMOUS]**

MOVER: Michael Guzman, Director, District C

SECONDER: Patrick O'Keefe, Director, District H

AYES: Benker, Bouquet, Buzek, Catlin, Chandler, Guissinger, Gutschenritter, Guzman, Larsen, Nicholson, O'Keefe, Paglieri, Whitmore

ABSENT: Ian Harwick, JoyAnn Ruscha

Chair Bouquet declared the motion **PASSED unanimously**.

XIV. Chair's Report

Presented by Chair Bouquet.

XV. General Manager's Report

Presented by Debra A. Johnson, General Manager and CEO.

XVI. Unanimous Consent

Motion: Director Guzman made the motion to approve Items A through F on the Unanimous Consent Agenda

Director Whitmore seconded the motion.

Chair Bouquet declared the motion **PASSED unanimously**.

A. Authorizations for General Manager and CEO - Central Park Development

For the Board of Directors to authorize the General Manager and CEO or her designee to negotiate and execute one or more option agreements, ground leases, and other documents related to the development of the real property located at 3801 N. Ulster Street, Denver, Colorado (the Property), with Ulysses Development Group.

B. Kalamath Rail Reconstruction Project Contract Award

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with RailWorks Partners LP (RailWorks) for the full-depth reconstruction of the Kalamath light rail intersection in downtown Denver, in an amount not to exceed \$3,585,990.

C. Light Rail Operating Facilities and Security Command Center Replacement HVAC Contract Award

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with JCOR, Inc., for the replacement of heating, ventilation, and air conditioning (HVAC) equipment at the Elati and Mariposa light rail facilities and the Security Command Center with a total not-to-exceed amount of \$3,510,598.

D. 2024 Annual Comprehensive Financial Report and Report to Governance

For the Board of Directors to accept into the records the Regional Transportation District's Annual Comprehensive Financial Report that includes audited financial reports relating to the year ended December 31, 2024.

E. State Lobbying Services Contract

For the Board of Directors to authorize the General Manager and CEO to enter into a contract for state lobbying services with Brandeberry McKenna Public Affairs (BBMK) for a term of three years with two option years for a total not-to-exceed contract cost over five years of \$690,000.

F. Appointment of Chair Bouquet to Senate Bill 25-161 Accountability Committee

For the Board of Directors to appoint Chair Bouquet to represent the Board of Directors as a non-voting member on the Accountability Committee established by Senate Bill 25-161 (SB161)

XVII. Recommended Action

None.

XVIII. Report of Director Activities

Directors Nicholson, Benker, Guzman, Chandler, Catlin, and Chair Bouquet spoke.

XIX. Other Matters

None.

XX. Adjourn

Chair Bouquet adjourned the meeting at 6:54 p.m.

DRAFT

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assistive hearing devices
- Documents in alternative formats and language translations

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

Performance Committee

Monday, July 7, 2025

REMOTE MEETING

8:30 AM

Performance Committee

Chaired by Michael Guzman

A. Call to Order

Committee Chair Guzman called the meeting to order at 8:30 a.m.

Attendee Name	Title	Status	Arrived
Michael Guzman	Committee Chair	Remote	8:30 AM
Chris Gutschenritter	Committee Vice Chair	Present	8:30 AM
Vince Buzek	Director, District J	Remote	8:30 AM
Peggy Catlin	Director, District N	Remote	8:30 AM
Lynn Guissinger	Director, District O	Remote	8:30 AM
Matt Larsen	Director, District E	Remote	8:30 AM
Chris Nicholson	Director, District A	Remote	8:30 AM

Also in attendance were Directors Benker, Chandler, and Chair Bouquet.

Along with Directors and senior staff there was 1 public participant in attendance.

B. Public Comment

None.

C. Recommended Action

- **2026 GM-CEO Short-term Goals**

For the Board of Directors to approve, pursuant to the General Manager and CEO (GM/CEO) performance framework adopted in January 2024 in alignment with the Board's employment agreement with the GM/CEO, the proposed short-term SMART goals for the performance period commencing January 1, 2026, and continuing through November 8, 2026.

Motion: Director Buzek made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Guissinger seconded the motion.

Motion To Amend:

Director Larsen made a motion to postpone Goal number two to September 2025.

No second was received for the motion.

Director Nicholson discussed amending Goal number two to September 2025.

Committee Chair Guzman declared the motion **PASSED**.

RESULT: **PASSED COMMITTEE [6 TO 1]**

MOVER: Vince Buzek, Director, District J

SECONDER: Lynn Guissinger, Director, District O

AYES: Guzman, Gutschenritter, Buzek, Catlin, Guissinger, Nicholson

NAYS: Matt Larsen

D. Other Matters

Director Gutschenritter spoke.

E. Next Meeting Date: Monday, September 8, 2025

F. Adjourn

Committee Chair Guzman adjourned the meeting at 9:37 a.m.

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assistive hearing devices
- Documents in alternative formats and language translations

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

DRAFT

Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

Audit Committee

Thursday, July 10, 2025

REMOTE MEETING

2:00 PM

Audit Committee

Chaired by Vince Buzek

A. Call to Order

Committee Chair Buzek called the meeting to order at 2:01 p.m.

Attendee Name	Title	Status	Arrived
Vince Buzek	Committee Chair	Remote	2:01 PM
Peggy Catlin	Director, District N	Remote	2:01 PM
Bobby Dishell		Remote	2:01 PM
Jim Brendel	Committee Vice Chair	Remote	2:01 PM
John Olenberger		Remote	2:01 PM

Along with Directors and senior staff there was 1 public participant in attendance.

B. Public Comment

None.

C. Recommended Actions

None.

D. Discussion Items

None.

E. Other Matters

None.

F. Next Meeting Date - Thursday, September 11, 2025**G. Executive Session**

Executive Session pursuant to § 24-6-402(4)(d), C.R.S. (specialized details of security arrangements), and § 24-72-204(2)(a)(VIII)(A), C.R.S., (specialized details of physical and cyber assets of critical infrastructure, protective measures, emergency response plans or system operational data of such assets that would be useful to a person in planning an attack on critical infrastructure), § 24-6-402(4)(c), C.R.S. (matters required to be kept confidential by federal law) and 49 C.F.R. Parts 15 and 1520 (sensitive security information), for discussion of internal auditor RubinBrown LLP's National Institute of Standards and Technology 2.0 Cybersecurity Framework and Transportation Security Administration Directive 1582-21-01B compliance assessment.

Motion: Committee Member Olenberger made the motion to move into Executive Session.

Committee Member Dishell seconded the motion.

The Executive Session was called to order at 2:10 p.m.

The Executive Session was adjourned at 2:57 p.m.

H. Adjourn

Committee Chair Buzek adjourned the main meeting into Executive Session at 2:07 p.m.

The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assistive hearing devices
- Documents in alternative formats and language translations

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

Finance and Planning Committee

Tuesday, July 15, 2025

REMOTE MEETING

5:30 PM

Conference Dial-in # 303-299-2663

Conference ID: 15120

Finance and Planning Committee

Chaired by Michael Guzman

A. Call to Order

Committee Chair Guzman called the meeting to order at 5:30 p.m.

Attendee Name	Title	Status	Arrived
Michael Guzman	Chair	Remote	5:30 PM
Karen Benker	Director, District I	Remote	5:30 PM
Peggy Catlin	Director, District N	Remote	5:30 PM
Lynn Guissinger	Director, District O	Remote	5:30 PM
Chris Gutschenritter	Director, District D	Absent	
Matt Larsen	Director, District E	Remote	5:30 PM
Patrick O’Keefe	Director, District H	Remote	5:30 PM

Also in attendance was Director Ruscha and Chair Bouquet.

Along with Directors and senior staff, there were 5 public participants in attendance.

B. Public Comment

None.

C. Information from External Entities

None.

D. Recommended Actions

- **2026 Comprehensive Operations Analysis**

For the Board of Directors to authorize a transfer of \$3,500,000 from the unrestricted fund, approve the scope summary for a solicitation, and authorize the General Manager and CEO (GM/CEO), or her designee, to enter into a contract for consulting services to conduct the 2026 Comprehensive Operational Analysis (COA).

Motion: Director Guissinger made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Larsen seconded the motion.

RESULT: PASSED COMMITTEE [5 TO 0]
MOVER: Lynn Guissinger, Director, District O
SECONDER: Matt Larsen, Director, District E
AYES: Guzman, Benker, Guissinger, Larsen, O'Keefe
ABSENT: Chris Gutschenritter
AWAY: Peggy Catlin

Committee Chair Guzman declared the motion **PASSED**.

- **Bus Stop Infrastructure and Accessibility Assessment Contract Amendment**

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to execute a change order to the contract with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) to facilitate the completion of enhanced scope of work elements for the Bus Stop Infrastructure and Accessibility Assessment (Project) in the amount of \$231,862, increasing the total amount not to exceed from \$608,772 to \$840,634.

Motion: Director O'Keefe made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Guissinger seconded the motion.

RESULT: PASSED COMMITTEE [5 TO 0]
MOVER: Patrick O'Keefe, Director, District H
SECONDER: Lynn Guissing, Director, District O
AYES: Guzman, Benker, Guissing, Larsen, O'Keefe
ABSENT: Chris Gutschenritter
AWAY: Peggy Catlin

Committee Chair Guzman declared the motion **PASSED unanimously**.

- **Downtown Rail Reconstruction Project Progressive Design Build Contract Award**

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to enter into a progressive design-build (PDB) contract with Flatiron Dragados-Herzog Downtown Rail Joint Venture (FDHJV) for the remaining phases of the Downtown Rail Reconstruction Project (DRRP), consisting of design and full-depth reconstruction of light rail tracks from 7th Street and West Colfax Avenue to 30th Street and North Downing Street in an amount not to exceed \$125,000,000.

Motion: Director Larsen made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Benker seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]
MOVER: Matt Larsen, Director, District E
SECONDER: Karen Benker, Director, District I
AYES: Guzman, Benker, Catlin, Guissing, Larsen, O'Keefe
ABSENT: Chris Gutschenritter

Committee Chair Guzman declared the motion **PASSED unanimously**.

- **East Metro Hoists Replacement Contract Award**

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with A.D. Miller Services, Inc., for the replacement of 15 bus hoists at the East Metro Bus Storage and Maintenance Facility for a total not-to-exceed amount of \$5,639,130.

Motion: Director Larsen made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director O'Keefe seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]
MOVER: Matt Larsen, Director, District E
SECONDER: Patrick O'Keefe, Director, District H
AYES: Guzman, Benker, Catlin, Guissinger, Larsen, O'Keefe
ABSENT: Chris Gutschenritter

Committee Chair Guzman declared the motion **PASSED unanimously**

- **US-36 and Sheridan Bus Platform Expansion Contract Award**

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with Krische Construction, Inc., for the expansion of the eastbound US-36 and Sheridan Station bus boarding platform from four to eight bus bays for a total not-to-exceed amount of \$3,321,093.62.

Motion: Director Larsen made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Guissinger seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]
MOVER: Matt Larsen, Director, District E
SECONDER: Lynn Guissinger, Director, District O
AYES: Guzman, Benker, Catlin, Guissinger, Larsen, O'Keefe
ABSENT: Chris Gutschenritter

Committee Chair Guzman declared the motion **PASSED unanimously**.

- **Bus Maintenance Facility Alternatives Analysis and National Environmental Policy Act Study**

For the Board of Directors to approve the summary scope of work (SOW) for a solicitation and to subsequently authorize the General Manager and CEO (GM/CEO) or her designee to enter into a contract for consulting services to conduct facility alternatives analysis and environmental planning work necessary to support the development of a new bus operations facility.

Motion: Director Larsen made the motion to move this item to the full Board at the July 29, 2025, Board Meeting.

Director Guissinger seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]
MOVER: Matt Larsen, Director, District E
SECONDER: Lynn Guissinger, Director, District O
AYES: Guzman, Benker, Catlin, Guissinger, Larsen, O'Keefe
ABSENT: Chris Gutschenritter

Committee Chair Guzman declared the motion **PASSED unanimously**.

E. Discussion Items

- **2026-2030 Five-Year Financial Forecast (FYFF)**
Presented by Kelly Mackey, Chief Financial Officer and Todd Nikkel, Senior Manager, Budget.
- **RTD Real Property Overview**
Presented by Carmelita Cervantes, Manager, Real Property.

F. Other Matters

Committee Chair Guzman, Director Nicholson, and Debra A. Johnson, General Manager and CEO spoke.

G. Next Meeting Date: Tuesday, September 9, 2025

H. Adjourn

Committee Chair Guzman adjourned the meeting at 8: 28 p.m.

The following communication assistance is available for public meetings:

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THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

Board of Directors

Chair – Julien Bouquet, District G
 First Vice Chair – Patrick O’Keefe, District H
 Second Vice Chair – Troy Whitmore, District K
 Secretary – Chris Nicholson, District A
 Treasurer – Karen Benker, District I

Vince Buzek, District J
 Peggy Catlin, District N
 Kathleen Chandler, District F
 Lynn Guissinger, District O
 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

Operations Safety and Security Committee

Wednesday, July 16, 2025

REMOTE MEETING

5:30 PM

Operations, Safety, and Security Committee

Chaired by Vice Chair Ian Harwick

A. Call to Order

Committee Vice Chair Harwick called the meeting to order at 5:30 p.m.

Attendee Name	Title	Status	Arrived
Vince Buzek	Director, District J	Remote	5:30 PM
Ian Harwick	Committee Vice Chair	Remote	5:30 PM
Kathleen Chandler	Director, District F	Remote	5:30 PM
Chris Nicholson	Director, District A	Remote	5:30 PM
Patrick O’Keefe	Director, District H	Present	5:30 PM
Brett Paglieri	Director, District M	Remote	5:30 PM
Troy Whitmore	Director, District K	Remote	5:30 PM

Also in attendance were Directors Benker, Catlin, Ruscha, and Chair Bouquet.

Along with Directors and senior staff, there were 18 public participants in attendance.

B. Public Comment

- Mary Sanders
- Tim Keenan
- Jaime Lewis
- Sarah Lee

- Zachary Dreicer
- Dave Bahr
- 9710 - Mason

Email

- Kori Gonzales
- Mary Henneck
- Jaime Lewis
- Carol Silvestain
- Wayne Eckerling

C. Selection of Chair

Selection of Chair and Vice Chair

Chair – Ian Harwick

Vice Chair – Kathline Chandler

D. Information from External Entities

None.

E. Recommended Actions

- **August 2025 Title VI Service Equity Analysis**

For the Board of Directors (Board) to adopt the Title VI Service Equity Analysis report for the August 2025 service change to comply with federal laws, regulations, and guidelines related to Title VI of the Civil Rights Act of 1964 (Title VI).

Motion: Director Whitmore made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Paglieri seconded the motion.

RESULT: **PASSED COMMITTEE [UNANIMOUS]**

MOVER: Troy Whitmore, Director, District K

SECONDER: Brett Paglieri, Director, District M

AYES: Buzek, Harwick, Chandler, Nicholson, O'Keefe, Paglieri, Whitmore

Committee Chair Harwick declared the motion **PASSED unanimously**.

- **August 2025 Service Change**

For the Board of Directors to approve the August 2025 Service Change as revised and summarized in Attachment A and to authorize the General Manager and CEO or her designee to execute contract amendments as necessary for private operators impacted by the service changes.

Motion: Director O'Keefe made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Buzek seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]
MOVER: Patrick O'Keefe, Director, District H
SECONDER: Vince Buzek, Director, District J
AYES: Buzek, Harwick, Chandler, Nicholson, O'Keefe, Paglieri, Whitmore

Committee Chair Harwick declared the motion **PASSED unanimously**

- **Access-on-Demand Program Modifications**

For the Board of Directors to approve modifications to the supplemental, premium Access-on-Demand (AoD) service for RTD's paratransit customers as described herein effective October 1, 2025.

Motion: Director Nicholson made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Whitmore seconded the motion.

Motion To Amend: Director Nicholson made a motion to amend this item with the following language:

The Access-On-Demand service area shall also include all origins and destinations that lie within three-quarters (¾) of a mile of any RTD fixed-route bus service, including commuter and regional bus routes.

Director Whitmore seconded the motion.

VOTE ON THE MOTION TO AMEND

RESULT: PASSED [6 TO 1]
MOVER: Chris Nicholson, Director, District A
SECONDER: Troy Whitmore, Director, District K
AYES: Harwick, Chandler, Nicholson, O'Keefe, Paglieri, Whitmore
NAYS: Vince Buzek

Committee Chair Harwick declared the motion to amend **PASSED**.

VOTE ON THE MAIN MOTION AS AMENDED

RESULT: PASSED COMMITTEE [5 TO 2]

MOVER: Chris Nicholson, Director, District A

SECONDER: Troy Whitmore, Director, District K

AYES: Harwick, Chandler, Nicholson, Paglieri, Whitmore

NAYS: Vince Buzek, Patrick O'Keefe

Committee Chair Harwick declared the main motion, as amended, **PASSED**.

- **Access-on-Demand Contract Extensions**

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into six-month contract extension amendments with existing providers for the Access-on-Demand (AoD) program effective January 1, 2026, through June 30, 2026, raising the not-to-exceed amount from \$37.8 to \$42.2 million.

Motion: Director Nicholson made the motion to move this item to the Full board at the July 29, 2025, Board Meeting.

Director Chandler seconded the motion.

RESULT: PASSED COMMITTEE [5 TO 2]

MOVER: Chris Nicholson, Director, District A

SECONDER: Kathleen Chandler, Director, District F

AYES: Harwick, Chandler, Nicholson, Paglieri, Whitmore

NAYS: Vince Buzek, Patrick O'Keefe

Committee Chair Harwick declared the motion **PASSED**.

F. Discussion Items

- **Longmont and Boulder Fixed-Route Service Contract**

Presented by Erin Vallejos, Acting Deputy Assistant General Manager, Bus Operations.

- **Transit Service Standards and Policies**

Presented by Debra A Johnson, General Manager and CEO and Jessie Carter, Senior Manager, Service Development.

G. Other Matters

Director Buzek spoke.

H. Next Meeting Date: Wednesday, September 10, 2025

I. Adjourn

Committee Chair Harwick adjourned the meeting at 8:37 p.m.

DRAFT

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THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS
MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

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 Chris Gutschenritter, District D

Michael Guzman, District C
 Ian Harwick, District L
 Matt Larsen, District E
 Brett Paglieri, District M
 JoyAnn Ruscha, District B

MINUTES

EXECUTIVE COMMITTEE

REMOTE MEETING

Thursday, July 24, 2025

11:15 AM

Executive Committee

Chaired by Julien Bouquet

I. Call to Order

Chair Bouquet called the meeting to order at 11:15 a.m.

Attendee Name	Title	Status	Arrived
Julien Bouquet	Chair	Remote	11:05 AM
Patrick O'Keefe	First Vice Chair	Absent	
Troy Whitmore	Second Vice Chair	Remote	11:05 AM
Chris Nicholson	Secretary	Remote	11:05 AM
Karen Benker	Treasurer	Remote	11:15 AM

Also in attendance were Directors Catlin, Chandler, Guissinger, Larsen, and Ruscha.

Along with Directors and senior staff there were 2 public participants in attendance.

II. Public Comment

- Joe Beaver
- Jaime Lewis

III. Recommended Action

A. Recommendation for Approval of RTD-ATU Collective Bargaining Agreement (CBA)

To authorize the General Manager and CEO (GM/CEO) to execute a three-year Collective Bargaining Agreement (CBA) with Amalgamated Transit Union, Local 1001 (ATU 1001) effective January 1, 2025 – December 31, 2027.

Motion: Director Whitmore made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Benker seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]

MOVER: Troy Whitmore, Second Vice Chair

SECONDER: Karen Benker, Treasurer

AYES: Julien Bouquet, Troy Whitmore, Chris Nicholson, Karen Benker

ABSENT: Patrick O'Keefe

Chair Bouquet declared the motion **PASSED unanimously**.

B. Recognition of Reverend Wade Blank via Honorary Name for Civic Center Station

For the Board of Directors to adopt an honorary name for Civic Center Station to recognize the life and career of Reverend Wade Blank and, in adopting the honorary name, change the name of Civic Center Station to Wade Blank Civic Center Station.

Motion: Director Benker made the motion to move this item to the full board at the July 29, 2025, Board Meeting.

Director Whitmore seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]

MOVER: Karen Benker, Treasurer

SECONDER: Troy Whitmore, Second Vice Chair

AYES: Julien Bouquet, Troy Whitmore, Chris Nicholson, Karen Benker

ABSENT: Patrick O'Keefe

Chair Bouquet declared the motion **PASSED unanimously**.

C. Ratification of Appointment of Director O’Keefe to the Operations, Safety, and Security Committee

For the Board of Directors to ratify Director Patrick O’Keefe’s appointment to the Operations, Safety, and Security Committee.

Motion: Director Nicholson made the motion to move this item to the Full board at the July 29, 2025, Board Meeting.

Director Benker seconded the motion.

RESULT: PASSED COMMITTEE [UNANIMOUS]

MOVER: Chris Nicholson, Secretary

SECONDER: Karen Benker, Treasurer

AYES: Julien Bouquet, Troy Whitmore, Chris Nicholson, Karen Benker

ABSENT: Patrick O’Keefe

Chair Bouquet declared the motion **PASSED unanimously**.

IV. July Board Meeting Agenda Review

Chair Bouquet noted the following changes to the July 29, 2025, Board Meeting agenda:

Due to public interest, the Access-on-Demand Program Modifications and the Collective Bargaining Agreement with ATU-1001 would be moved up on the agenda to occur immediately after External Entity Reports.

The Access-on-Demand Contract Extensions, currently listed as Item I on the Unanimous Consent Agenda would be moved to Recommended Actions as the item was not approved unanimously at the Committee level.

Director Nicholson suggested Item K, Recognition of Reverend Wade Blank via Honorary Name for Civic Center Station, be moved to after the Access-on- Demand item. The Chair agreed with and accepted the change.

Motion: Director Whitmore made the motion to move the agenda, as amended, to the full board at the July 29, 2025, Board Meeting.

Director Benker seconded the motion.

Chair Bouquet declared the motion **PASSED**.

V. Discussion Items

- **Monthly Government Relations Report – July 2025**

Presented by Michael Davies, Government Relations Officer.

- **Semiannual Report on Director Engagement**

Presented by Mr. Kroll, Executive Manager, Board Office

- **Semiannual Report on Director Requests**

Presented by Mr. Kroll, Executive Manager, Board Office

VI. Other Matters

Director Benker, Chair Bouquet, and Jack Kroll, Executive Manager, Board Office spoke.

VII. Adjourn

Chair Bouquet adjourned the meeting at 12:54 p.m.

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THE CHAIR REQUESTS THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.

BOARD OF DIRECTORS REPORT

2026 Comprehensive Operations Analysis

Committee Meeting Date:
July 16, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize a transfer of \$3,500,000 from the unrestricted fund, approve the scope summary for a solicitation, and authorize the General Manager and CEO (GM/CEO), or her designee, to enter into a contract for consulting services to conduct the 2026 Comprehensive Operational Analysis (COA).

STAFF REPRESENTATIVE

Doug Monroe, Manager, Corridor Planning (Operations)

Brian Welch, Senior Manager, Planning Technical Services

PRESENTATION LENGTH

10 minutes

BACKGROUND

A COA is used by transit agencies to address changing travel patterns, regional growth, and mobility needs in communities typically triennially. RTD's COA ensures the agency effectively delivers bus and rail services in a manner that supports its mission of making lives better through connections across the entire service area.

In July 2022, the Board of Directors adopted the agency's branded COA known as the System Optimization Plan (SOP), with a planning horizon concluding in 2027. The SOP is a detailed evaluation of travel patterns, demographics, and transit routes in the service area, and it includes recommended modifications to RTD's fixed-route services to better meet near-term mobility needs in the region. RTD's planned route reinstatements and modifications can be found in the SOP.

As is RTD's established practice, service plan modifications will continue to be implemented three times a year during service changes, which typically occur in January, May, and August/September.

In Q3 2025, RTD will commence efforts to conduct a new COA in 2026, focusing on future service modifications and community needs. The process to complete an updated COA typically takes 18 months and incorporates feedback and input from customers, stakeholders, and the community.

The COA will analyze current and projected boardings, customer demand, front-line staffing levels, land use, population growth, transit-oriented and housing developments, activity centers, and travel patterns. The final COA will serve as RTD's service development and delivery roadmap, ensuring the agency remains efficient and responsive to community needs.

This budget transfer is requested so that procurement of a consultancy can commence in 2025, and the project work can commence in early 2026.

DISCUSSION

If approved, staff will prepare a solicitation seeking consulting services to conduct the 2026 COA to include the following primary tasks:

1. **Project Management and Administration:** The consultancy will control and manage the project from start to finish.
2. **Stakeholder Engagement:** The consultancy will lead stakeholder engagement efforts to solicit the opinions of the Board, staff, local municipalities, customers, and the general public. The public hearings, as required, will also be conducted prior to any Board action.
3. **Current System Assessment:** The consultancy will evaluate the current fixed-route and demand response system by analyzing the characteristics and performance of existing services. The analysis will be reported to understand how services compare to each other and to industry standards. The Current System Assessment will also analyze RTD's operating and maintenance facilities and Service Development Division policies.
4. **Market Research, Market Segmentation, and Travel Demand Analysis:** The consultancy will provide a comprehensive analysis of who RTD's current and potential customers are in order to understand current ridership and inform decisions on future services. This will include the use of location-based services data.
5. **Framework and Strategies for Service Improvement:** The consultancy will develop a framework for improving service by presenting options for tradeoffs, service and network types, matching travel markets and services, service design guidelines, utilizing transit priority measures, and coordinating with non-RTD transit services.
6. **Develop an Updated Transit Network:** The consultancy will produce an updated transit fixed-route and demand-response network informed by information and decisions from the previous tasks. The updated transit network will include plans for phasing, workforce needs, infrastructure needs, cooperating, and cost sharing with local jurisdictions, RTD operating policies, and impacts to customers.
7. **Title VI Compliance:** The consultancy will ensure that all plans are compliant with Title VI of the Civil Rights Act of 1964.

Staff expects the project to be completed within 18 months of contract execution.

The 2026 COA will provide RTD with a new service plan moving forward. The lasting socio-behavioral shifts resulting from the COVID-19 pandemic and the corresponding impacts of remote work on transit demands are now better understood; evaluating transit service delivery under current conditions will allow RTD to better address customer needs and allocate agency resources where they can have the greatest impact.

In adopting this recommended action, RTD seeks to meet the 2021-2026 Strategic Plan Priorities of Community Value, Customer Excellence, and Financial Success by developing a COA that meets the needs of customers and the community and is reflective of RTD's fiscal reality.

FINANCIAL IMPACT

Funding for this action is derived from the 2025 budget.

Prepared by:

Doug Monroe, Corridor Planning Manager

Brian Welch, Senior Manager, Planning Technical Services

Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/11/2025

BOARD OF DIRECTORS REPORT

Bus Stop Infrastructure and Accessibility Assessment Contract Amendment

Committee Meeting Date:

July 15, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to execute a change order to the contract with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) to facilitate the completion of enhanced scope of work elements for the Bus Stop Infrastructure and Accessibility Assessment (Project) in the amount of \$231,862, increasing the total amount not to exceed from \$608,772 to \$840,634.

STAFF REPRESENTATIVE

Bill Sirois, Senior Manager, Transit Oriented Communities
Carl Green Jr., Director, Civil Rights Division

PRESENTATION LENGTH

10 minutes

BACKGROUND

Pursuant to the Amended and Restated Delegation of Authority and Competitive Selection (Resolution No.010, Series of 2022), the GM/CEO was authorized to enter a contract with Nelson\Nygaard on September 25, 2024, to facilitate the Project. The original contract amount was \$608,772, which falls within GM/CEO purchasing and contracting authority. The change order increase from \$608,772 to \$840,634 represents a 38% increase in the not-to-exceed amount. Resolution No.010 requires the Board of Directors to approve contract amendments or change orders that exceed a cumulative total of 25% of the original contract amount.

As identified in the scope of work for the contract, the purpose of the Project is to develop a comprehensive understanding of bus stop infrastructure within the RTD service area. Currently, RTD is lacking a comprehensive, up-to-date dataset related to bus stops. The Project has also engaged local stakeholders who have responsibilities for bus stops, since more than 96% of the stops within RTD's service area are controlled by others, including local jurisdictions, private property owners, and advertising entities. The purpose of engaging local stakeholders is to develop a systemwide strategy for enhanced investment in bus stop infrastructure and a more coordinated approach to bus stop management and maintenance. The specific scope elements included in the contract are as follows:

Task 1 - Project Management and Administration

- Regular coordination with the RTD project management team and Planning Advisory Group (PAG) and management of the subconsultants

Task 2 - Existing Conditions and Best Practices

- Analyze current practices regarding RTD's transit amenities and service delivery
- Review other agencies' bus stop infrastructure and amenities programs

Task 3 - Bus Stop Inventory and Gap Analysis

- Conduct extensive data collection on bus stop amenities, accessibility, right-of-way ownership, and maintenance responsibilities

Task 4 - Implementation and Prioritization Strategy

- Establish bus stop typologies to organize and standardize levels of bus stop amenities/investment
- Develop criteria to prioritize bus stop improvements

Task 5 - Governmental Stakeholder Outreach and Coordination

- Engage governmental stakeholders to improve coordination and establish a regional bus stop improvement framework

Task 6 - Final Report

The expected completion of the Project is slated to occur in Q1 2026. Staff plans to provide an update on the progress of the Project to the Finance and Planning Committee no later than November 2025. Currently, the focus of the Project is on data collection under Task 3.

DISCUSSION

In adopting this recommended action, the agency seeks to meet the 2021-2026 Strategic Plan priorities of Community Value and Customer Excellence. The purpose of this action is to ensure the successful completion of the Project.

Enhanced scope items are required above what was anticipated in the original scope of work. These additional items were requested by staff to ensure successful completion of the Project. There are several areas where additional scope has been completed or will be completed, including:

- *Improved Internal Staff Feedback Collection and Coordination* – Outside of administrative tasks and project oversight, the current scope for Task 1 (Project Management and Administration) only includes Consultant assistance with internal coordination to collect input from staff across numerous business units via meetings or interviews as appropriate. The scale of this Project requires more in-depth participation and feedback from staff identified as subject matter experts to inform key Project deliverables, including the existing conditions and best practices memo under Task 2, the data collection plan for Task 3, and a proposed methodology for prioritization and implementation of bus stop improvements under Task 4. To achieve this objective, the RTD project management team determined six Project Advisory Group (PAG) meetings will need to be conducted and facilitated by Nelson\Nygaard. The PAG includes RTD representatives who deal directly with bus stops from Bus Operations, Service Development, Asset Management, and

Capital Programs. The proposed change would increase the fee from \$54,275 to \$95,955 for an additional fee of \$41,680.

- *Right-Sized Data Collection Approach* – Task 3 (Bus Stop Inventory and Gap Analysis) was identified in the scope of work as the largest and most critical task of the Project. It was also clarified in the original project scope that "RTD will review the scope of data collection before a final notice to proceed is signed to ensure that the scale of the data collection effort is commensurate with the available budget." Prior to the contract notice to proceed, the RTD project management team agreed to defer the question on the scope of the data collection until Nelson\Nygaard formally developed a data collection plan with the support of the project management team and the PAG. The data collection plan has been developed and articulated that a significant increase in budget for the data collection task is justified. After reviewing RTD's existing bus stop data, Nelson\Nygaard with support from the RTD project management team concluded that imagery should be collected for all bus stops versus imagining only a subset of stops. This proposed change increased the task budget from \$268,820 to \$397,090, for a total increase of \$128,270.
- *Optimized Governmental and Stakeholder Outreach* – The RTD project management team determined that adding eight additional county workshops to the Project is critical to garner additional buy in from external stakeholders on a regional framework for investment in bus stops. This additional scope was not added to the original contract signed by Nelson\Nygaard in September 2024 and was deferred for future consideration. The need for eight additional workshops was determined to be the optimal amount after further discussion between Nelson\Nygaard and the RTD project management team. The RTD project management team is proposing to add this additional scope at this time. The proposed budget for Task 5 would be changed from \$54,204 to \$116,116, for a total increase of \$61,912.

Summary of Contract Amendment

The costs for the enhanced and additional scope are summarized below:

Task 1 – Project Management	\$41,680
Task 3 – Bus Stop Inventory and Gap Analysis	\$128,270
Task 5 – Governmental and Stakeholder Outreach	\$61,911
Total:	\$231,862

FINANCIAL IMPACT

Funding for this change order in the amount of \$231,862 would come from the unallocated Project funds originally approved in the 2025 budget.

Prepared by:

Carl Green Jr., Director, Civil Rights

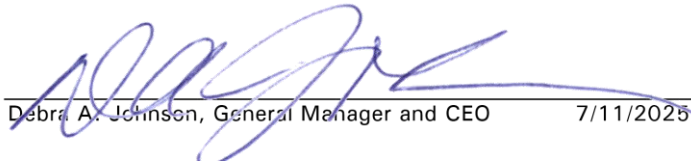
Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/11/2025

BOARD OF DIRECTORS REPORT

Downtown Rail Reconstruction Project Progressive Design Build Contract Award

Committee Meeting Date:

July 15, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize the General Manager and CEO (GM/CEO) or her designee to enter into a progressive design-build (PDB) contract with Flatiron Dragados-Herzog Downtown Rail Joint Venture (FDHJV) for the remaining phases of the Downtown Rail Reconstruction Project (DRRP), consisting of design and full-depth reconstruction of light rail tracks from 7th Street and West Colfax Avenue to 30th Street and North Downing Street in an amount not to exceed \$125,000,000.

STAFF REPRESENTATIVE

Jyotsna Vishwakarma, Acting Assistant General Manager, Capital Programs

PRESENTATION LENGTH

10 minutes

BACKGROUND

RTD's Central Corridor (Corridor) is the oldest rail segment in the agency's light rail system, having opened for revenue service on Friday, October 7, 1994. The Corridor extends 5.3 miles from I-25-Broadway Station to 30th-Downing Station. With the Corridor approaching its 30th year in continuous revenue service, several paved track segments along the Corridor require full-depth reconstruction, and associated rail infrastructure requires replacement as part of long-term operations and maintenance of RTD's assets to improve safety and mobility, address aging transit infrastructure, and extend the design life of the agency's key transportation assets.

Maintaining the agency's assets in a state of good repair through sound asset management principles furthers RTD's Strategic Initiative of Back to Basics. These principles involve identifying, funding, and implementing projects to replace assets as they meet their expected useful life.

DISCUSSION

As presented to the Board by the GM/CEO at the March 25 and June 24, 2025, Board meetings, respectively, RTD is completing the DRRP in four phases. Phase 1 was successfully completed in September 2024 and focused on track reconstruction at five key intersections in downtown Denver. Under the PDB contract, FDHJV will perform design and construction work required to replace the rail and associated substructure and upgrade certain stations in downtown Denver from 7th Street and West Colfax Avenue to 30th Avenue and North Downing Street (Phases 2 through 4), except for the Kalamath Street portion of Phase 3, which will be performed under a separate contract authorized by the Board on June 24, 2025.

The approximately 10,000 linear feet of track and crossing replacement will complete the track replacement through these corridors and limit the need for future disruption of service for required maintenance.

Design for this work is anticipated to commence immediately upon execution of the PDB contract with construction of Phases 2 and 3 anticipated to be completed by August 2026 and construction of Phase 4 anticipated to be completed by September 2027.

In adopting this recommended action, the agency seeks to meet the 2021-2026 Strategic Plan Priorities of Community Value, Customer Excellence, and Financial Success.

Solicitation Overview

On December 2, 2024, RTD advertised a solicitation for a PDB contractor to complete the DRRP. Proposals were received April 7, 2025.

After evaluation of responsive proposals based upon the published evaluation criteria, a seven-member technical proposal evaluation panel and a three-member cost proposal panel scored the proposals. FDHJV was the highest scoring proposer and is recommended for award.

FINANCIAL IMPACT

Funding for the contract, in an amount not to exceed \$125,000,000, is included in the 2025 Budget.

RTD has submitted a Congressionally Directed Spending/Community Project grant application to the Federal Transit Administration (FTA) for \$4,850,000 to supplement this RTD funding. This award, if received from the FTA, will be used for the design of Phases 2 and 3.

ATTACHMENTS:

- Back to Basics - June 2025 GM Report - Attachment A (PDF)

Prepared by:

Thomas Marzolf, DRRP Project Manager

Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO 7/10/2025

June 24, 2025



**We Make Lives Better
Through Connections.**

Back to Basics

DOWNTOWN RAIL RECONSTRUCTION PROJECT

Debra A. Johnson
General Manager and CEO

Outline



Back to Basics



**Proactive
Strategies**



**Downtown Rail
Reconstruction**



Next Steps



Back to Basics

State of Good Repair

- Ensuring assets are in a **state of good repair** is one of the agency's highest priorities
 - Guarantees previous investments in the system remain intact
 - Supports operationally safe, accessible, and dependable services
 - Preserves investment in a reliable transit infrastructure
- Required by regulatory oversight entities
- **All transit agencies should undertake projects to maintain assets**

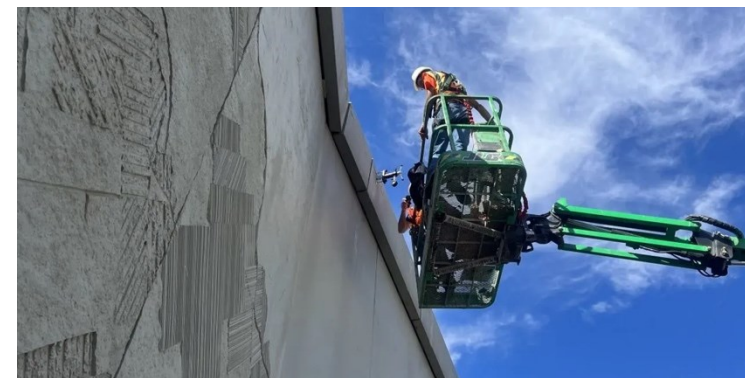
Agency's Fixed Assets

- **RTD has more than \$9 billion in fixed assets**
 - Guided by the FTA-mandated Transit Asset Management (TAM) Plan
 - Assets are at varying ages and useful life
 - Regularly monitored and inspected
 - Includes facilities, vehicles, rail track, signals, bridges, stations, etc.

Aging Assets

RTD's enhanced focus on key asset renewals

1. Identify equipment and infrastructure at end of useful life
2. Minimize risk and maximizes safety
3. Prevent unplanned service disruptions



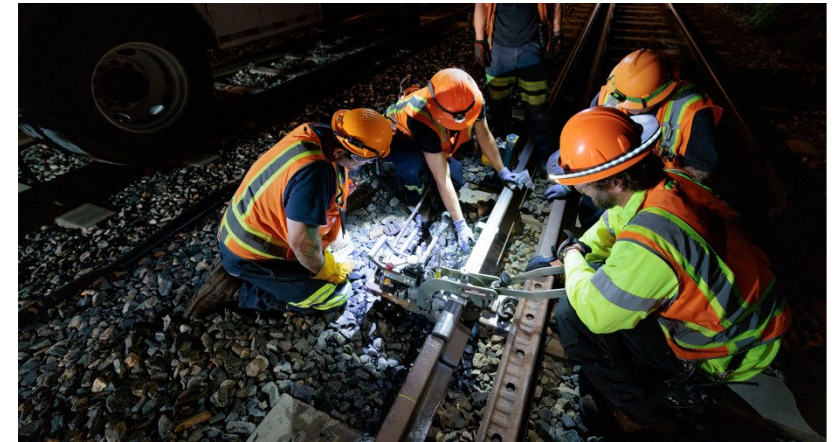
June 3, 2025

Infrastructure

- Full-depth rail reconstruction
- Overhead wire replacement
- Railhead grinding and track maintenance
- Station concrete repairs and replacement



Planned Service Disruptions



June 3, 2025



Proactive Strategies

Elati Light Rail Operating Facility

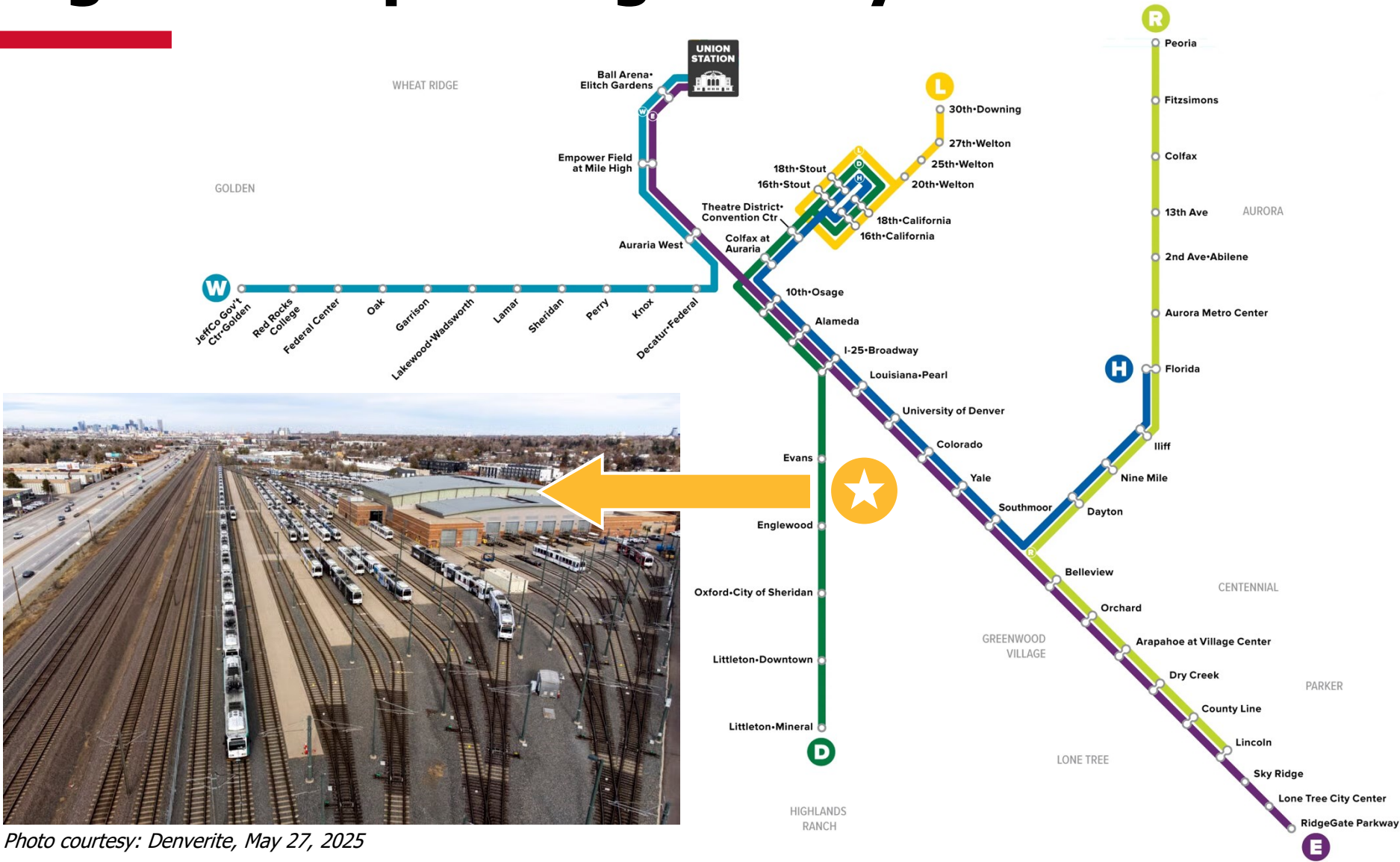
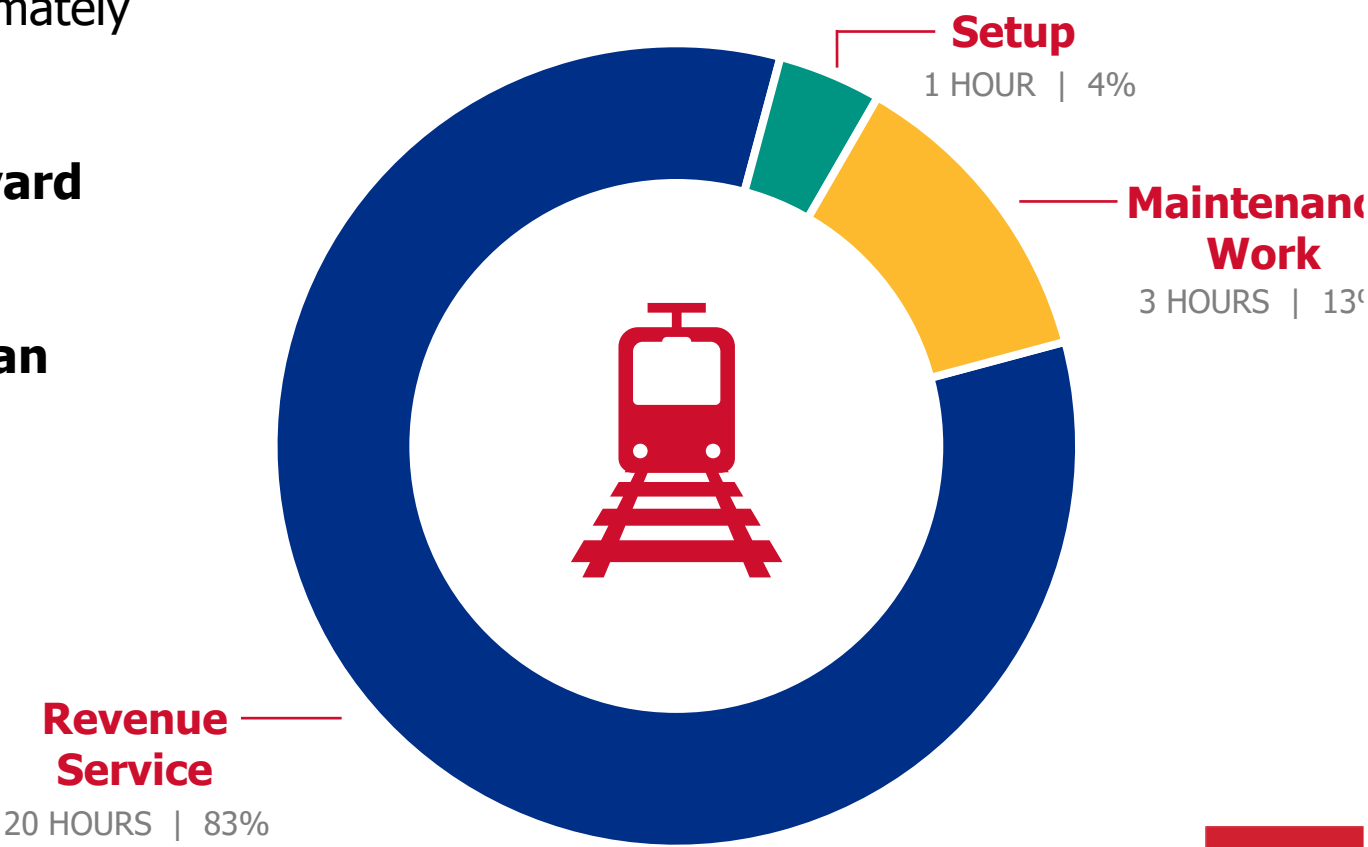


Photo courtesy: Denverite, May 27, 2025



Right-of-Way Access

- Light rail revenue service is provided approximately **20 out of 24 hours** every day
- All light rail trains **must return to the rail yard** prior to work commencing
- Overnight maintenance windows are **less than four hours**
- Adding days raises costs and increases risks



Strategies and Tactics



When possible, complete work during off-peak hours or overnight windows



Consolidate work



Communicate in advance and provide regular updates



Provide bus shuttles for short-term, full closures and communicate alternate services

Communication Tactics

Customers	Stakeholders	Board of Directors	Public
▪ Service Alerts ▪ Social media ▪ Web and mobile application notices ▪ On-vehicle and facility signage ▪ Impact Team ▪ Digital signs ▪ Customer Care scripts	▪ Project toolkits, FAQs, community meetings, and outreach events ▪ Transit Management Associations/Organizations ▪ Subregional Service Councils and local municipalities ▪ Non-profit and neighborhood-based organizations	▪ Project toolkits and presentation materials ▪ Regular cadence of status updates ▪ Director-specific updates and outreach meetings based on project’s location	▪ News releases, media advisories, and reporter interviews ▪ Project website ▪ Paid media campaign ▪ Community outreach and engagement events





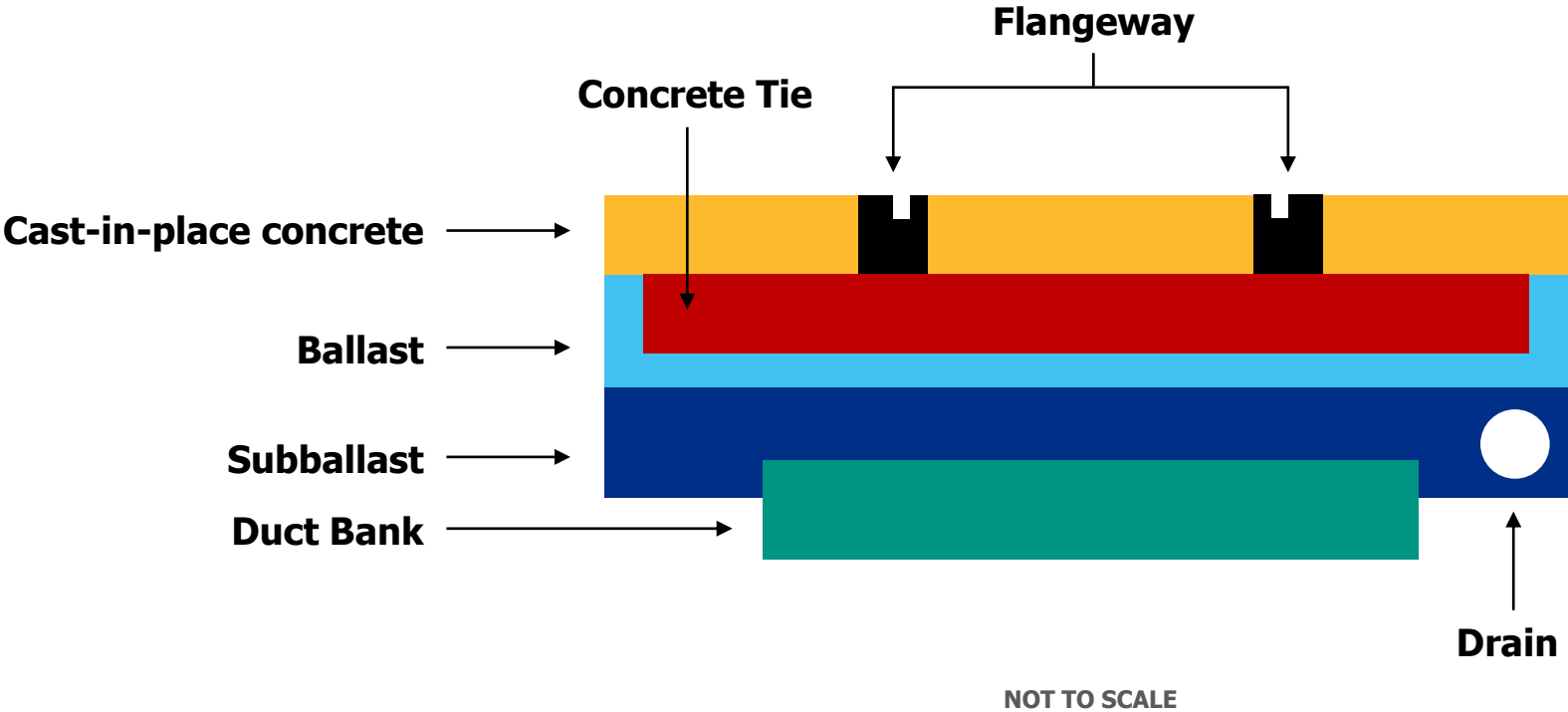
Downtown Rail Reconstruction Project

Reconstruction Project Overview

- Project was prioritized to maintain assets in a state of good repair
 - Work emphasizes planned closures versus unplanned service disruptions
 - Time-specific closures to minimize inconvenience to customers
- Reconstruction will be completed in four phases
 - Phase One was completed in 2024
 - Work will be completed out of the phase's numerical sequence
- RTD is regularly meeting with the City and County of Denver (CCD) to discuss potential street closures and develop traffic detour plans for subsequent phases



Full-Depth Reconstruction



Phase One



COMPLETED



1
Stout and 15th



2
California and 15th



3
Stout and 17th



4
California and 17th



5
Broadway and Welton

Phase Two



Downtown Loop Midblock

- Full-depth reconstruction of the midblock tangent tracks not previously replaced
- Impact to D, H, and L lines

Phase Three

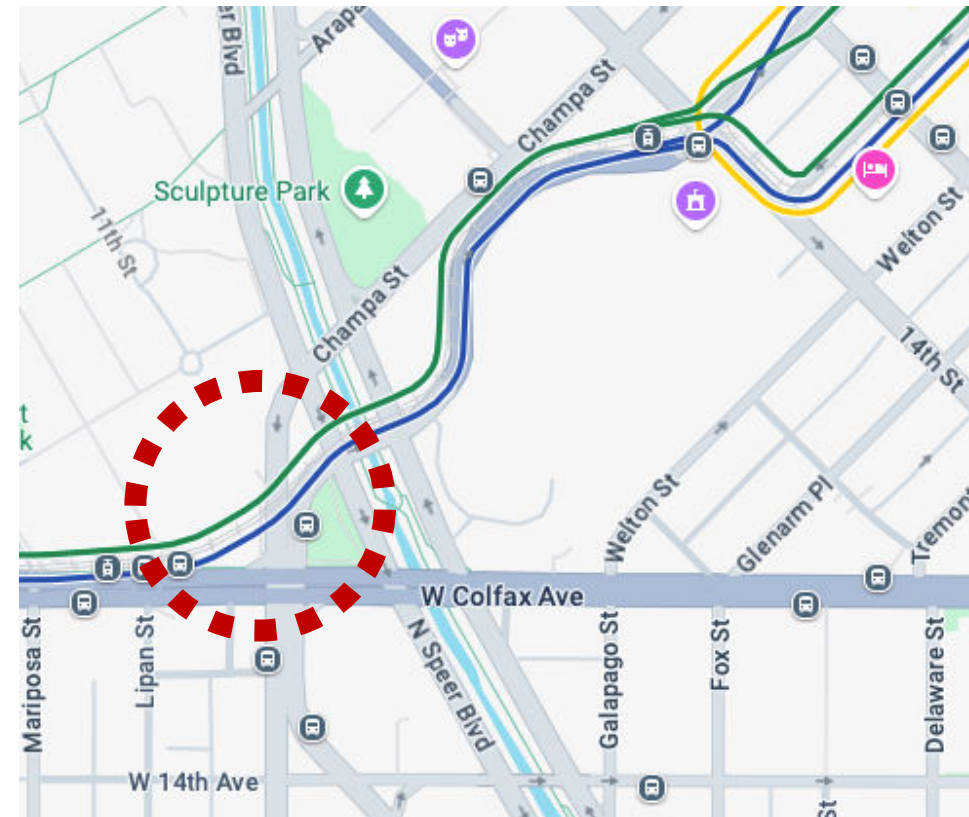


Kalamath Crossing and Colfax Alignment

- Full-depth reconstruction of existing light rail track
- Excludes track near the Colorado Convention Center
- Impact to D and H lines

Phase Three: Kalamath Street Crossing

- The at-grade crossing is part of RTD's original light rail line
- Serves the D and H lines in and out of the Downtown Loop
 - Approximately 16 trains each hour cross Kalamath Street
- Temporary maintenance work was completed in 2024 to stabilize the rail base



16.C.a



86
Days

Sept. 2
to
Nov. 27

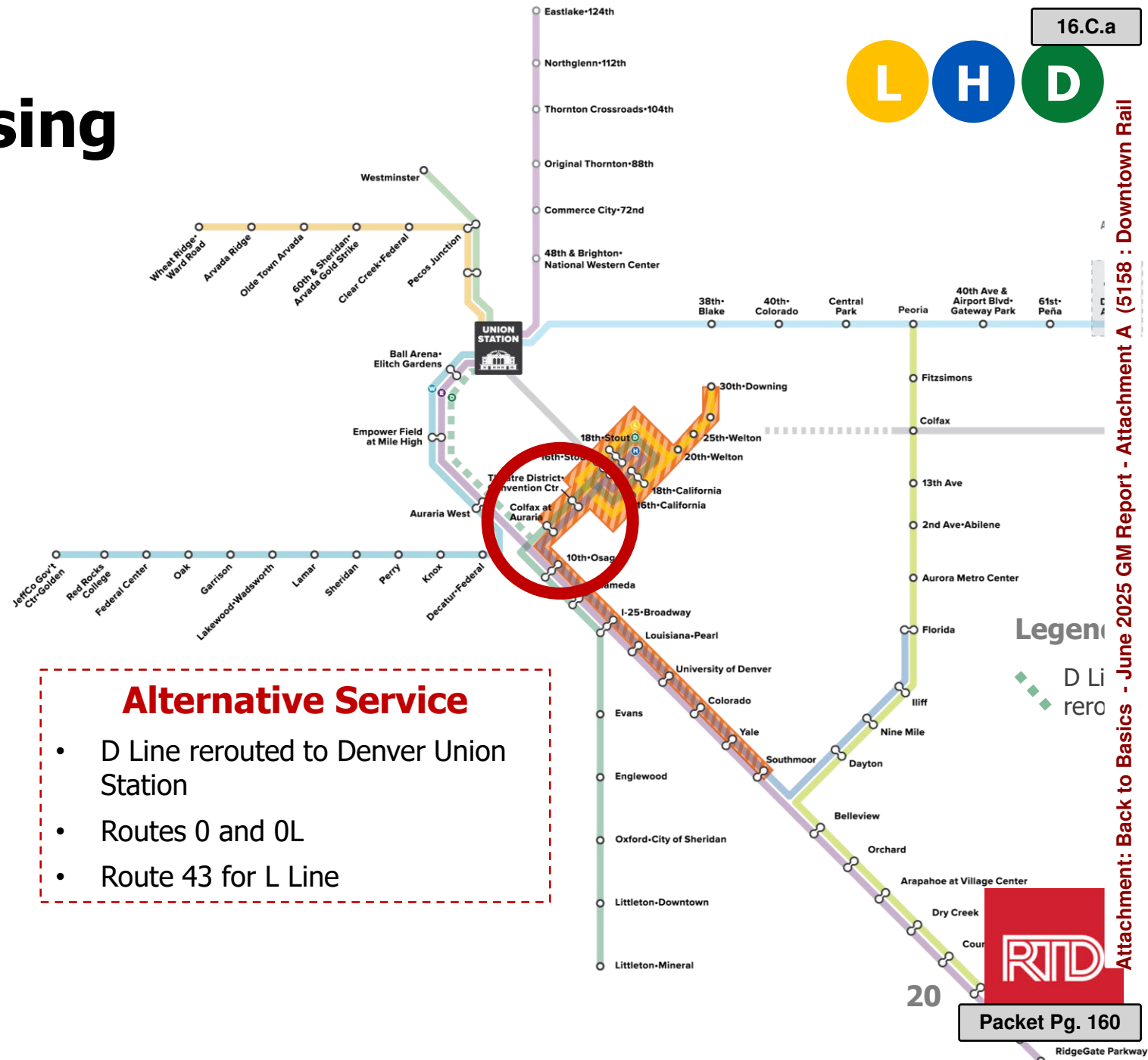


Full depth rail reconstruction



Reduce planned and unplanned maintenance

June 3, 2025



Attachment: Back to Basics - June 2025 GM Report - Attachment A (5:38 : DOWNTOWN RAIL)

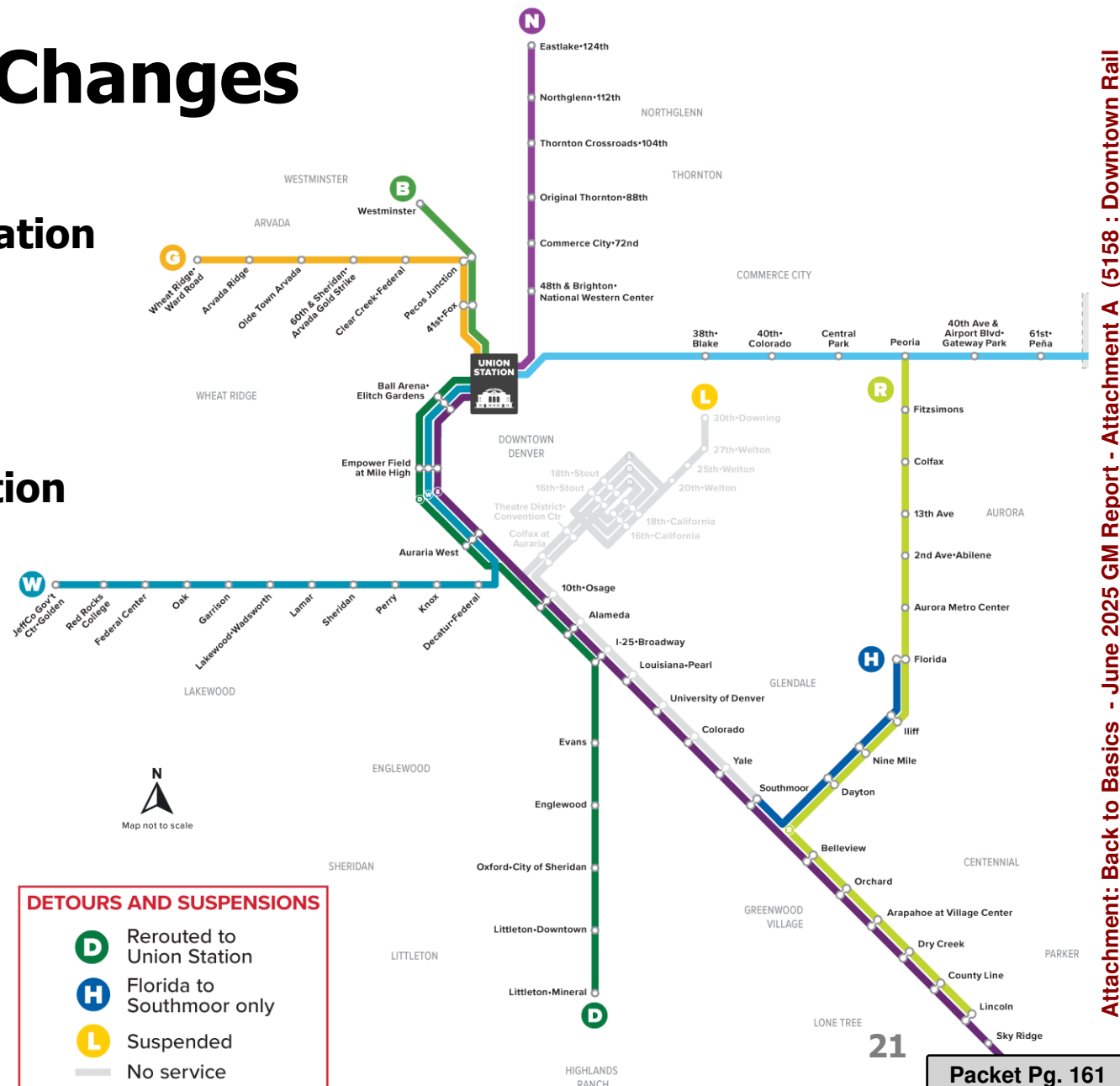


Packet Pg. 160

idgeGate Parkway

Proposed August Service Changes

- **D Line will be rerouted to Denver Union Station**
 - Littleton-Mineral Station to Union Station
 - Maintain 15-minute frequencies
 - **H Line will be truncated at Southmoor Station**
 - Florida Station to Southmoor Station
 - Maintain 15-minute frequencies
 - **L Line service will be suspended**
 - Bus Route 43 is an alternative
- 



Phase Four



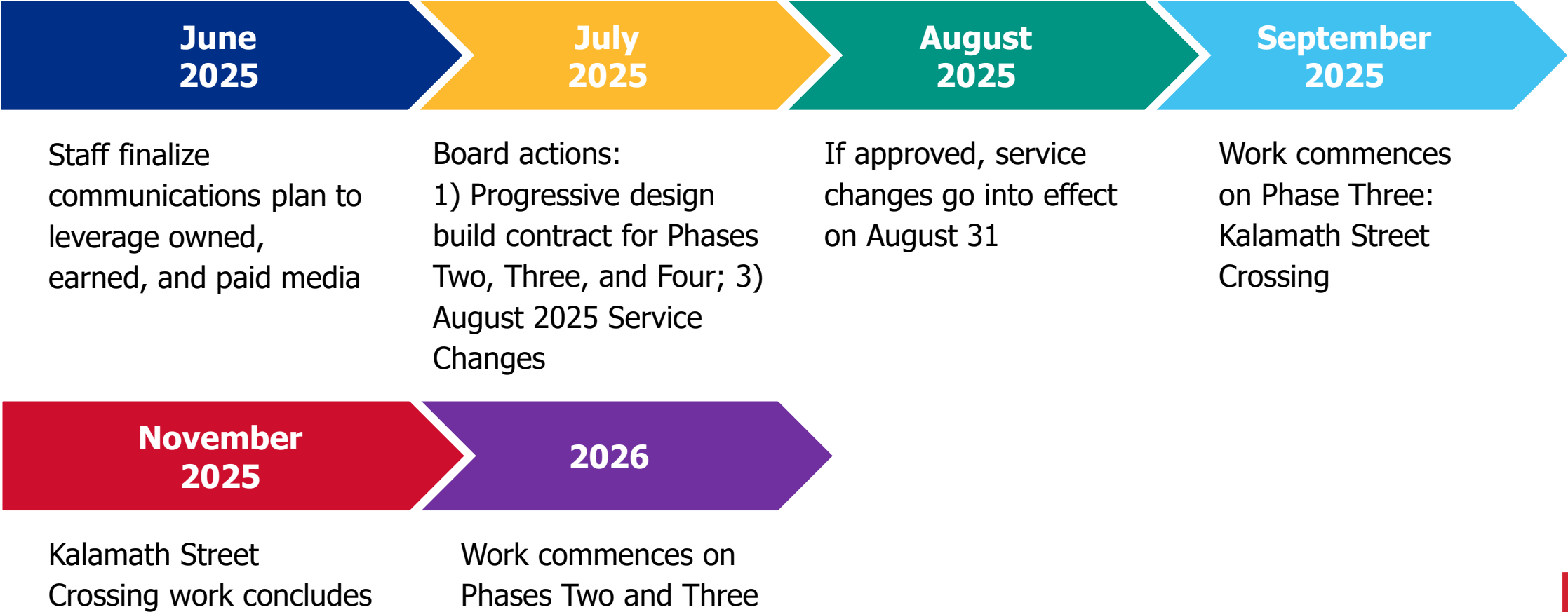
Welton Street Corridor

- Full-depth reconstruction of existing light rail track
- Evaluate station accessibility
- Replace high blocks at platforms
- Impact to L Line



Next Steps

Near-Term Timeline



June 3, 2025



Thank you.

rtd-denver.com

BOARD OF DIRECTORS REPORT

East Metro Hoists Replacement Contract Award

Committee Meeting Date:
July 15, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with A.D. Miller Services, Inc., for the replacement of 15 bus hoists at the East Metro Bus Storage and Maintenance Facility for a total not-to-exceed amount of \$5,639,130.

STAFF REPRESENTATIVE

Jyotsna Vishwakarma, Acting Assistant General Manager, Capital Programs

PRESENTATION LENGTH

5 minutes

BACKGROUND

As part of the agency's asset management renewal process, staff identified 15 original bus hoists that have met their useful life and require replacement. These hoists were installed during the building's construction in 1977, and the existing hoists have been repaired and had parts replaced for more than 45 years.

The hoists will be replaced with new scissors and platform lifts.

DISCUSSION

In adopting this recommended action, the agency seeks to meet the 2021-2026 Strategic Plan Priorities of Community Value, Employee Ownership, and Financial Success.

On March 27, 2025, RTD issued a solicitation for a contractor to complete the Hoist Replacement project based on prepared plans and specifications. Proposals were due on May 23, 2025. The evaluation committee recommends A.D. Miller Services, Inc., as the most qualified proposer.

Should the Board approve this recommendation, the contractor will phase installation of the lifts to accommodate maintenance operations. The project is expected to be completed within 18 months following contract award.

FINANCIAL IMPACT

Up to \$2,829,048.00 of the costs of this project will be paid for through a Colorado Department of Transportation award. The remaining cost will be funded from existing capital improvement dollars allocated in the 2025 Budget.

Prepared by:
Richard Rost, Manager, Facilities Engineering

Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/10/2025

BOARD OF DIRECTORS REPORT

US-36 and Sheridan Bus Platform Expansion Contract Award

Committee Meeting Date:
July 15, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into a contract with Krische Construction, Inc., for the expansion of the eastbound US-36 and Sheridan Station bus boarding platform from four to eight bus bays for a total not-to-exceed amount of \$3,321,093.62.

STAFF REPRESENTATIVE

Jyotsna Vishwakarma, Acting Assistant General Manager, Capital Programs

PRESENTATION LENGTH

5 minutes

BACKGROUND

The existing eastbound bus boarding platform at US-36 and Sheridan Station is configured to include four straight bus bays that serve all eastbound Flatiron Flyer (FF) trips in addition to local routes. When all routes are running at capacity, the limited amount of bus bays is insufficient, resulting in operational inefficiencies and impacts to service.

With this project, the bus loading plaza will grow from the current four, straight bus bays to eight bus bays total (six sawtooth and two straight). The addition of four sawtooth bus bays and the reconfiguration of two of the existing straight bus bays to sawtooth bus bays will result in an increase in operational efficiency, ease of use by RTD bus operators, and improved customer orientation and experience. The additional bus bays will provide for sufficient capacity for local and FF bus services as identified in the System Optimization Plan. A new, separate Americans with Disabilities Act-compliant accessible ramp with adjacent stairs will be constructed for better access to the newly configured bus platform from the Park-n-Ride lot.

DISCUSSION

In adopting this recommended action, the agency seeks to meet the 2021-2026 Strategic Plan Priorities of Community Value, Customer Excellence, and Employee Ownership.

On May 20, 2025, RTD issued an invitation for bids for a contractor to complete the bus platform reconfigurations based on prepared plans and specifications. Bids were due on June 24, 2025. Krische Construction, Inc., submitted the lowest responsive and responsible bid.

The project is expected to be completed within six months following the contract award.

FINANCIAL IMPACT

Up to \$1.5 million of the cost will be paid for through a Colorado Department of Transportation grant administered through the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) initiative. The remaining cost will be funded from existing capital improvement dollars allocated in the 2025 Budget.

ATTACHMENTS:

- RTD_Board_Presentation_US36 and Sheridan_V2 (PPTX)

Prepared by:

Patrick Stanley, Manager, Engineering Programs

Approved by:

Angel Peña

7/8/2025

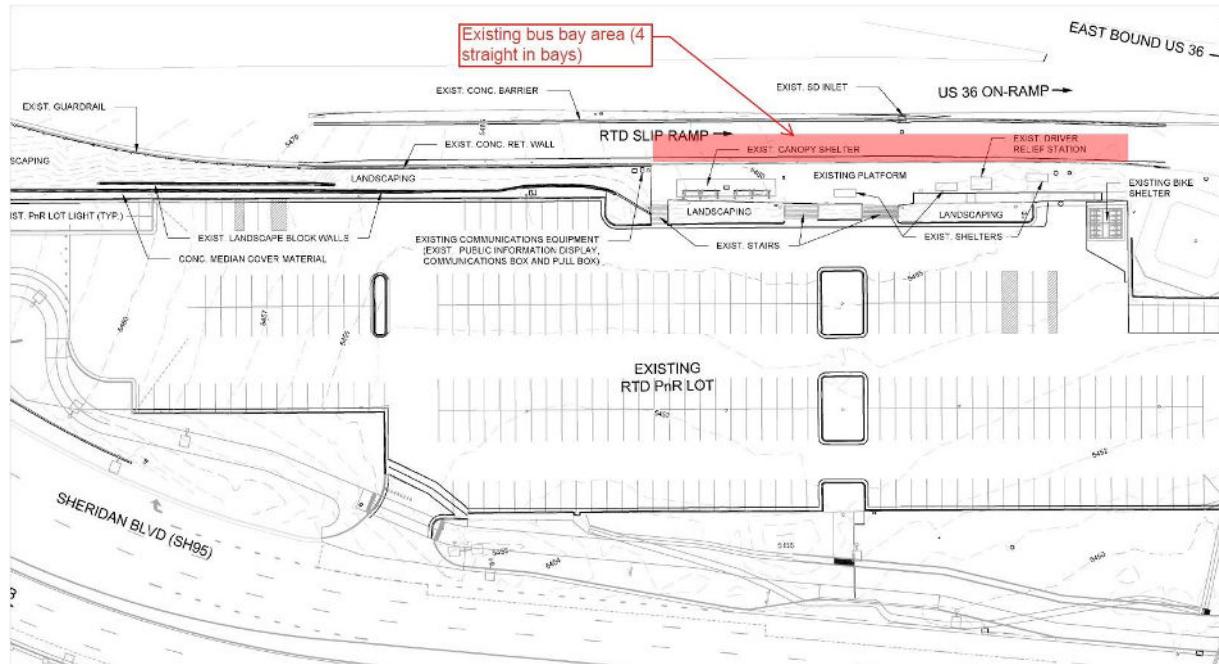
Authorized by:

Debra A. Johnson, General Manager and CEO

7/10/2025

US36 and Sheridan Bus Platform Expansion

ATTACHMENT 1 – Existing Configuration



CURRENT CONFIGURATION

§ 4 straight-in bus bays

CHALLENGES

- § Insufficient capacity for all routes (local and Flatiron Flyer (FF))
- § Straight-in bus bays lead to inconsistent stop locations – affects operators and customers

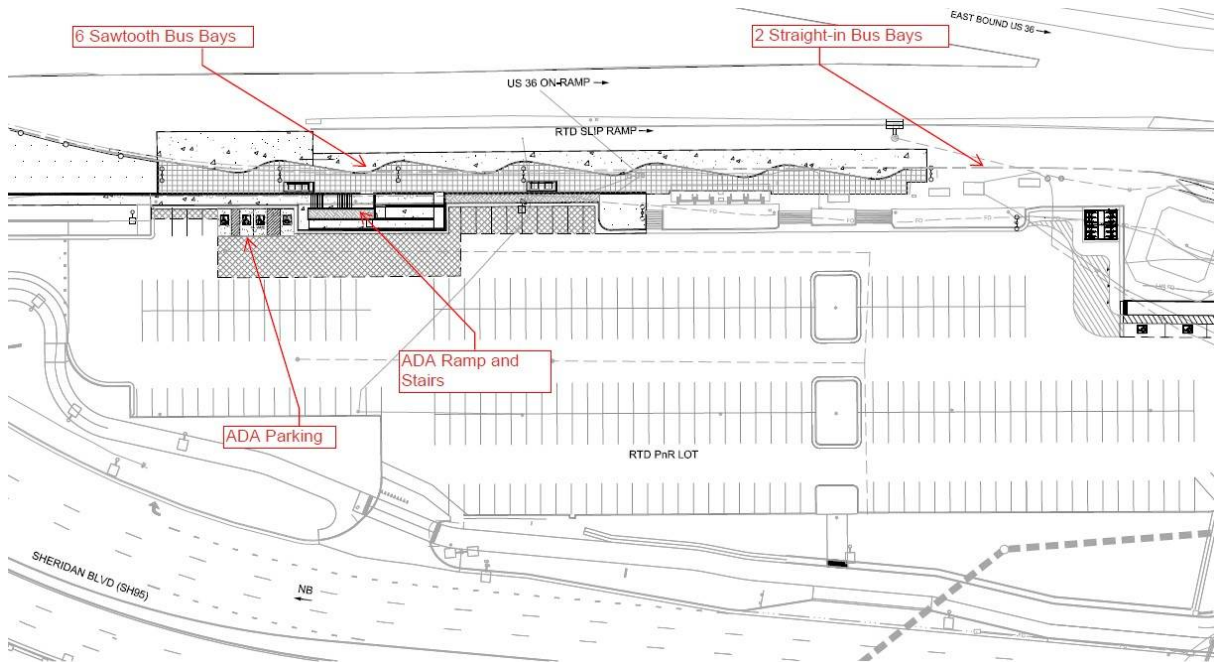


Public Facilities: US36 and Sheridan Eastbound Platform



US36 and Sheridan Bus Platform Expansion

ATTACHMENT 2 – Revised Configuration



PROPOSED CONFIGURATION

- § 6 Sawtooth bus bays
- § 2 Straight in bus bays
- § New ADA ramp and stairs

BENEFITS OF PROPOSED

- § Increased capacity
- § Improved customer orientation and experience
- § Ease of use for RTD bus operators



Public Facilities: US36 and Sheridan Eastbound Platform



BOARD OF DIRECTORS REPORT

Bus Maintenance Facility Alternatives Analysis and National Environmental Policy Act Study

Committee Meeting Date:

July 15, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to approve the summary scope of work (SOW) for a solicitation and to subsequently authorize the General Manager and CEO (GM/CEO) or her designee to enter into a contract for consulting services to conduct facility alternatives analysis and environmental planning work necessary to support the development of a new bus operations facility.

STAFF REPRESENTATIVE

Bill Sirois, Senior Manager, Transit Oriented Communities

Susan Wood, Planning Project Manager II

Chris Quinn, Planning Project Manager

PRESENTATION LENGTH

10 minutes

BACKGROUND

To meet the agency's evolving bus fleet needs in the coming decades, staff is preparing to release a solicitation seeking consulting services to conduct environmental planning work necessary to support the development of a new bus operations facility. A new facility has been identified in the agency's long-range plans for several years. Reimagine RTD, a long-range comprehensive operational analysis completed in 2022, analyzed RTD's existing bus operations facilities and determined that the facilities were not adequate to meet the growing needs of the Denver region. Additionally, RTD's 2024 Facilities and Fleet Transition Plan (FFTP) assessed RTD-owned property for its ability to accommodate a new operations facility. This project will build on prior work and include a facility alternatives analysis and a National Environmental Policy Act (NEPA)-level environmental planning review for RTD's next bus operations facility. Completion of the NEPA process will allow the facility to be eligible for future federal funding.

DISCUSSION

The scope summary includes the following primary tasks:

1. *Project Management and Administration:* The contractor will maintain overall management and control of the project from start to finish.
2. *Alternatives Analysis:* The contractor will analyze up to five sites, plus a no-build scenario, for suitability of a new bus operations facility. The contractor will conduct a thorough alternatives analysis.
3. *NEPA Documentation:* The contractor will complete the NEPA process, including necessary documentation and public involvement, to ensure environmental compliance.

4. *Stakeholder/Public Engagement:* The contractor will conduct engagement with stakeholders and with the public necessary to advance the study.
5. *Preliminary Engineering:* Concurrent with the NEPA process, the contractor will create space programming and preliminary design plans for the selected site, sufficient to support the NEPA process and inform future design phases.
6. *Funding Strategy:* Funding for construction has not yet been identified; accordingly, the contractor will develop a strategy for acquiring the funding necessary to advance the project through construction.
7. *FFTP Reassessment:* Using the completed FFTP as a building block, the contractor will assess how a new bus operations facility will integrate into RTD's transition plan.

Staff expects the facility alternatives and NEPA study to be completed within two years of contract execution.

In adopting this recommended action, the agency seeks to meet the 2021-2026 Strategic Plan priorities of Community Value and Customer Excellence.

FINANCIAL IMPACT

Funding for the study is included in the Board-adopted 2025 Budget.

Prepared by:

Chris Quinn, Project Manager, Planning

Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/10/2025

BOARD OF DIRECTORS REPORT

August 2025 Title VI Service Equity Analysis

Committee Meeting Date:

July 16, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

For the Board of Directors (Board) to adopt the Title VI Service Equity Analysis report for the August 2025 service change to comply with federal laws, regulations, and guidelines related to Title VI of the Civil Rights Act of 1964 (Title VI).

STAFF REPRESENTATIVE

Martin Romero, Transit Equity Manager, Civil Rights Division

Carl Green Jr., Director, Civil Rights Division

Jessie Carter II, Senior Manager, Service Development

PRESENTATION LENGTH

15 minutes

BACKGROUND

The service change proposed for August 2025 facilitates opportunities for bus and rail operators to select new work shift assignments and for Service Development to adjust the overall operations plan for the transit network. Additionally, with the Board's adoption of the Reimagine RTD System Optimization Plan (SOP), several of the service change proposals reflect SOP implementation to provide the best possible value to customers.

The Board-adopted guidance for proposed service changes continues to be:

- Service performance evaluation based on service standards
- Maintaining the overall integrity of the transit network and on transit-dependent markets
- Making alternative services available to affected customers
- Cost-effective distribution throughout the District and Family of Services and the ability to enhance service when possible
- Compliance with Title VI of the Civil Rights Act: benefits and services are provided without regard to race, color, or national origin; also, disparate effects on Black Indigenous People of Color (BIPOC) and low-income populations
- Response to changes in the communities where services are provided

Title VI Service Equity Analysis Requirements

The Federal Transit Administration's (FTA) Circular 4702.1B provides its recipients of financial assistance with instructions for achieving compliance with Title VI. FTA requires RTD to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold to determine whether those changes will result in adverse effects. The August 2025 service

change recommendation includes nine major service changes out of 58 total changes. Thus, an analysis is required to be brought before the Board for its consideration. The complete Title VI Service Equity Analysis report is included in Attachment A.

Title VI Service Equity Analysis Policies

Per FTA Circular 4702.1B Chapter IV.7, RTD must establish a Major Service Change Policy, a Disparate Impact Policy, and a Disproportionate Burden Policy. On May 28, 2025, the Board adopted the 2025-2028 Title VI Program Update including updates to these policies. Collectively, these policies provide the foundational requirements for evaluating service change proposals for equity. These policies and their applicable thresholds are listed below:

Major Service Change Policy: defined as a 25% or greater change in service hours, route miles (including re-routes), daily service span, or frequency of any bus route or rail line within a single service proposal or cumulatively in any period within 36 consecutive months; the implementation of a new route/line; and the elimination, discontinuation, or retirement of an existing route/line. All major service changes will be subject to an equity analysis that includes an analysis of adverse effects.

- RTD defines “adverse effect” as any impact on transit services resulting from major service changes, such as service decreases, route modifications, schedule adjustments, or other modifications, that may:
 - Disproportionately burden Black, Indigenous, and People of Color (BIPOC) and/or low-income populations compared to non-BIPOC and/or non-low-income populations, or
 - Disproportionately benefit non-BIPOC and/or non-low-income populations as compared to BIPOC and/or low-income populations

Disparate Impact Policy: A major service change should not adversely affect BIPOC populations 10% more than non-BIPOC populations; this level of impact is considered a disparate impact.

Disproportionate Burden Policy: A major service change should not adversely affect a low-income population 10% more than non-low-income populations; this level of impact is considered a disproportionate burden. A low-income population is a group of households who are at or below 200% of the Department of Health and Human Services Poverty Guidelines.

DISCUSSION

Staff proposes changes to 52 bus routes (and related patterns) and six rail lines in the forthcoming service change recommendation. Of these changes, nine services have proposed additions or reductions to service 25% greater than that of baseline service and thus meet established thresholds for a major service change. Those routes are shown in the following table.

Service Increase	30, 35, 36, 135, 327, FF2, FF4, LX2

Service Decrease	29, 30, 35

**Route 35 appears in both the service increase and service decrease sections because the proposed change includes increased service frequency and a reroute. Likewise, Route 30 includes a segment extension and a segment discontinuance.*

Methodology: Disparate impact and disproportionate burden analyses were performed at the route/line level, route/line block group, and system level to identify any potential disparities in service changes based on race/ethnicity or income. This analysis uses demographic data from the Census Bureau's American Community Survey (ACS) 5-Year Estimates for years 2019 to 2023 at the census block group geographic level.

The assessment also included data from its 2024 systemwide onboard survey, which included 18,285 weekday responses (66% bus, 33% rail), weighted to reflect 170,000 average weekday rides. Systemwide, BIPOC customers made up 56% of boardings and low-income customers 52%, both higher than district averages from the 2019–2023 ACS (38.2% BIPOC, 20.3% low-income).

Routes were classified as having a greater, moderate, or lesser share of BIPOC or low-income customers based on their percentage point difference from system averages. Only routes with statistically valid sample sizes were used in equity comparisons. Valid ridership data supplemented population-based analysis and helped assess potential adverse impacts of proposed service changes.

Additionally, RTD quantifies the impacts of proposed changes on Access to Jobs and Key Activity Centers, including jobs, retail/convenience stores, human and social service providers, senior facilities, and educational institutions. Jobs is derived from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) 2022 dataset. Key Activity Centers uses two data sources: Environmental Systems Research Institute (ESRI) Business Analyst 2022-2023 and Denver Regional Council of Governments (DRCOG) Regional Data 2024.

Summary of Findings:

Potential disparate impacts and/or disproportionate burdens were identified at the individual route level for the following six routes:

- **Route 29:** A higher percentage of the District's BIPOC population (0.68%) stands to be negatively impacted more from the proposed major service decrease as compared to the non-BIPOC population (0.37%). A higher percentage of the District's low-income population (0.78%) stands to be negatively impacted more from the proposed major service decrease as compared to the non-low-income population (0.42%). Further, the route-level ridership data show that 69% of boardings are by BIPOC customers, indicating a greater concentration of BIPOC customers on the route. The onboard survey route-level analysis also shows that 82% of boardings are by low-income customers; however, the sample size for this group is too small to be considered statistically valid.

- Route 30: A higher percentage of the District's BIPOC population (0.54%) stands to be impacted negatively more from the proposed major service decrease as compared to the non-BIPOC population (0.36%). The route-level ridership data show that 66% of boardings are by BIPOC customers, indicating a greater concentration of BIPOC customers on the route. Additionally, 76% of boardings are by low-income customers, also indicating a greater concentration of low-income customers.
- Route 35: A higher percentage of the District's low-income population (0.38%) stands to be impacted negatively more from the proposed major service decrease as compared to the non-low-income population (0.31%). The route-level ridership data show that 64% of boardings are by BIPOC customers, indicating a greater concentration of BIPOC customers on the route. Additionally, 60% of boardings are by low-income customers, indicating a moderate concentration of low-income customers.
- Route 135: A lower percentage of the District's low-income population (0.54%) stands to benefit less from the proposed major service increase as compared to the non-low-income population (0.79%). The route-level ridership data show that 64% of boardings are by BIPOC customers, indicating a greater concentration of BIPOC customers. The onboard survey shows that 41% of boardings are by low-income customers; however, the sample size is too small to be considered statistically valid.
- Route FF2: A lower percentage of the District's BIPOC population (0.71%) stands to benefit less from the proposed major service increase as compared to the non-BIPOC population (0.95%). The route-level ridership data show that 43% of boardings are by BIPOC customers, indicating a lesser concentration of BIPOC customers. Additionally, 37% of boardings are by low-income customers, indicating a lesser concentration of low-income customers.
- Route FF4: A lower percentage of the District's BIPOC population (0.64%) stands to benefit less from the proposed major service increase as compared to the non-BIPOC population (0.82%). The route-level ridership data show that 43% of boardings are by BIPOC customers, indicating a lesser concentration of BIPOC customers. Additionally, 37% of boardings are by low-income customers, indicating a lesser concentration of low-income customers.

The proposed major service changes were also examined in aggregate, at the system level, to determine overall impacts to equity populations compared to non-equity populations.

- For system-level service increases, BIPOC populations stand to benefit more than non-BIPOC populations (7.58% vs. 5.87%, respectively). This difference does not meet the disparate impact threshold of 5.28%. Therefore, there is no system-level disparate impact finding with the proposed major service increases. Low-income populations stand to benefit more than non-low-income populations (9.32% vs. 5.69%, respectively). The difference does not meet the 10% disproportionate burden threshold of 5.12%. Therefore, no system-level disproportionate burden is found with the proposed major service increases.

- For system-level service decreases, BIPOC populations stand to benefit less than non-BIPOC populations (0.85% vs. 0.70%, respectively). This difference meets the disparate impact threshold of 0.77%. Therefore, a system-level disparate impact finding is found with the proposed major service decrease. Low-income populations stand to benefit slightly less than non-low-income populations (0.82% vs. 0.74%, respectively). The difference does meet the 10% disproportionate burden threshold of 0.81%. Therefore, a system-level disproportionate burden is found with the proposed major service decrease.

Conclusions:

There are no system-level disparate impacts or disproportionate burdens for the eight major service increases. BIPOC populations received 1.71% more of a benefit compared to non-BIPOC areas. Moreover, low-income populations received 3.63% more benefit than non-low-income populations. Although several route-level and system-level findings indicate potential disparate impacts and disproportionate burdens, RTD recommends proceeding with the August 2025 service change as proposed. This recommendation is grounded in fair and equitable distribution of transit services, alignment with the Board-approved SOP, substantial legitimate justification, and the absence of practical alternatives that would achieve the same objectives with fewer impacts to BIPOC or low-income communities.

Among the proposed changes, one route, 29, initially presented potential equity concerns. However, these are effectively mitigated through complementary service redesigns. Route 29 is set to be fully replaced by Route 30, preserving existing coverage and frequency. These adjustments help maintain access to key destinations and minimize the risk of inequitable outcomes.

The proposed elimination to the western segment of Route 30 results in a disparate impact finding at the route level. The proposed reroute to Route 35 will help minimize the impact by replacing most of the eastbound service from Wadsworth/Hampden PnR to West Yale Avenue/South Hooker Street before heading south on Federal Boulevard. However, two of the five stops between West Dartmouth Ave/South Raleigh St and South Lowell Blvd/West Linvale Place exceed a quarter mile of available service, which provides a degree of concern as these stops will not have any replacement service. Per the disparate impact policy, RTD shall consider modifications to the proposed change to ensure it avoids, minimizes, or mitigates the impact. At this juncture, the proposed reroute does not provide practical alternatives to continue service to these stops or avoid these potential impacts.

The proposed reroute of Route 35 results in a disproportionate burden due to the loss of coverage in specific areas. Route 76 will help minimize the impact by providing an alternative service option from Southwest Plaza to South Wadsworth Boulevard/West Mansfield Avenue as well as westbound from West Jefferson Avenue/ South Wadsworth Boulevard to Southwest Plaza. However, five of the 11 eastbound stops between West Jefferson/South Wadsworth Boulevard to West Dartmouth Avenue/South Sheridan Boulevard exceed a quarter mile of available service, which provides a degree of concern as these stops will not have any replacement service. Per the disproportionate burden policy, RTD will consider modifying the proposal to mitigate the impact where practicable. At this juncture, the proposed reroute does not provide practical alternatives to continue service to these stops or avoid these potential impacts.

Of the 58 total proposed service changes, nine qualify as major service increases. Seven of these serve areas with high concentrations of BIPOC customers, and eight serve areas with high concentrations of low-income customers. The observed benefit differences in the route-level analysis are relatively small—ranging from 0.16% to 0.75%—and do not indicate systemic inequities. While some route-level findings suggest potential concerns, these are addressed through broader network-level planning decisions, including route consolidation, targeted enhancements to underserved areas, and improved frequencies.

Taken together, the proposed August 2025 service change advances the agency's 2021–2026 Strategic Plan Priority of delivering Community Value, while ensuring continued compliance with Title VI federal regulations. RTD will continue to monitor and assess equity implications for future service proposals, and where appropriate, propose adjustments to promote fair and inclusive transit outcomes.

Based on the full analysis, while isolated disparate impacts and disproportionate burdens have been identified, RTD finds that the service plan does not result in an overall inequitable distribution of benefits or burdens. Impacts have either been mitigated through complementary service changes or are supported by substantial legitimate justification aligned with agency goals. RTD recommends proceeding with the August 2025 service changes as proposed and remains committed to monitoring these areas and engaging communities to identify future adjustments where feasible.

FINANCIAL IMPACT

The adoption of the Title VI Service Equity Analysis will not result in any direct or foreseeable financial impacts.

ATTACHMENTS:

- Attachment A Title VI Service Equity Analysis Report for August 2025 Service Change Recommendation (PDF)
- Attachment B August 2025 Service Equity Analysis Recommended Action Item (PPTX)

Prepared by:

Martin Romero, Transit Equity Manager

Approved by:



Angel Peña

7/8/2025

Authorized by:



Debra A. Johnson, General Manager and CEO 7/9/2025

Title VI Service Equity Analysis Report

August 2025 Service Changes

Attachment: Attachment A Title VI Service Equity Analysis Report for August 2025 Service Change Recommendation (5163 : August 2025 Title VI Service Equity Analysis)

Service Equity Analysis: August 2025

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Service Equity Analysis: August 2025

Executive Summary

This document summarizes the analysis of major service changes proposed for the **August 2025** runboard to ensure that the changes will not inequitably impact Black, Indigenous, and People of Color (BIPOC) and low-income populations. A major service change is defined as a 25% or greater change in service hours, route miles (including re-routes), daily service span, or frequency of any bus route or rail line within a single service proposal or cumulatively in any period within 36 consecutive months;¹ the implementation of a new route/line; and the elimination, discontinuation, or retirement of an existing route/line.

RTD’s Title VI Program defines the process to identify major service changes, disparate impacts (DI), and disproportionate burdens (DB). All major service changes are subject to an equity analysis that includes examining adverse effects. RTD analyzes the route and block group levels to identify any potential disparities in service changes based on race/ethnicity or income.

Major Service Changes

In the forthcoming runboard, RTD proposes changes to **52 bus routes (and related patterns) and six rail lines**. Of these changes, **nine** meet established thresholds for a major service change:

Service Increase	Route 30: Southbound trips of Route 30 extended from Federal/Evans to Littleton/Downtown Station, as well as matching headways as described in the System Optimization Plan: weekday service from 4:00 a.m. to 1:00 a.m., while Saturday and Sunday service would operate 5:00 a.m. to 1:00 a.m. This recommendation replaces Route 29 with no loss in coverage or frequency.
	Route 35: Trips between Federal/Evans and Wadsworth/Hampden Park-and-Ride rerouted, covering areas no longer served by Route 30 due to its extension to Littleton/Downtown Station. Service frequency increased to 30 minutes for most of the day. Additionally, seasonal tripper service on the Route 30 replaced with a concurrent tripper on Route 35, covering the same area and time as the previously discontinued seasonal tripper service.
	Route 36: Schedule adjustments to establish consistent hourly headway during all hours of operation.
	Route 135: Peak period service frequency increased (a.m. and p.m. peaks) to 30 minutes. Base period service to remain at 60-minute frequency.
	Route 327: Hours of operation extended on weekdays and Saturdays to 7:00 p.m., while also making minor changes to schedule. The change addresses needs of transit-dependent workers in Longmont, matches operation hours of Routes 324 and 326, allows for improved connections, and improves on-time performance.
	Route LX2: Three southbound morning peak and two evening peak trips added, as well as two northbound morning peak and three evening peak trips, per the System Optimization Plan (SOP).
	Route FF2: Three eastbound morning peak and two evening peak trips added, as well as westbound two morning peak and three evening peak trips, to address occurring overloads, between 7:00 a.m. and 8:30 a.m. as well as 4:00 p.m. and 5:30 p.m. on weekdays.
Service Decrease	Route FF4: Route FF4 reinstated by adding four peak period trips in each direction.
	Route 29: With the implementation of changes to the Route 30, Route 29 eliminated and replaced by extended trips on the Route 30 – South Federal.
	Route 30: Service to Bear Valley via Dartmouth discontinued; instead, service continues straight along Federal Blvd between Colfax Ave and Littleton Downtown Station.
	Route 35: Route 35 south of Wadsworth/Hampden truncated to eliminate service duplication to Long/Bowles.

Findings

1. No system-level DI or DB finding for the eight major service increases.
2. Two out of the eight major service increases resulted in a potential DI, and one resulted in a potential DB at the route level.
3. System-level DI and DB finding for the two major service decreases. Specifically, a slightly greater percentage of BIPOC populations are more likely to be negatively impacted from the decreases than non-BIPOC populations (0.85% vs. 0.70%, respectively). Likewise, a slightly greater percentage of low-income populations are more likely to be negatively impacted from the decreases than non-low-income populations (0.82% vs. 0.74%, respectively).

¹ The cumulative 36-month period begins when the first change to a route/line is made.

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4. Two out of three major service decreases resulted in a potential DI, and two resulted in a potential DB at the route level.

Introduction

Title VI

The mission of the Regional Transportation District (RTD) is to make lives better through connections, and its vision is to be the trusted leader in mobility, delivering excellence and value to our customers and community. Title VI and equity are central to this mission and vision. An equitable mass transit system ensures that the benefits and burdens of service are distributed fairly, regardless of race, color, national origin, or income level. This principle is detailed and reinforced by Title VI of the Civil Rights Act of 1964.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs receiving federal financial assistance. Specifically, Title VI states, “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Federal Transit Administration’s (FTA) Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI. In this circular, the FTA requires RTD to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold, and to determine whether those changes will have a disproportionately negative impact on populations comprising BIPOC or low-income populations.

RTD has prepared this equity analysis to document changes that are proposed to occur between the current and proposed service change packages. These changes and all others have been reviewed individually at the route/line level and in aggregate at the block group level to identify potential impacts to the communities RTD serves.

Service Change Philosophy

An equity analysis is triggered by proposed major service changes to RTD’s transit services. These changes include the addition of service hours, route miles (including re-routes), daily service span, or frequency; implementation of a new route or line; and the elimination, discontinuation, or retirement of an existing route/line. RTD has established principles to identify the service changes needed to meet the diverse travel needs of those within the service area and maintain a high-performance, sustainable transit system.

RTD Service Changes Guiding Principles

- Service performance evaluation based on service standards
- The effects on the overall integrity of the transit network and on transit dependent markets
- The availability of alternative services to affected customers
- Cost-effective distribution throughout the service area and Family of Services and the ability to enhance service when possible
- Compliance with Title VI of the Civil Rights Act: benefits and services are provided without regard to race, color, or national origin; also, disparate effects on low-income and BIPOC populations
- Response to changes in the communities where services are provided

RTD services are divided into various service classes (Family of Services) depending on service type, route/line alignment, and frequency. Each service class has its own service standards derived from the performance of all routes/lines within each class. RTD continually and comprehensively adjusts services in response to changes in ridership and operational performance of the transit system. It is also the agency’s responsibility to identify services that are underperforming and recommend modifications, curtailment, or cancellation of service as warranted. In keeping with state law, RTD utilizes official service standards to establish performance metrics used to identify underperforming services on a class-of-service basis. The agency uses these metrics to identify a series of service changes.

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...The general assembly further finds that the service area should be organized efficiently, economically, and on a demand-responsive basis and that the service area should consider least-cost alternatives in discharging its responsibilities.

Colorado Revised Statutes §32-9-119.7 Farebox Recovery Ratios – Plans

RTD’s Title VI Equity Analysis Policies

Per FTA Circular 4702.1B Chapter IV.7, RTD must establish a major service change policy, a DI policy, and a DB policy. Collectively, these policies provide foundational requirements for evaluating service and fare change proposals for equity. These policies and their applicable thresholds are listed below:

- **Major Service Change:** A major service change is defined as a 25% or greater change in service hours, route miles (including re-routes), daily service span, or frequency of any bus route or rail line within a single service proposal or cumulatively in any period within 36 consecutive months²; the implementation of a new route/line; and the elimination, discontinuation, or retirement of an existing route/line. All major service changes will be subject to an equity analysis that includes an analysis of adverse effects.
 - RTD defines “**adverse effect**” as any impact on transit services resulting from major service changes, such as service decreases, route modifications, schedule adjustments, or other modifications, that may:
 - Disproportionately burden BIPOC and/or low-income populations compared to non-BIPOC and/or non-low-income populations, or
 - Disproportionately benefit non-BIPOC and/or non-low-income populations as compared to BIPOC and/or low-income populations
- Any service change that does not meet the above criteria for a major service change is considered a **minor service change**. Additionally, the following exceptional cases are exempt:
 - Discontinuance of service that is replaced by a different mode or operator, provided the new service offers the same or better headways, fare, transfer options, span of service, and stops served
 - Standard seasonal or schedule adjustments, unless the adjustments, as compared to operations during the previous season, falls within the major service change definition above
 - Emergency service changes, including changes in routes or service frequencies, which may be necessitated due to a state of fiscal emergency or a major catastrophe (e.g., natural or human-made disasters) which severely impairs public health or safety, changes in access to public streets, or the ability of RTD vehicles to travel on public streets
 - Service changes (e.g., detours) due to roadway or rail infrastructural projects undertaken by external stakeholders (e.g., the Colorado Department of Transportation, City and County of Denver) that would remain in effect for 12 months or less
 - Creation, alteration, or elimination of a supplemental, temporary, or demonstration service that would remain in effect for 12 months or less
 - Adjustments made to major service changes after Board approval but prior to the effective date that would otherwise be considered minor changes
- **Disparate Impact Policy:** A major service change should not adversely affect a BIPOC population 10 percent more than non-BIPOC populations; this level of impact is considered a DI.
- **Disproportionate Burden Policy:** A major service change should not adversely affect a low-income population 10% more than non-low-income populations; this level of impact is considered a DB. A low-income population is a group of households who are at or below 200% of the Department of Health and Human Services Poverty Guidelines.

If a proposed major service change results in a DI, RTD shall consider modifications to the proposed change to ensure it avoids, minimizes, or mitigates the potential DI. A major service change that results in a DI can only be implemented if:

1. There is a substantial legitimate justification for the proposed major service change, and
2. There are no alternatives that would have a less DI while still accomplishing RTD’s legitimate program goals

If a proposed major service change results in a DB, RTD will consider modifying the proposal to mitigate the impact where practicable.

² The cumulative 36-month period begins when the first change to a route/line is made.

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Public Outreach Overview

RTD conducted a comprehensive outreach effort to promote its public meetings and gather feedback on the proposed changes. The Transit Equity Office and its contracted partners engaged 735 community members at 19 events tailored to historically underserved communities across the RTD service area. Contractors also promoted the meetings via social media, reaching 1,231 individuals, and through newsletters opened by 6,330 recipients.

To further raise awareness, RTD issued three news releases in English and Spanish to 720 regional media outlets and general recipients, distributed the June *Read-n-Ride* newsletter to 992 subscribers, conducted email outreach to the Transportation Management Associations, and delivered five presentations on the proposed changes to Subregional Service Councils.

Additionally, the Communications and Engagement Department and the Americans with Disabilities Act Office emailed 32 and ten community-based organizations and key activity centers, respectively — such as senior housing facilities, affordable housing communities, schools, places of worship, and government social service agencies.

To ensure transparency and provide a forum for public input, RTD also hosted two public meetings on June 16, 2025, and one “Ask a Service Planner” meeting on June 17, 2025, with a total of 25 attendees. **Table 1** summarizes the feedback themes received on major service changes from these meetings and from individual route surveys.

Table 1. Public Comment Themes by Route

Route 29	Concerns centered around maintaining adequate coverage, with many noting that previous service reductions have already made commuting difficult. Suspending Route 29 is seen as an unnecessary cut that would negatively impact transit-dependent customers who rely on this service.
Route 30	Customers expressed concern that the proposed rerouting would cut off access to key destinations like Hampden and Wadsworth Park-n-Ride, Bear Valley, Sheridan, and Wadsworth. This change would require additional transfers, namely to Route 35, and increase travel time. Commenters stressed that the affected area includes many transit-dependent customers. Some proposed alternatives, such as turning Route 31 into a full Federal crosstown line, to improve north-south service without removing Route 30’s east-west connections. While a few supported simplifying the route and boosting frequency during peak hours, most emphasized the need to preserve existing access without added transfers.
Route 35	Many respondents supported increased frequency and better connections to light rail and major intersections but raised concerns about losing service along the Hampden frontage road and to Fort Logan, areas with high transit dependence. Commenters urged RTD to maintain existing service to key destinations like Southwest Plaza and to update outdated signage that may mislead customers.
Route 36	Commenters emphasized the need for more frequent service during peak hours, suggesting 30-minute intervals instead of the current 60-minute schedule. They appreciated that the route reduces the need for transfers and wanted to maintain that convenience.
Route 135	Comments emphasized that increasing the Route 135’s frequency to every 30 minutes during peak hours is helpful but insufficient, with many advocating for consistent 30-minute service throughout the day to make the route more reliable and appealing.
Route 327	Commenters wanted extended service hours in Longmont, requesting buses to run until 10 p.m. Monday through Saturday and until 8 p.m. on Sundays, especially during the summer. They emphasized that these changes would better align with work schedules and expand transit options. Sunday service was highlighted as a missing but valuable addition.
Route LX2	Customers expressed strong support for restoring direct Longmont–Denver express service, highlighting the LX2 as a valuable option that improves regional connectivity and reduces commute times, particularly for residents of Niwot and Longmont. Several commenters requested more frequent trips throughout the day, especially during reverse-peak hours, and noted that current schedules may not align with early work shifts.
Route FF2	Respondents overwhelmingly supported the expansion of FF2 service, emphasizing its importance in reducing travel time, alleviating overcrowding, and providing more flexible and reliable commuting options between Boulder and Denver. Many noted that current buses are often at capacity during peak hours, with standing-room-only conditions that pose safety and accessibility concerns. Increased frequency, especially during mornings, evenings, and beyond

Attachment: Attachment A Title VI Service Equity Analysis Report for August 2025 Service Change Recommendation (5163 : August 2025 Title VI Service Equity Analysis)

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	peak periods, is seen as essential for supporting working families, students, and low-income customers.
Route FF4	Public feedback strongly supported restoring the FF4 route, with many noting it will significantly reduce commute times to Civic Center, eliminate the need for transfers at Union Station, and encourage a return to public transit. Respondents highlighted the importance of reconnecting Boulder Junction to downtown Denver. Several also requested earlier departures and increased frequency to better meet demand and accommodate diverse schedules.

RTD also allows the public to submit comments to service.changes@rtd-denver.com, by phone at 303-299-2004, and by fax at 303-299-2227.

Analysis

Data Sources and Methodology

RTD calculates the net change in service hours, route miles (including re-routes), daily service span or frequency, the implementation of a new route or line, and the elimination, discontinuation, or retirement of an existing route/line for each proposal made either at one time or cumulatively over a 36-month period. Any change meeting or exceeding a 25% difference from baseline service levels is flagged as a major service change and subject to further equity analysis.

Major Service Change Test

Identify routes with proposed major service changes (based on trips, hours, miles, implementation of a new route or line; or the elimination, discontinuation, or retirement of an existing route/line) of 25% or more, made at one time or cumulatively over a 36-month period.

For each major service change, RTD categorizes affected routes or lines as either “equity” or “non-equity” based on the demographic characteristics of their service areas in the current network. A proportional equity analysis is conducted to evaluate whether the proposed change disproportionately affects equity populations. This involves comparing the proportion of BIPOC and low-income populations within each impacted route or line’s service area to the service areawide proportions of those same populations. If the analysis identifies that an equity population within a service area would experience service impacts 10% or greater than non-equity populations, the route or line is flagged for a potential finding of *DI* (for BIPOC populations) or *DB* (for low-income populations).

The proportional analysis uses demographic data from the Census Bureau’s American Community Survey (ACS) 5-Year Estimates for years 2019 to 2023 at the census block group geographic level. Other data related to the analysis includes route alignments and block group geography. The linking of these datasets into a service-geographic-demographic combination relates populations with changes in service at a geographic level to aid in reviewing potential impacts to service area equity communities, which include BIPOC and low-income populations.

BIPOC status includes all populations identifying as non-white and/or Hispanic or Latine. Low-income status within the service area is based on ACS population estimates and defined as households at or below 200% of the federal poverty level, adjusted for local context—equivalent to an annual income of \$53,300 for a family of three. The service area is based on the collection of block groups wholly or partially within service area boundaries.

Route/line service area population is determined using a quarter mile “catchment area” centered around bus stops and rail stations. This catchment area is then used to calculate the percentage overlap of block group-based population within that buffer. For instance, if a catchment area contains 100% of the underlying block group, 100% of the population would be associated with the services within a quarter mile; if 50% of a block group was contained in the catchment area, only half of the underlying population would count as being included (ratios of population demographics remain unchanged).

This analysis also uses ridership data from RTD’s 2024 systemwide onboard customer survey (onboard survey), which provides a snapshot of weekday trip characteristics across 99 bus routes and 10 rail lines with 18,285 customer responses (excluding visitors). The survey resulted in 66% sample of trips for bus and 33% sample

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for rail. Data is weighted³ to the estimated weekday ridership of 170,000 originating rides based on the September 2024 runboard. Customer demographics by boardings were examined to determine service area averages for BIPOC and low-income customers. Results indicate BIPOC customers accounted 56% of boardings and low-income customers accounted for 52% of boardings. Comparing this to the 2019-2023 ACS, the customers in this sample are well above the district averages for both BIPOC (38.2%) and low-income (20.3%) populations. Further examination of the onboard survey data was completed to determine statistical validity of the ridership demographics at the route/line level. As such, routes/lines that have a sufficient sample size will be utilized to supplement the proportional analysis using ACS or population-based data. Routes/lines that do not have sufficient sample size will be indicated with a N/A or not applicable. The ridership data analysis is utilized for two purposes: 1) to compare with population-based data; and 2) to provide another threshold for determining adverse effects on BIPOC and low-income customers. To assess whether a route has a relatively greater, moderate or lower share of BIPOC or low-income customers compared to the RTD service area average, onboard survey results are categorized using the following thresholds shown in **Table 2**.

Table 2. Onboard Survey Thresholds

Category	Difference from Service Area Average	Interpretation
Greater Share	≥ +10 percentage	Route has a substantially higher share than the service area average
Moderate Share	Between 0 and +9.99 percentage	Route has a slightly higher or near-average share
Lesser Share	≤ 0 percentage	Route has a lower share than the service area average

Additionally, RTD quantifies the impacts of proposed changes on Access to Jobs and Key Activity Centers, including jobs, retail/convenience stores, human and social service providers, senior facilities, and educational institutions. Jobs is derived from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) 2022 dataset. Key Activity Centers uses two data sources: Environmental Systems Research Institute (ESRI) Business Analyst 2022-2023 and Denver Regional Council of Governments (DRCOG) Regional Data 2024.

Route- and Line-Level Major Service Change Analysis

RTD first reviewed changes in aggregate equity groupings of routes/lines prior to individual review of routes/lines, route/line block groups, and overall network levels; equity grouping comparison occurred at every level. Major service changes are characterized as either **major service decreases** (i.e., a service reduction of 25% or more) or **major service increases** (i.e., a service increase of 25% or more). This runboard proposes two major service decreases and nine major service increases.

Having identified the service changes which meet the threshold of the major service change policy, the next step in the analysis is to look at each route/line individually to determine potential DI and/or DB on both service decreases and service increases. For service increases, the analysis examines the extent to which BIPOC and low-income populations benefit compared to non-BIPOC and/or non-low-income populations. For service decreases, the analysis examines the extent to which the changes burden BIPOC and low-income populations compared to non-BIPOC and/or non-low-income populations.

DI and DB Analysis

For each route/line with a major service change, determine the percent of the route’s/line’s impacted equity and non-equity populations comprising the service area’s equity and non-equity populations; if the difference is greater than 10% for equity populations, additional review is required for potential adverse impacts

³ Weighting and expanding survey data are crucial steps in market research to ensure your findings accurately represent the target population and allow for more reliable generalizations. Weighting adjusts for discrepancies in the sample’s demographics compared to the population, while expansion helps you translate sample findings into estimates for the entire population.

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In concert with RTD’s Title VI Program policies, RTD reviewed the demographics of each of the major service changes’ routes/lines for potential DI or DB findings. For service increases, the following analysis examines the extent to which the benefits of the improvements are inclusive of BIPOC and low-income populations. Because these are proposed service increases, protected populations *falling below* these thresholds are flagged for potential concerns. The narrative analysis of each individual route/line follows, which includes further considerations of access to jobs, education, health care, retail and convenience stores (including grocers), and social services for BIPOC and low-income populations.

Route 29

Proposal: With the implementation of changes to the Route 30, the Route 29 would be eliminated and replaced by extended trips on the Route 30 – South Federal.

As shown in **Table 3**, a larger share of the service area’s low-income population (0.78%) would be affected by the proposed major service decrease compared to the non-low-income population (0.42%). This meets the 10% DB threshold (0.42%). Similarly, a higher percentage of BIPOC populations (0.68%) would be impacted compared to non-BIPOC populations (0.37%), meeting the 10% DI threshold (0.41%). These results indicate both a potential DB and a DI finding.

Further, the route-level ridership data show that 69% of boardings are by BIPOC customers (**Table 4**), indicating a greater share of BIPOC customers on the route. The onboard survey route-level analysis also shows that 82% of boardings are by low-income customers; however, the sample size for this group is too small to be considered statistically valid. As a result, no further analysis will be conducted for income using the ridership data.

Table 3. Route 29 DI and DB Analysis

Route 29				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	7,115	8,016	10,077	4,773
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.63%	99.32%	99.58%	99.22%
% Population Impacted	0.37%	0.68%	0.42%	0.78%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.41%	0.68%	0.42%	0.78%

Table 4. Route 29 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route 29	56%	69%	13%	52%	82%	N/A

The Route 29 elimination would impact access to approximately the following jobs and key activity centers:

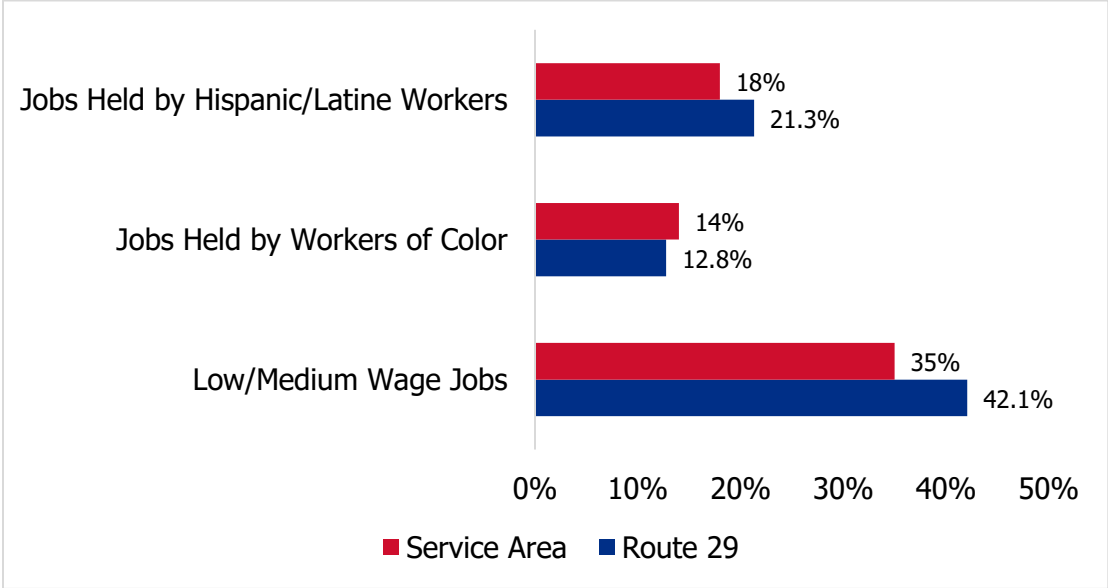
Table 5. Route 29 Impacted Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
7,741	49	9	2	19	19

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As **Table 5** illustrates, the elimination of Route 29 would affect access to 7,431 jobs. Of these, 42.1% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 1). Additionally, 12.8% of the jobs are held by BIPOC workers (below the service area average of 14%), while 21.3% are held by Hispanic/Latine workers — higher than the service area average of 18%.

Figure 1. Impact of Changes to Route 29 on Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers⁴



Taken together, these findings suggest potential equity impacts at the route level that would require further review, including analysis of access to key activity centers, community input, and system-wide effects. However, Route 29 is proposed to be entirely replaced by Route 30 without any loss in coverage or frequency (see below). Thus, potential equity findings and impacts on the populations, jobs, and key activity centers described here are mitigated.

Route 30

Proposal: Extend southbound trips of Route 30 from Federal/Evans to Littleton/Downtown Station, as well as matching headways as described in the System Optimization Plan: weekday service from 4:00 a.m. to 1:00 a.m., while Saturday and Sunday service would operate 5:00 a.m. to 1:00 a.m. This recommendation replaces Route 29 with no loss in coverage or frequency. The Route 30 is also proposed to no longer serve Bear Valley via Dartmouth, and to instead continue straight along Federal Blvd between Colfax Ave and Littleton Downtown Station. Bear Valley would instead be served by Route 35.

Because Route 30 is proposed for both an increase and a decrease, calculations for DI/DB findings are performed separately for the segment receiving increases and for the segment receiving decreases.

Route 30 Service Increase

As shown in **Table 6**, a larger share of the service area’s low-income population (1.83%) would benefit from the proposed major service increase compared to the non-low-income population (0.78%). This meets the 10% DB threshold (0.70%). Similarly, a higher percentage of BIPOC populations (1.68%) would benefit compared to non-BIPOC populations (0.57%), meeting the 10% DI threshold (0.51%). Given that this is a service increase, these results indicate neither a potential DB nor a DI finding.

Further, the route-level ridership data show that 66% of boardings are by BIPOC customers (**Table 7**), indicating a greater share of BIPOC customers on the route. The onboard survey route-level analysis also shows that 76% of boardings are by low-income customers, indicating a greater share of low-income customers on the route.

Taken together, these findings do not suggest potential equity impacts at the route level that would require further review.

⁴Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not “White Alone.” Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latine. Note that this dataset does not include Hispanic/Latine amongst workers of color, separating race from ethnicity. Source: US Census Bureau, 2019.

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Table 6. Route 30 Increase DI and DB Analysis

Route 30 Increase				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	10,877	19,776	18,967	11,278
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.43%	98.32%	99.22%	98.17%
% Population Impacted	0.57%	1.68%	0.78%	1.83%
Thresholds	DI		DB	
DI & DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.51%	1.68%	0.70%	1.83%

Table 7. Route 30 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route 30	56%	66%	10%	52%	76%	24%

The increase in service on this route would improve/maintain access to approximately the following jobs and key activity centers:

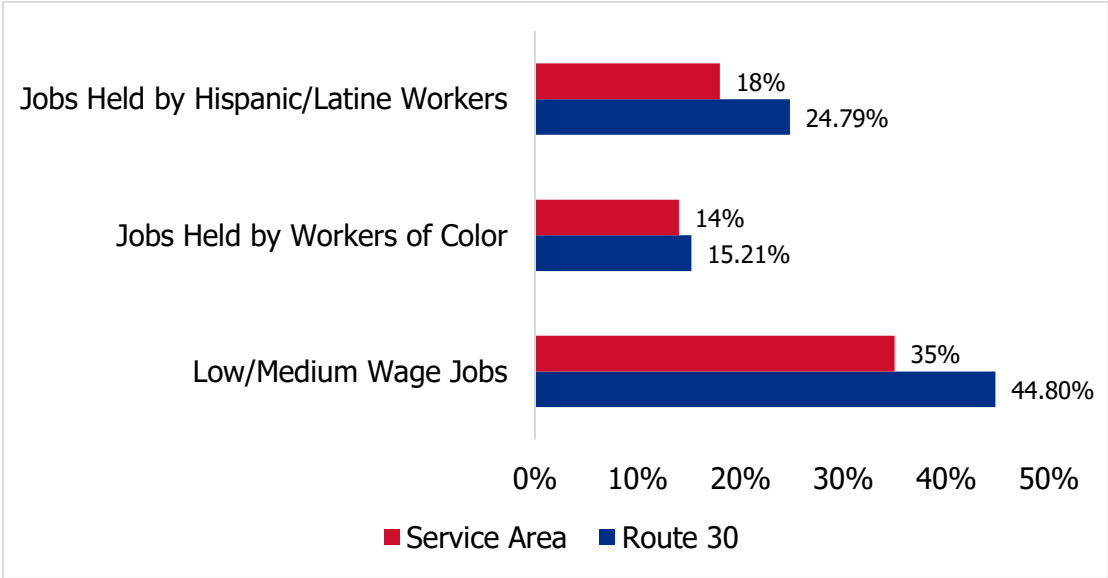
Table 8. Route 30 Increase Impacted Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
11,747	128	30	9	47	42

As **Table 8** illustrates, the increase in service on Route 30 would affect access to 11,747 jobs. Of these, 44.8% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 2). Additionally, 15.21% of the jobs are held by BIPOC workers (above the service area average of 14%), while 24.79% are held by Hispanic/Latine workers — higher than the service area average of 18%.

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Figure 2. Impact of Increase to Route 30 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route 30 Service Decrease

In addition to its extension, Route 30 is proposed for elimination of its western segment that would instead receive coverage from Route 35. The following calculations pertain to this segment.

As shown in **Table 9**, a slightly higher share of the service area’s low-income population (0.44%) would be impacted by the proposed major service decrease compared to the non-low-income population (0.43%). This does not meet the 10% disproportionate burden threshold (0.47%). A higher percentage of BIPOC populations (0.54%) would be impacted compared to non-BIPOC populations (0.36%), meeting the 10% DI threshold (0.40%). These results do not indicate a potential DB finding but do indicate a potential DI finding. Ridership data for this service decrease remains the same as above, indicating a greater share of both BIPOC and low-income customers on this route; please refer to **Table 8**.

Table 9. Route 30 Decrease DI and DB Analysis

Route 30 Decrease				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	6,950	6,321	10,367	2,718
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.64%	99.46%	99.57%	99.56%
% Population Impacted	0.36%	0.54%	0.43%	0.44%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.40%	0.54%	0.47%	0.44%

The decrease in service on this route would impact access to approximately the following jobs and key activity centers:

Table 10. Route 30 Decrease Impacted Access to Jobs and Key Activity Centers

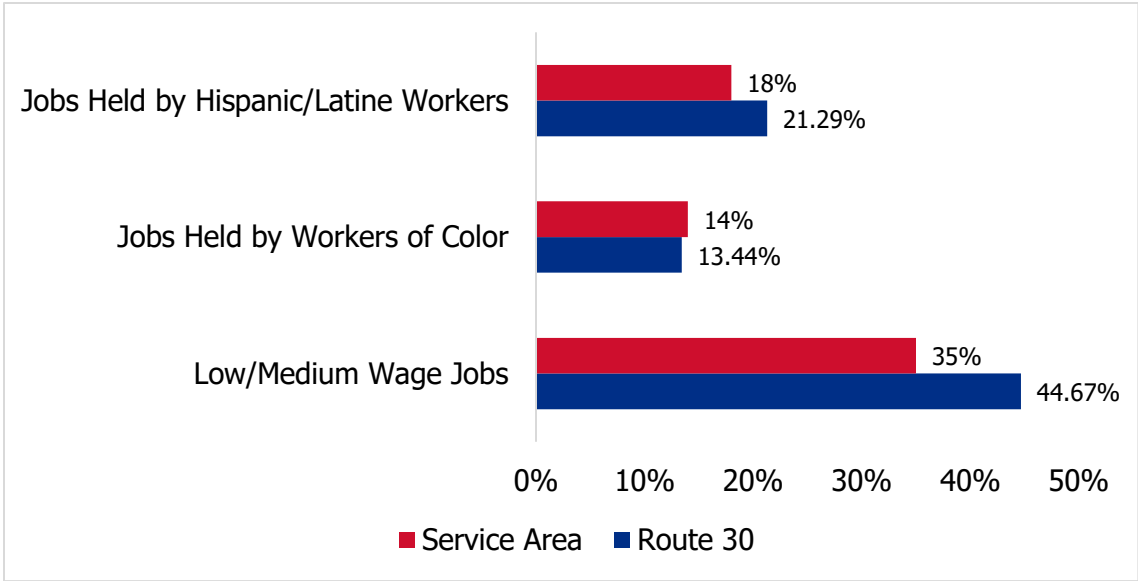
Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
2,626	31	6	4	13	8

As **Table 10** illustrates, the increase in service on Route 30 would affect access to 2,626 jobs. Of these, 44.67% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 3). Additionally, 13.44%

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of the jobs are held by BIPOC workers (slightly below the service area average of 14%), while 21.29% are held by Hispanic/Latine workers — higher than the service area average of 18%.

Figure 3. Impact of Decrease to Route 30 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



No DB is found at the route level. Therefore, no further examination is needed to assess adverse effects on low-income populations. However, there is a potential DI finding, which suggests potential equity impacts for BIPOC populations requiring further review, including analysis of access to key activity centers, community input, and system-wide effects.

Route 35

Proposal: Reroute trips of Route 35 between Federal/Evans and Wadsworth/Hampden Park-and-Ride, covering areas no longer served by Route 30 due to its extension to Littleton/Downtown Station. The recommendation also includes the truncation of Route 35 south of Wadsworth/Hampden to eliminate service duplication to Long/Bowles. Service frequency would be increased to 30 minutes for most of the day. Additionally, it is recommended to replace the seasonal tripper service on Route 30 with a concurrent tripper on Route 35, covering the same area and time as the previously discontinued seasonal tripper service.

Route 35 Service Increase

As shown in **Table 11**, a higher percentage of the service area’s low-income population (1.20%) would benefit from the proposed major service increase compared to the non-low-income population (0.67%). This does not meet the 10% DB threshold (0.60%), meaning no potential DB is found. Similarly, a higher percentage of BIPOC populations (1.92%) would benefit compared to non-BIPOC populations (1.37%), not meeting the 10% DI threshold (1.24%). As a result, there is no potential DI or DB findings at the route level, and no further review is required.

Further, the route-level ridership data shows that 64% of boardings are by BIPOC customers (**Table 12**), indicating a moderate share of BIPOC customers on the route. The onboard survey route-level analysis also shows that 60% of boardings are by low-income customers, indicating a moderate share of low-income customers on the route.

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Table 11. Route 35 Increase DI and DB Analysis

Route 35				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	26,163	22,564	16,333	7,395
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	98.6%	98.1%	99.3%	98.8%
% Population Impacted	1.37%	1.92%	0.67%	1.20%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	1.24%	1.92%	0.60%	1.20%

Table 12 Route 35 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route 35	56%	64%	8%	52%	60%	8%

The increase in service on this route would improve/maintain access to approximately the following jobs and key activity centers:

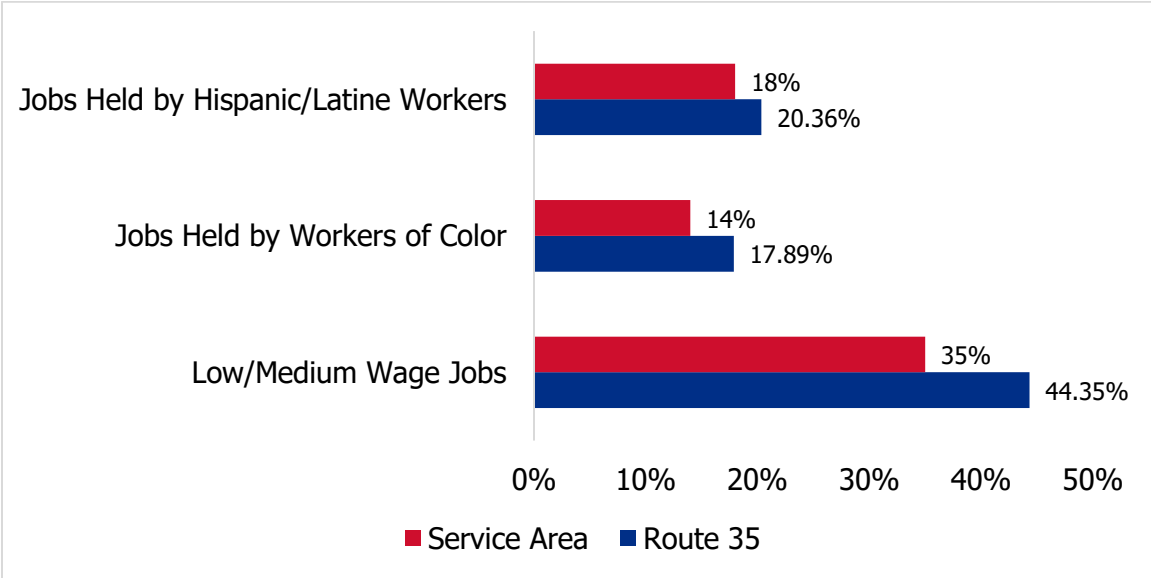
Table 13. Route 35 Increase Impacted Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
27,404 jobs	134	45	13	30	46

As **Table 13** illustrates, the increase in Route 35 would affect access to 27,404 jobs. Of these, 44.35% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 5). Additionally, 17.98% of the jobs are held by BIPOC workers (below the service area average of 14%), while 20.36% are held by Hispanic/Latine workers — higher than the service area average of 18%.

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Figure 5. Impact of Increase to Route 35 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route 35 Service Decrease

In addition to its re-route, Route 30 is proposed for truncation of its duplicative segment to Long/Bowles. The following calculations pertain to this segment.

As shown in **Table 14**, a slightly higher share of the service area’s low-income population (0.38%) would be impacted by the proposed major service decrease compared to the non-low-income population (0.31%). This meets the 10% DB threshold (0.34%). A lower percentage of BIPOC populations (0.31%) would be impacted compared to non-BIPOC populations (0.33%), which does not meet the 10% DI threshold (0.37%). These results indicate a potential DB finding but do not indicate a potential DI finding. Ridership data for this service decrease remains the same as above, indicating a moderate share of both BIPOC and low-income customers on this route; please refer to **Table 12** above.

Table 14. Route 35 Decrease DI and DB Analysis

Route 35				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	6,343	3,620	7,547	2,333
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.7%	99.7%	99.7%	99.6%
% Population Impacted	0.33%	0.31%	0.31%	0.38%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.37%	0.31%	0.34%	0.38%

The decrease in service on this route would impact access to approximately the following jobs and key activity centers:

Table 15. Route 35 Decrease Impacted Access to Jobs and Key Activity Centers

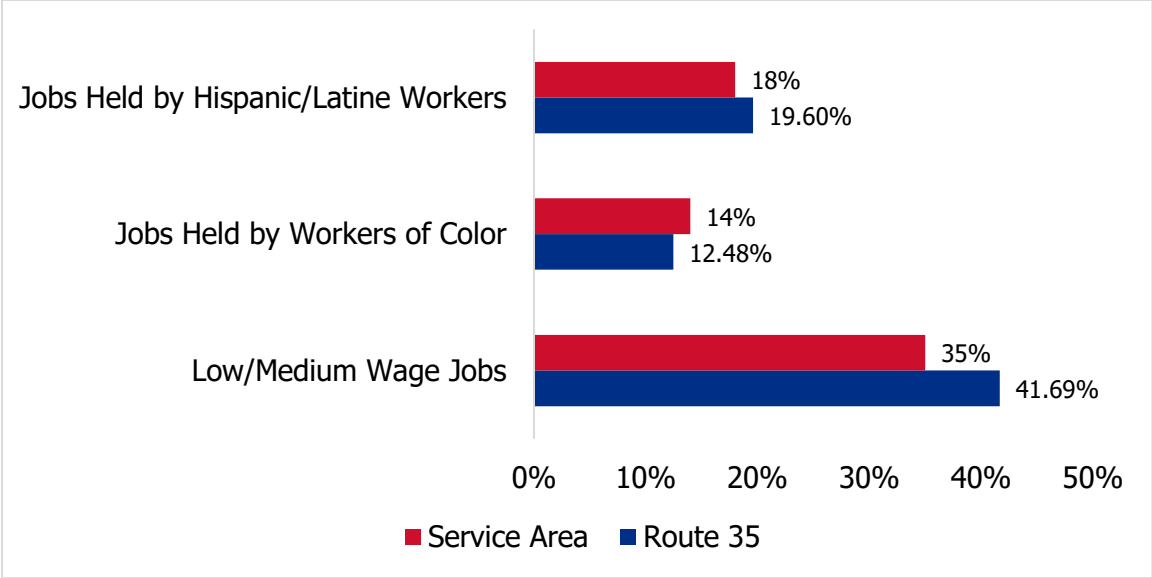
Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
6,922 jobs	36	4	4	8	20

As **Table 15** illustrates, the decrease in Route 35 would affect access to 6,922 jobs. Of these, 41.69% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 6). Additionally, 12.48% of the

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jobs are held by BIPOC workers (below the service area average of 14%), while 19.60% are held by Hispanic/Latine workers — higher than the service area average of 18%.

Figure 6. Impact of Decrease to Route 35 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



No DI found at the route level. Therefore, no further examination is needed to assess adverse effects on BIPOC populations. However, there is a DB finding, which suggests potential equity impacts for low-income populations requiring further review, including analysis of access to key activity centers, community input, and system-wide effects.

Route 36

Proposal: Establish a consistent 60-minute service frequency during all hours of operation.

As shown in **Table 16**, a greater share of the service area’s low-income population (0.89%) is expected to benefit from the proposed major service increase compared to the non-low-income population (0.52%). The difference meets the 10% DB threshold (0.47%). Therefore, no potential DB is identified at the route level. Similarly, a higher percentage of the service area’s BIPOC population (0.81%) is expected to benefit compared to the non-BIPOC population (0.47%). The difference meets the 10% DI threshold (0.42%), indicating no potential DI at the route level.

The route-level ridership data show that 63% of boardings are by BIPOC customers and 66% are by low-income customers (**Table 17**). However, the sample size does not meet the threshold for statistical validity. As a result, no further analysis by income will be conducted using this ridership data.

Based on these findings, there are no potential equity impacts at the route level that warrant further review, such as additional analysis of access to key destinations, public input, or system-wide effects.

Table 16. Route 36 (Existing) DI and DB Analysis

Route 36				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	8,938	9,534	12,548	5,453
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.53%	99.19%	99.48%	99.11%
% Population Impacted	0.47%	0.81%	0.52%	0.89%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.42%	0.81%	0.47%	0.89%

Table 17. Route 36 Onboard Survey Analysis

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Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/-(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/-(-)
Route 36	56%	63%	N/A	52%	66%	N/A

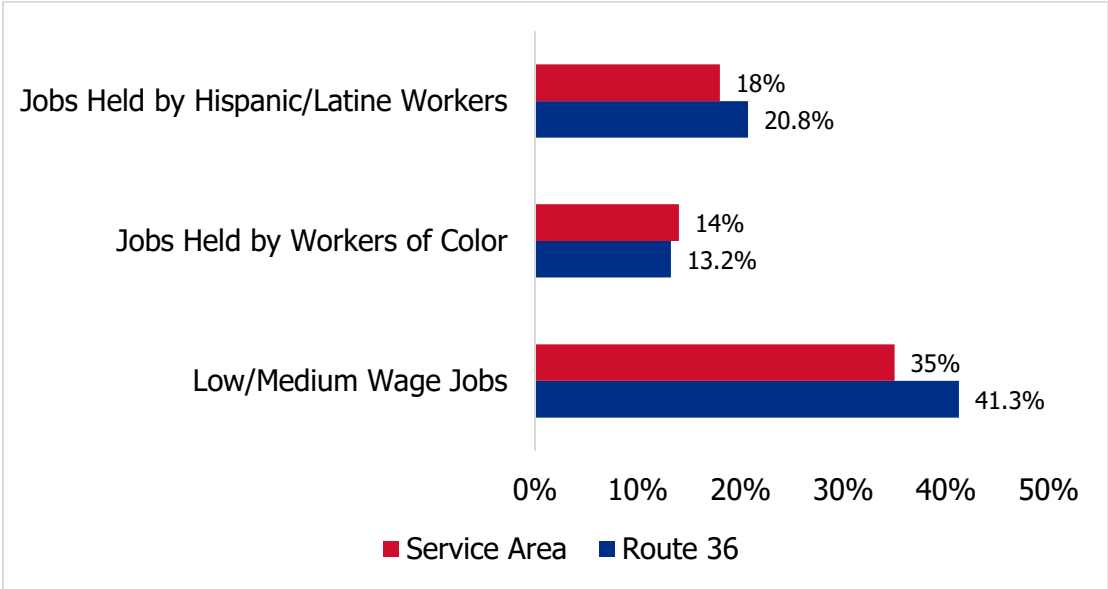
The increase in service on this route would improve access to approximately the following jobs and key activity centers:

Table 18. Route 36 Improved Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
7,353 jobs	57	12	5	23	17

As **Table 18** illustrates, the increase in service on Route 35 would affect access to 7,353 jobs. Of these, 51% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 7). Additionally, 13% of the jobs are held by BIPOC workers (below the service area average of 14%), while 21% are held by Hispanic/Latine workers — higher than the service area average of 18%.

Figure 7. Impact of Changes to Route 36 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route 135

Proposal: Increase peak period service frequency (AM and PM peaks) to 30 minutes. Base period service would remain at 60-minute frequency.

As shown in **Table 19**, a lower percentage of the service area’s low-income population stands to benefit from the proposed major service increase as compared to non-low-income population (0.54% vs. 0.79%, respectively). This difference meets the 10% DB threshold (0.71%). Therefore, a potential route-level DB is found. A slightly lower percentage of the service area’s BIPOC population benefits from the proposed major service increase as compared to the non-BIPOC population (0.70% vs. 0.75%, respectively). This difference does not meet the 10% DI threshold (0.68%). Thus, there is no potential DI found at the route level.

Further, the route-level ridership data shows that 64% of boardings are by BIPOC customers (**Table 20**), indicating a greater concentration of BIPOC customers on the route. The onboard survey route-level analysis also shows that 41% of boardings are by low-income customers; however, the sample size for this group is too small to be considered statistically valid. As a result, no further analysis will be conducted for income using the ridership data.

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Table 19. Route 135 DI and DB Analysis

Route 135				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	14,378	8,220	19,180	3,340
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.25%	99.30%	99.21%	99.46%
% Population Impacted	0.75%	0.70%	0.79%	0.54%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.68%	0.70%	0.71%	0.54%

Table 20. Route 135 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route 135	56%	64%	8%	52%	41%	N/A

The increase in service on this route would improve access to approximately the following jobs and key activity centers:

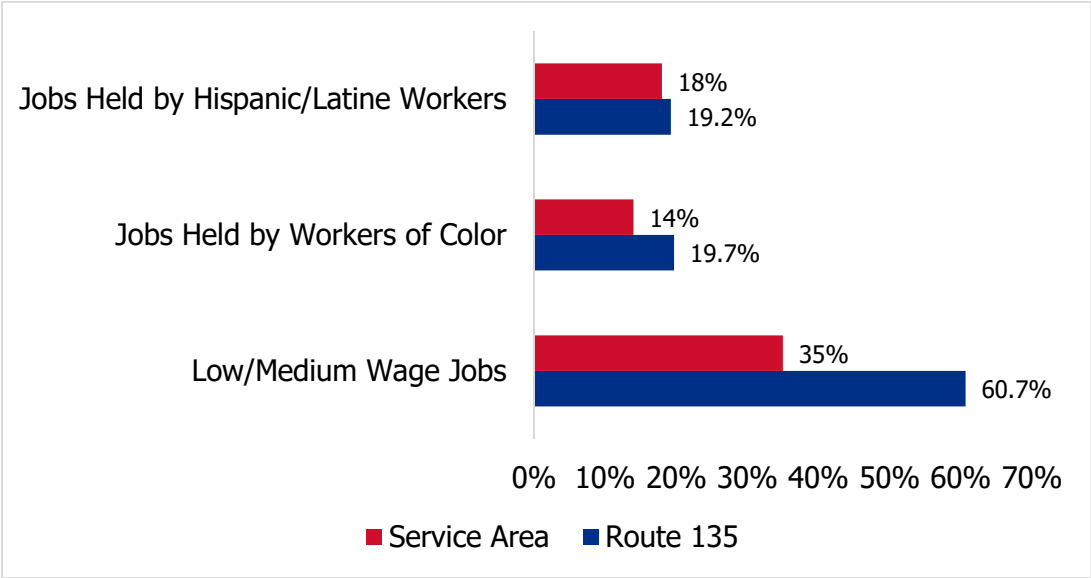
Table 21. Route 135 Improved Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
4,121 jobs	51	9	5	7	30

As **Table 21** illustrates, the improvements on Route 135 would improve access to 4,121 jobs. Of these, 60.7% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 9). Additionally, 19.7% of the jobs are held by BIPOC workers (above the service area average of 14%), while 19.2% are held by Hispanic/Latine workers — higher than the service area average of 18%.

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Figure 9. Impact of Changes to Route 135 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route 327

Proposal: Extend the hours of operation on weekdays and Saturdays to 7:00 p.m., while also making minor changes to schedule. The change would address the needs of transit-dependent workers in Longmont, match operation hours of routes 324 and 326, allow for improved connections, and improve on-time performance.

As shown in **Table 22**, a slightly higher percentage of the service area’s low-income population stands to benefit from the proposed major service increase as compared to the non-low-income population (0.74% vs. 0.42%, respectively). This difference meets the 10% DB threshold (0.38%). Therefore, no potential route-level DB is found. A higher percentage of the service area’s BIPOC population benefits from the proposed major service increase as compared to the non-BIPOC population (0.60% vs. 0.41%, respectively). This difference meets the 10% DI threshold (0.37%). Thus, there is no potential DI found at the route level requiring further examination (i.e., access to key public service destinations, community engagement and system-level analysis).

The onboard survey analysis for this route, shown in **Table 23**, shows that 54% of customers identify as BIPOC and 81% identify as low-income. However, the sample size does not meet the threshold for statistical validity for either group. Therefore, no further analysis by race or income will be conducted using this ridership data.

Table 22. Route 327 DI and DB Analysis

Route 327				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	7,877	7,006	10,220	4,550
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.59%	99.40%	99.58%	99.26%
% Population Impacted	0.41%	0.60%	0.42%	0.74%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.37%	0.60%	0.38%	0.74%

Table 23. Route 327 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route 327	56%	54%	N/A	52%	81%	N/A

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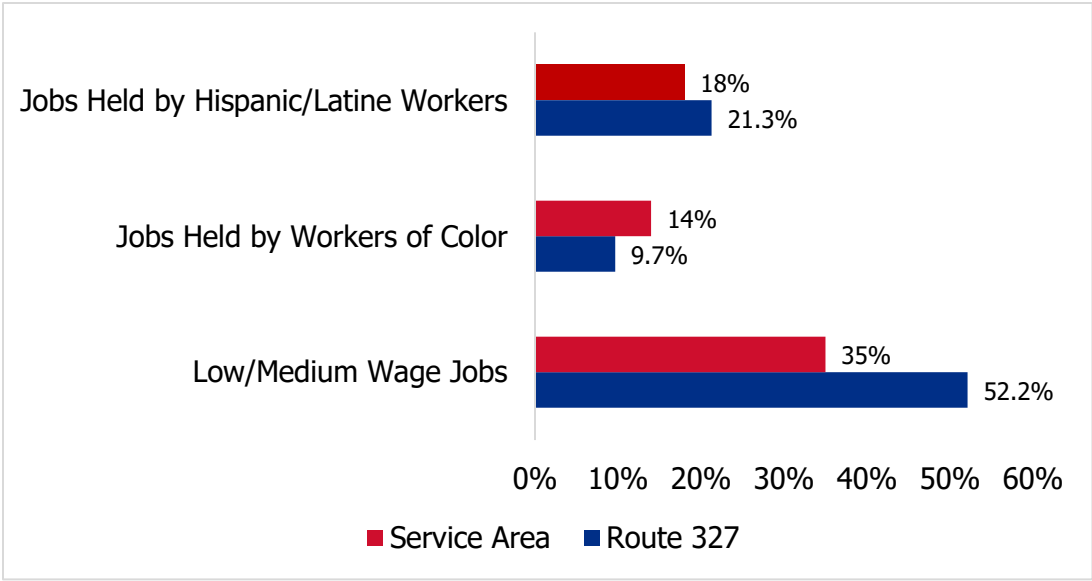
The increase in service on this route would improve access to approximately the following jobs and key activity centers:

Table 24. Route 327 Improved Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
4,740 jobs	44	21	0	9	14

As **Table 24** illustrates, the changes to Route 327 would improve access to 4,740 jobs. Of these, 52.2% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 9). Additionally, 9.7% of the jobs are held by BIPOC workers (below the service area average of 14%), while 21.3% are held by Hispanic/Latine workers — higher than the service area average of 18%.

Figure 9. Impact of Changes to Route 327 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route LX2

Proposal: Add three southbound morning peak and two evening peak trips, as well as two northbound morning peak and three evening peak trips, per the System Optimization Plan.

As shown in **Table 25**, a higher percentage of the service area’s low-income population stands to benefit from the proposed major service increase as compared to non-low-income population (0.68% vs. 0.48%, respectively). This difference meets the 10% DB threshold (0.43%). Therefore, no potential route-level DB is found. An equal percentage of the service area’s BIPOC and non-BIPOC populations benefit from the proposed major service increase (0.52%); thus, no potential DI is identified at the route level.

No onboard surveys were conducted for the LX2 route, as shown in **Table 26**. Therefore, no analysis by race or income will be conducted using ridership data.

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Table 25. LX2 DI and DB Analysis

Route LX2				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	9,861	6,124	11,658	4,198
Service Area Population	1,906,309	1,173,838	2,609,568	427,622
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.48%	99.48%	99.52%	99.32%
% Population Impacted	0.52%	0.52%	0.48%	0.68%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.47%	0.52%	0.43%	0.68%

Table 26. Route LX2 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route LX2	56%	N/A	N/A	52%	N/A	N/A

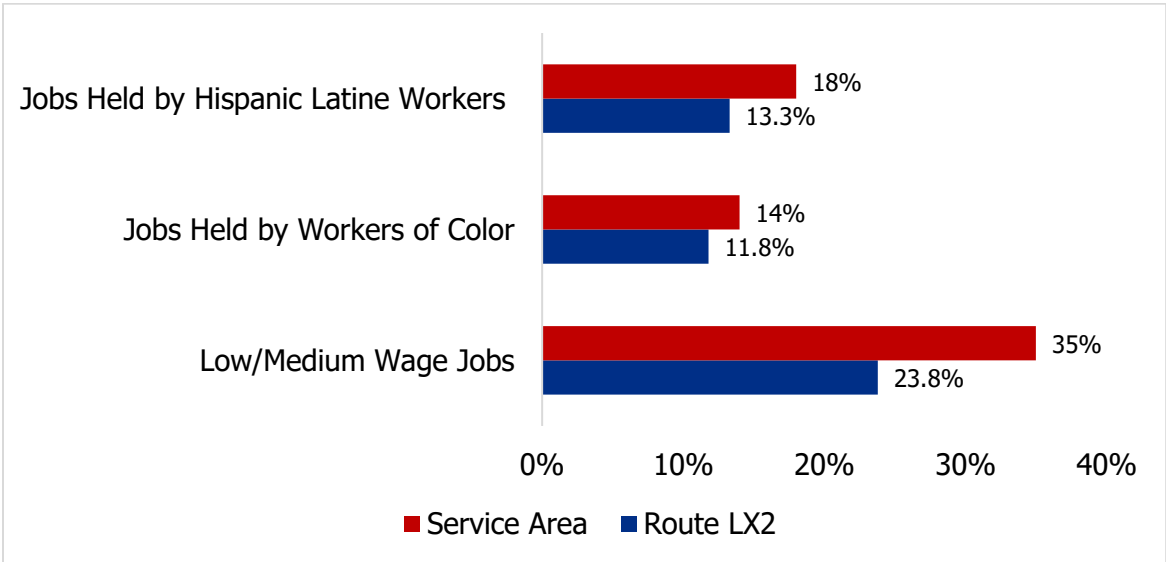
The increase in service on this route would improve access to approximately the following jobs and key activity centers:

Table 27. Route LX2 Increase Impacted Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
30,017 jobs	86	41	1	18	26

As **Table 27** illustrates, the service increase for LX2 would affect access to 30,017 jobs. Of these, 23.8% are low-to-medium wage jobs — below the RTD service area average of 35% (Figure 10). Additionally, 11.8% of the jobs are held by BIPOC workers (below the service area average of 14%), while 13.3% are held by Hispanic/Latine workers — lower than the service area average of 18%.

Figure 10. Impact of Changes to LX2 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



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Route FF2

Proposal: Add three eastbound morning peak and two evening peak trips, as well as westbound two morning peak and three evening peak trips, to address occurring overloads, between 7:00 a.m. and 8:30 a.m. as well as 4:00p.m. and 5:30p.m. on weekdays.

As shown in **Table 28**, a higher percentage of the service area’s low-income population stands to benefit from the proposed major service increase as compared to the non-low-income population (1.20% vs. 0.67%, respectively). This difference meets the 10% DB threshold (0.60%). Therefore, no potential route-level DB is found. A lower percentage of the service area’s BIPOC population stands to benefit from the proposed major service increase as compared to the non-BIPOC population (0.71% vs. 0.95%, respectively). This difference does not meet the 10% DI threshold (0.86%). Thus, there is a potential DI found at the route level requiring further examination (i.e., access to key public service destinations, community engagement, and system-level analysis).

Further, the route-level analysis from the ridership data indicates a lesser share of boardings are made up of BIPOC customers, at 43%, and low-income customers, at 37%, shown in **Table 29**.

Table 28. FF2 DI and DB Analysis

Route FF2				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	18,195	8,293	16,133	7,395
Service Area Population	1,906,309	1,173,838	2,422,445	614,745
Service Area Total Base Population	3,080,147		3,037,190	
% Population Not Impacted	99.05%	99.29%	99.33%	98.80%
% Population Impacted	0.95%	0.71%	0.67%	1.20%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.86%	0.71%	0.60%	1.20%

Table 29. Route FF2 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route FF2 ⁵	56%	43%	(13.4%)	52%	37%	(15.2%)

The increase in service on this route would improve access to approximately the following jobs and key activity centers:

Table 30. Route FF2 Improved Access to Jobs and Key Activity Centers

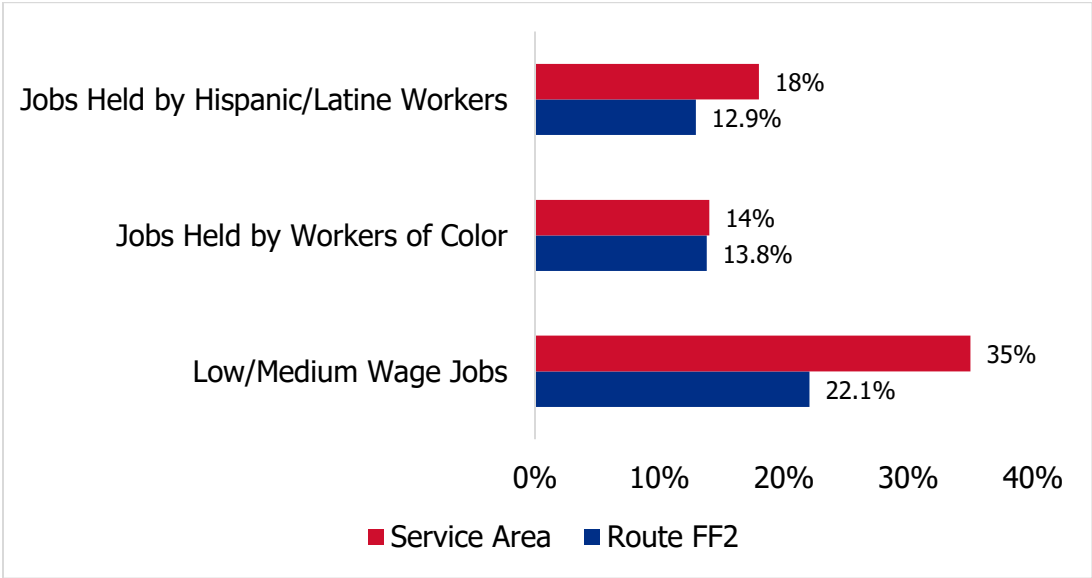
Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
52,434 jobs	82	47	2	12	21

As **Table 30** illustrates, the service increases of Route FF2 would affect access to 52,434 jobs. Of these, 22.1% are low-to-medium wage jobs — above the RTD service area average of 35% (Figure 11). Additionally, 13.8% of the jobs are held by BIPOC workers (slightly below the service area average of 14%), while 12.9% are held by Hispanic/Latine workers — higher than the service area average of 18%.

⁵Overall FF Route survey results are not broken down by individual route.

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Figure 11. Impact of Changes to FF2 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Route FF4

Proposal: Reinstate Route FF4 by adding four peak period trips in each direction.

As shown in **Table 31**, a higher percentage of the service area’s low-income population stands to benefit from the proposed major service increase as compared to the non-low-income population (1.29% vs. 0.58%, respectively). This difference meets the 10% DB threshold (0.05%). Therefore, no potential route-level DB is found. A lower percentage of the service area’s BIPOC population stands to benefit from the proposed major service increase as compared to the non-BIPOC population (0.64% vs. 0.82%, respectively). This difference does not meet the 10% DI threshold (0.74%). Thus, there is a potential DI found at the route level requiring further examination (i.e., access to key public service destinations, community engagement and system-level analysis).

Further, the route-level analysis from the ridership data indicates a lesser share of boardings are made up of BIPOC customers, at 43%, and low-income customers, at 37%, shown in **Table 32**.

Table 31. FF4 DI and DB Analysis

Route FF4				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Route Service Area Impacted	15,653	7,499	14,136	7,935
District Population	1,906,309	1,173,838	2,422,445	614,745
District Total Base Population	3,080,147		3,037,190	
% District Population Not Impacted	99.18%	99.36%	99.42%	98.71%
% District Population Impacted	0.82%	0.64%	0.58%	1.29%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.74	0.64	0.05	1.29

Table 32. Route FF4 Onboard Survey Analysis

Route	Onboard Survey					
	BIPOC Service Area Average	BIPOC Population	BIPOC Population Route Difference +/(-)	Low-Income Service Area Average	Low-Income Population	Low-Income Population Route Difference +/(-)
Route FF4	56%	43%	(13.4%)	52%	37%	(15.2%)

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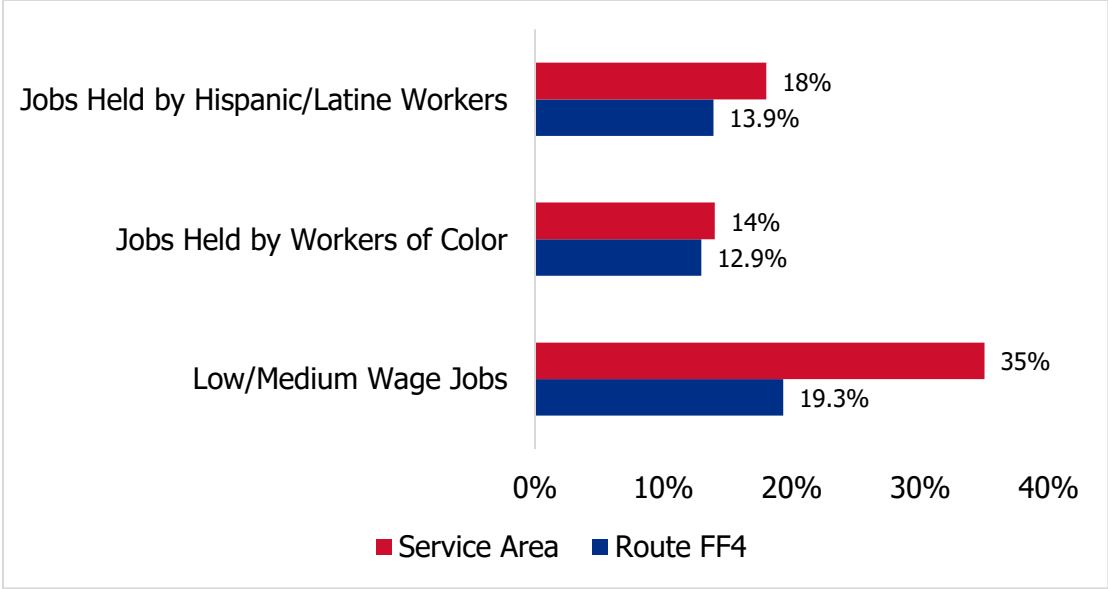
The reinstatement of this route would increase access to approximately the following jobs and key activity centers:

Table 33. Route FF4 Improved Access to Jobs and Key Activity Centers

Employment Access to Jobs	Total Key Activity Centers	Human and Social Service Centers	Senior Housing and Facilities	Academic Institutions Colleges and K-12 Schools	Retail and Convenience Stores Includes Grocers
102,848	144	96	1	12	35

As **Table 33** illustrates, the reinstatement of Route FF4 would increase access to 102,848 jobs. Of these, 19.3% are low-to-medium wage jobs — below the RTD service area average of 35% (Figure 12). Additionally, 12.9% of the jobs are held by BIPOC workers (below the service area average of 14%), while 13.9% are held by Hispanic/Latine workers — lower than the service area average of 18%.

Figure 11. Impact of Changes to FF4 on Access to Low/Medium Wage Jobs, Jobs Held by Workers of Color, and Jobs Held by Hispanic/Latine Workers



Systemwide Analysis

In accordance with RTD’s 2025-2028 Title VI Program, a systemwide analysis is required in addition to route- and line-level analyses. A system-level analysis provides further understanding of changes to service levels for BIPOC and low-income populations at aggregate levels.

The major service change threshold of 25% or greater used for individual route-level analyses was used as precedent to determine potential adverse impacts overall and to identify structural issues in areas requiring further review. Once average service area thresholds for BIPOC and low-income populations are established, subsequent equity analyses focused on the subset of service area block groups that experienced major service changes of 25% or greater (additions or reductions in service), and whether equity block groups with major service changes experienced service changes of 10% or more compared to non-equity block groups. Routes with major service changes are later comparatively reviewed for potential adverse effects at route-block group levels (block groups within route service areas).

The analysis of all service changes identified the following:

- Of the nearly 201,000 people served by stops within the service area with major service increases, BIPOC and low-income populations represented an above-average share of population compared to service area averages. Of this total, over 89,000 BIPOC people and over 57,000 low-income people would receive service improvements.
- Of the nearly 24,000 people impacted by the major service decreases (Routes 30 and 35), BIPOC and low-income populations represented an above average share of population while low-income populations represented a slightly above average share of population compared to the service area averages. Of this total, over 9,000 BIPOC people and over 5,000 low-income people would be negatively impacted by the

Service Equity Analysis: August 2025

service decreases. Routes 29 and 38 were excluded from the systemwide analysis as the coverage of service are recouped by the Routes 30 and 34, respectively.

- At the systemwide level, equity routes and non-equity routes⁶ were compared only for those with major service changes. A majority of bus routes with major service increases serve above-average BIPOC and low-income populations. Six of the eight routes are considered low-income-serving routes, while five of the eight routes are considered BIPOC-serving routes. Two bus routes with major service decreases serve above above-average BIPOC and low-income populations. Both are considered BIPOC and low-income-serving routes

In review of the proposed major service increases at the systemwide level, there is not a potential DI or DB finding. In review of the proposed major service decreases at the systemwide level, there is a potential DI or DB finding.

An analysis of all service area block groups and their service levels was conducted to establish the baseline equity thresholds for BIPOC and low-income populations and to determine the systemwide magnitude of impacts of the **August 2025** service change. Block groups with BIPOC and low-income populations at or above the service area average are referred to in this analysis as “equity” block groups whereas block groups with non-BIPOC and non-low-income populations are referred to as “non-equity” block groups.

Systemwide Analysis Process

Determine block groups at/above service area averages for low-income population (20.3%) and BIPOC population (38.1%)

Determine which block groups experienced service changes of 25% or more

Of block groups with a major service change, compare the difference in population for equity versus non-equity block groups; if the difference is more than 10%, review for potential adverse impacts

As illustrated in **Table 34**, there are 2,220 block groups defined as being wholly within or mostly within the District.⁷ Using the 2019-2023 5-Year ACS Estimates, total population residing within these block groups was calculated as well as the total BIPOC population and total low-income population, calculated separately, to determine the District-wide low-income and BIPOC rates which set the thresholds for which block groups are classified as above average. While the percent BIPOC Figure of 38.1% was derived by using the base population of the service area (3.08 million), the low-income population percentage of 20.3% is derived from a slightly smaller population figure (3.04 million). This is due to the smaller population whose poverty status the Census Bureau can determine.⁸

Table 34. District Averages (NTD 2023 and ACS 2019-2023 5-Year Estimates)

Service Area (sq. miles)	Total Block Groups	Total Population	Percent BIPOC	Total Population (Income-assessed)	Percent Low-Income
2,345	2,220	3,080,147	38.1%	3,037,190	20.3%

The proposed major service changes were examined in aggregate to determine overall impacts to underlying population. **Table 35** summarizes the change in service for total block group populations underlying the bus stops with proposed major service **increases** proportionally compared to population in the District. **Table 36** summarizes the change in service for total block group populations underlying the bus stops with proposed major service **decreases** proportionally compared to the population in the District. The comparison reviews the equity composition of those who may be impacted by proposed service changes compared to the overall equity composition of the District overall.

⁶ Based on existence of the route within the August 2025 network and the population within a quarter mile of bus stops or rail stations. 2019-2023 5-Year ACS estimates were used for population identification.

⁷ Some block groups are not completely contained within district boundaries due to differences in boundaries between the District and Census-defined geographies.

⁸ The total population whose poverty status is determinable/assessed is lower than the estimate of total population due to the inability of the Census to determine income for everyone estimated to reside in a particular block group.

Service Equity Analysis: August 2025

No major service changes were proposed for rail services in this runboard.

Table 35. Systemwide DI and DB Equity Analysis Summary for All Major Service Increases

Systemwide DI and DB Analysis: All Increases				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Impacted Block Group Population	111,942,265	89,016	137,800	57,297
District Population	1,906,309	1,173,838	2,422,445	614,745
District Total	3,080,147		3,037,190	
% District Population Not Impacted	94.1%	92.4%	94.43%	90.70%
% District Population Impacted	5.47%	7.58%	5.69%	9.32%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	5.28%	7.58%	5.12%	9.32%

For system-level service increases, **BIPOC populations stand to benefit more than non-BIPOC populations** (7.58% vs. 5.74%, respectively). This difference does not meet the DI threshold of 5.28%. Therefore, a system-level DI finding is not found with the proposed major service increase. **Low-income populations stand to benefit more than non-low-income populations** (9.32% vs. 5.69%, respectively). The difference does not meet the 10% DB threshold of 6.12%. Therefore, no system-level DB is found with the proposed major service increase.

Table 36. Systemwide DI and DB Equity Analysis Summary for All Major Service Decreases

Systemwide DI and DB Analysis: All Decreases				
	Non-BIPOC Population	BIPOC Population	Non-Low-Income Population	Low-Income Population
Impacted Block Group Population	13,293	9,941	17,914	5,051
District Population	1,906,309	1,173,838	2,422,445	614,745
District Total	3,080,147		3,037,190	
% District Population Not Impacted	99.3%	99.2%	99.3%	99.2%
% District Population Impacted	0.70%	0.85%	0.74%	0.82%
Thresholds	DI		DB	
DI and DB thresholds are 90% for service increases and 110% for service decreases	DI Threshold	Impacted Population	DB Threshold	Impacted Population
	0.77%	0.85%	0.81%%	0.82%

For system-level service decreases (excluding populations affected by Routes 29 and 38), **BIPOC populations stand to benefit less than non-BIPOC populations** (0.85% vs. 0.70%, respectively). This difference meets the DI threshold of 0.77%. Therefore, a system-level DI finding is found with the proposed major service decrease. **Low-income populations stand to benefit less than non-low-income populations** (0.82% vs. 0.74%, respectively). The difference does meet the 10% DB threshold of 0.81%. Therefore, a system-level DB is found with the proposed major service decrease.

Summary of Findings

The proposed major service changes for August 2025 include a mix of service increases and decreases, with route adjustments impacting frequency, span of service, and route miles. These changes affect multiple routes across the RTD system. Overall, the proposed service changes show both benefits and potential impacts at the system and route levels.

Service Equity Analysis: August 2025

Major Service Change Results

Table 37. Criteria Met for Major Service Change

Route/ Line	Change in Service Hours	Change in Frequency	Change in Span	Change in Route Length	New or Reinstated Service	Discontinued Service
29						X
30	X		X			
35	X	X		X		
36	X	X				
135	X	X				
327			X			
FF2	X	X	X			
FF4					X	
LX2					X	

Note: X indicates the 25% threshold was met requiring route and systemwide level analyses

Route/Line-level Findings

Of the 58 total services with proposed changes, taken individually, **six had potential findings:**

- **Route 29:**
 - **ACS Data:** Potential DI and DB identified
 - **Ridership Data:** 69% BIPOC customers (greater share) and 82% low-income customers (greater share; low-income sample not statistically valid)
- **Route 30:**
 - **ACS Data:** Potential DI for the proposed decrease; no DB
 - **Ridership Data:** 66% BIPOC customers (greater share) and 76% low-income customers (greater share)
- **Route 35:**
 - **ACS Data:** Potential DB for the proposed decrease; no DI
 - **Ridership Data:** 64% BIPOC customers (greater share) and 60% low-income customers (moderate share)
- **Route 135:**
 - **ACS Data:** Potential DB; no DI.
 - **Ridership Data:** 64% BIPOC customers (greater share); low-income sample (41%) not statistically valid (lesser share)
- **Route FF2:**
 - **ACS Data:** Potential DI
 - **Ridership Data:** 43% BIPOC customers (lesser share) and 37% low-income customers (lesser share)
- **Route FF4:**
 - **ACS Data:** Potential DI.
 - **Ridership Data:** 43% BIPOC customers (lesser share) and 37% low-income customers (lesser share)

Systemwide-level Findings

- Over 200,000 people live near bus stops of routes with major service increases. BIPOC populations represent nearly six percentage points higher than the service area average (44.30%) and low-income populations represent nine percentage points higher than the service area average (29.37%).
- Nearly 24,000 people live near bus stops of routes with major service decreases. BIPOC populations represent nearly five percentage points higher than the service area average (4.69%) and low-income populations represent nearly two percentage points higher than the service area average (1.69%).
- No system level DI or DB for the eight major service increases. BIPOC populations received 1.71% more of a benefit compared to non-BIPOC areas. The difference was above the DI threshold by 2.30%; therefore, **no potential systemwide DI was found**. Low-income populations received 3.63% more

Service Equity Analysis: August 2025

benefit than non-low-income populations. The difference was 4.20% above the threshold for a potential DB; therefore, **no potential DB was found with the proposed service increase**. As a result, a greater share of the service area's BIPOC and low-income populations stand to benefit from the service increases as compared to non-BIPOC and non-low-income populations.

- System level DI and DB finding for the two major service decreases (Routes 30 and 35). Specifically, a slightly greater percentage of BIPOC populations are more likely to be negatively impacted from the decreases than non-BIPOC populations (0.85% vs. 0.70%, respectively). Likewise, a slightly greater percentage of low-income populations are more likely to be negatively impacted from the decreases than non-low-income populations (0.82% vs. 0.74%, respectively).

Next Steps for DI and DB Findings

Given a potential DI or DB, RTD will evaluate whether there is an alternative that would serve the same objectives and with a more equitable impact. Otherwise, RTD will either:

- Alter the service proposal to avoid, minimize, or mitigate potential DI and DB, or
- Provide a substantial legitimate justification for keeping the proposal as-is and show that there are no alternatives that would have a less DI on BIPOC customers or DB on low-income customers but would still accomplish the project or program goals.

RTD conducted a thorough equity analysis of the proposed August 2025 service changes, assessing both route-level and systemwide impacts. While several individual changes result in potential DI's or DB's RTD concludes that the service plan, as a whole, does not result in an inequitable distribution of benefits or burdens. Where possible, RTD has taken steps to mitigate these impacts and has determined that the remaining impacts are justified and operationally necessary.

Service Increases

Although two proposed major service increases, Routes FF2 and FF4, result in potential DI, and one (Route 135) results in a potential DB, RTD recommends proceeding with the proposed improvements. These findings do not raise concerns of inequitable benefit distribution due to:

- The results of the systemwide analysis, which shows overall benefit to equity populations;
- The absence of DI's or DB's on the remaining eight routes with proposed service increases; and
- The strong legitimate justification for the improvements, aligned with the Board-approved System Optimization Plan and the lack of viable alternatives that would avoid or reduce the identified impacts.

Route 29 – Service Decrease

The proposed elimination of Route 29 results in a potential DI and DB. However, this route is proposed to be fully replaced by a revised Route 30, with no loss in frequency or coverage. As such, impacts to affected populations, jobs, and Key Activity Centers are mitigated. Given that alternative service is maintained, equity concerns are considered minimal, and RTD recommends proceeding as proposed.

Route 30 – Western Segment Elimination

The elimination of Route 30's western segment results in a route-level DI. While a proposed reroute of Route 35 will replace most of the eastbound service from Wadsworth/Hampden Park-n-Ride to West Yale Avenue/South Hooker Street, two of the five stops between West Dartmouth Avenue/South Raleigh Street and South Lowell Boulevard/West Linvale Place exceed a quarter-mile from the nearest available service and will lose coverage. Per RTD's DI Policy, the agency evaluated modifications to avoid, minimize, or mitigate these impacts. At this time, no practical alternatives have been identified. RTD will continue to monitor this area and revisit potential solutions in future service planning.

Route 35 – Reroute

The proposed reroute of Route 35 results in a DB due to the loss of service coverage in specific areas. Although Route 76 will help offset the change by providing alternative service from Southwest Plaza to South Wadsworth Boulevard/West Mansfield Avenue and westbound from West Jefferson Avenue/South Wadsworth Boulevard to Southwest Plaza, five of the 11 eastbound stops between West Jefferson Avenue and West Dartmouth Avenue exceed a quarter-mile from available service. RTD evaluated alternatives but found no operationally feasible routing options that would fully restore coverage. In alignment with the DB Policy, RTD will continue exploring mitigation strategies during subsequent planning efforts.

Service Equity Analysis: August 2025

Conclusion

While isolated DI’s and DB’s have been identified, RTD finds that the service plan does not result in an overall inequitable distribution of benefits or burdens. Impacts have either been mitigated through complementary service changes or are supported by substantial legitimate justification aligned with agency goals. RTD recommends proceeding with the August 2025 service changes as proposed and remains committed to monitoring these areas and engaging communities to identify future adjustments where feasible.



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July 16, 2025

August 2025 Service Change

TITLE VI SERVICE EQUITY ANALYSIS

Martin Romero
Transit Equity Manager

Outline

- § Policies and Methodology
- § Results
- § Public Outreach
- § Conclusion and Recommendation

July 11, 2025

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Title VI Program Policies

Major Service Change, Disparate Impact, and Disproportionate Burden Policies

Major Service Change Policy and Results

- § Any 25% change (+/-) in service hours, route miles, service span and frequency
- § Changes made at one time or cumulatively over 36-month period
- § Implementation, elimination, or discontinuing a route or line

Results:

- § Nine of 58 proposed changes met major service threshold

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Disparate Impact (DI)/ Disproportionate Burden (DB) Policies

§ DI/DB Policies = 10% threshold to evaluate possible impacts

§ If DI, implement service change only if:

- Substantial legitimate justification, and
- No alternatives with less disparate impact to accomplish legitimate program goals

§ If DB, consider modification only when practicable

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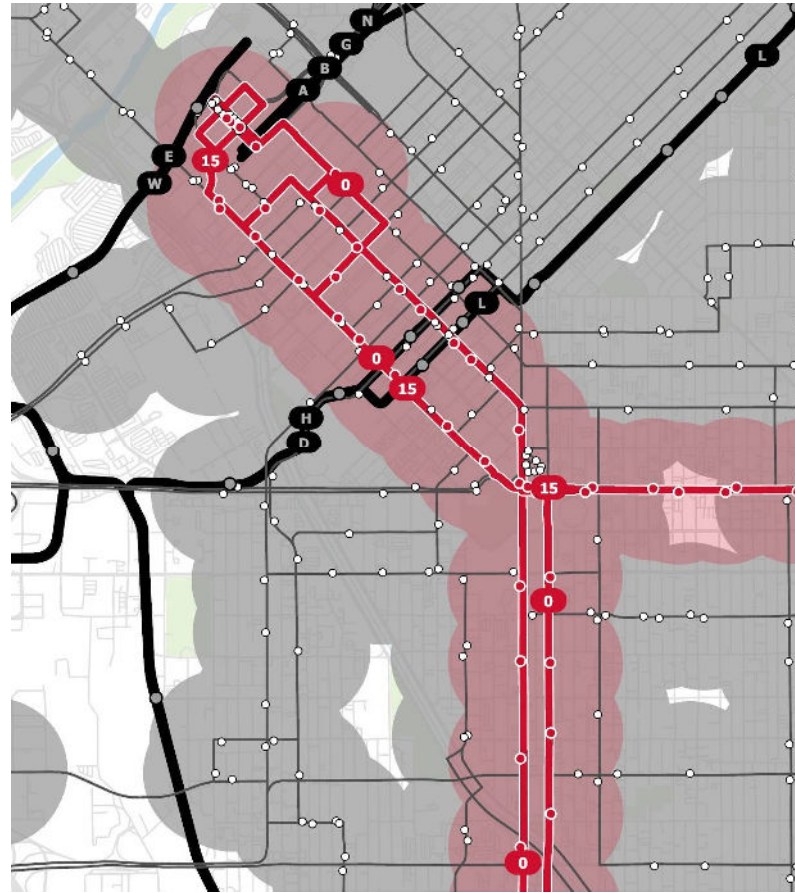
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1. Route-level analysis applied
2. System-level analysis applied

Legend

- Routes
■ ¼ -mile route buffer around a route



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Route Level Results

Service Change Type	Route	Disparate Impact	DI Threshold + / (-)	Disproportionate Burden	DB Threshold + / (-)
Increase	Route 30	No	1.17%	No	1.13%
	Route 35	No	0.68%	No	0.60%
	Route 36	No	0.39%	No	0.42%
	Route 135	No	0.02%	Yes	(0.17%)
	Route 327	No	0.23%	No	0.36%
	FF2	Yes	(0.15%)	No	0.60%
	FF4	Yes	(0.10%)	No	1.24%
	LX2	No	0.05%	No	0.25%

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Route Level Results

Service Change Type	Route	Disparate Impact	DI Threshold + / (-)	Disproportionate Burden	DB Threshold + / (-)
Decrease	Route 29	Yes	0.27%	Yes	0.36%
	Route 30	Yes	0.14%	No	(0.03%)
	Route 35	No	(0.06%)	Yes	0.04%

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Route Level Results – FF2 (Increase)

§ Black, Indigenous, People of Color (BIPOC) populations receive less of an increase in service (i.e., less of a benefit) compared to non-BIPOC populations

- 0.24% less benefit for BIPOC (0.71% vs. 0.95%)
- Difference meets DI threshold (0.86%)

§ Low-income populations stand to benefit slightly more than non-low-income populations

- 0.53% more for low-income groups (1.20% vs. 0.67%)
- Difference does not meet DB threshold (0.60%)



Key Activity Centers Assessment



Data Sources: ESRI Business Analyst 2022-2023, DRCOG Regional Data 2024; U.S. Census Bureau Longitudinal Employer Household Dynamics 2022

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Improved/ Maintained Access to Key Activity Centers

	30 Elimination	30 Extension	30 * New Route	35 Elimination	35 Extension	35 New Route
Jobs	2,626	6,375	11,747	6,922	2,627	27,404
Grocers	8	9	33	20	8	46
Social Service Centers	6	14	16	4	5	45
Senior Housing	4	2	7	4	3	13
Academic Institutions	13	15	32	8	6	30

* Route 29 key activity centers KACs will be maintained by the Route 30 Extension

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Improved/ Increased Access to Key Activity Centers

	36	135	327	FF2	FF4	LX2
Jobs	7,353	4,121	4,740	52,434	102,848	30,017
Grocers	17	30	14	21	35	26
Social Service Centers	12	9	21	47	96	41
Senior Housing	5	5	0	2	1	1
Academic Institutions	23	7	9	12	12	18

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Systemwide Level Results – Increases

§ BIPOC populations stand to benefit more compared to non-BIPOC populations

- 1.71% more for non-BIPOC groups (7.58% vs. 5.87%)
- Difference does not meet DI threshold (5.28%)

§ Low-income populations stand to benefit more compared to non-low-income populations

- 3.63% more for low-income groups (9.32% vs. 5.69%)
- Difference does not meet DB threshold (5.12%)



Systemwide Level Results - Decreases

§ BIPOC populations stand to benefit less compared to non-BIPOC populations

- 0.15% more for BIPOC groups (0.85% vs. 0.70%)
- Difference does meet DI threshold (0.77%)

§ Low-income populations stand to benefit less compared to non-low-income populations

- 0.08% more for low-income groups (0.82% vs. 0.74%)
- Difference does meet DB threshold (0.81%)



Public Hearings and Presentations

§ Public Hearings

- June 16, 2025 – Noon (Virtual)
- June 16, 2025 – 5:30 p.m. (Virtual)

§ Ask a Service Planner

- June 17, 2025 – 5:30 p.m. (Virtual)

§ Subregional Service Councils

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Community Outreach

- § Comprehensive, bilingual marketing and outreach strategy
- § 19 multicultural in-person events engaging 735 community members
- § News Releases and Publications
 - Three English/Spanish communications
 - Read-n-Ride
- § Direct emails:
 - 32 community-based organizations
 - 10 affiliated partners and centers

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Conclusion

§ Title VI concerns are minimal

§ Route-level findings

- Five out of eight increases = net benefit for BIPOC and low-income customers
- Two out of the three decreases = potential negative impacts
 - Minimal differences between comparator groups



Conclusion (cont'd)

§ Systemwide-Level Findings

- Increases = no DI or DB findings
- Decreases = DI and DB findings
 - Minimal differences between comparator groups
 - Majority of adverse effects are minimized and/or mitigated
- Significant benefits for BIPOC and low-income customers overall



Recommendation

- § FTA requires agency's Board of Directors be made aware, consider, and approve equity analysis prior to the agency taking action
- § August 2025 Title VI service equity analysis approval

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BOARD OF DIRECTORS REPORT

August 2025 Service Change

Committee Meeting Date:
July 16, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to approve the August 2025 Service Change as revised and summarized in Attachment A and to authorize the General Manager and CEO or her designee to execute contract amendments as necessary for private operators impacted by the service changes.

STAFF REPRESENTATIVE

Debra Johnson, General Manager and CEO

Jessie Carter, Senior Manager, Service Development

PRESENTATION LENGTH

20 minutes

BACKGROUND

In alignment with the service change and work shift selection process detailed in the Collective Bargaining Agreement (CBA) between RTD and the Amalgamated Local Transit Union (ATU) Local 1001, the August 2025 Service Change proposal facilitates opportunities for Service Development Division staff to adjust the operations plan for RTD's transit network and Operations Department personnel to select new work assignments.

DISCUSSION

Considering the current staffing levels, operators in training, and anticipated attrition, the August 2025 service change recommendations were designed with careful consideration toward the availability of staff. The recommendations are centered on continued System Optimization Plan (SOP)/Comprehensive Operations Analysis (COA) implementation, necessary rail reconstruction efforts, and seasonal adjustments, and improving system performance and reliability by way of service enhancements, reductions, and adjustments.

The August 2025 service change recommendation contains several SOP/COA-related increases and optimizations. Among the more notable changes are:

- Service reconfiguration of Routes 29, 20, 31, 35, and 36 in the South Federal area
- Service reconfiguration Route 38 – West 38th and implementation of Route 34 – Bruce Randolph Avenue
- Increases to service frequency on Route 135 – Smoky Hill Road
- Increase of service on the FF2 – Boulder /Denver Express
- Reintroduction of the FF4 – Boulder Junction/Civic Center service

- Reintroduction of the LX2 – Longmont/Denver Express

Summary of Public Outreach

Between June 3 and June 26, 2025, a public comment period was opened allowing input from the community regarding the August 2025 recommended service changes. Public meetings were held via Zoom (virtual). Additionally, an updated feedback process was employed to collect customer input by impacted route or line. Written communications, survey data, and public comments collected during this public comment period have been summarized and listed in Attachments F and G of this report.

Revisions to Preliminary Modifications

Staff receives input during the public comment process and continues to conduct additional analysis after the initial service modifications are communicated to the Board. Depending on the outcome of the public comment process and continued analysis, staff may recommend additional revisions to these initial modifications. The following modifications have been added or significantly revised:

Route 38 – West 38th and implementation of Route 34 – Bruce Randolph Avenue recommendation is postponed, until the bus stop at the terminal can be made accessible by ADA standards.

SUMMARY OF PROPOSED SERVICE CHANGES

SOP/COA-Related Changes

The following recommended changes are reflective of service provision as contemplated in the SOP/COA of RTD's transit network services adopted by the Board of Directors on July 26, 2022, as a component of Reimagine RTD:

Route 29 – Riverbend: Route 29 replaced by extended trips on the Route 30 – South Federal.

Route 30 – South Federal: southbound trips on Route 30 extended from Federal and Evans to Littleton/Downtown Station.

Route 31 – Federal Boulevard: trips from Federal and Evans Transfer Center to Federal/Evans on Route 31 eliminated on Sundays only, replaced by service on Route 30.

Route 34 – Bruce Randolph Avenue: recommendation postponed.

Route 35 – Hampden Avenue: trips of Route 35 between Federal/Evans and Wadsworth/Hampden Park-and-Ride rerouted.

Route 36 – Fort Logan: schedule adjustments to establish consistent hourly headway during all hours of operation.

Route 38 – West 38th Avenue: recommendation postponed.

Route 135 – Smoky Hill Road: peak period service frequency increased from hourly to 30 minutes.

AB2/AB3 – Boulder/DEN: weekday Route AB2 trips moved from Downtown Boulder Station to Boulder Junction Depot Square Station.

FF2 – Boulder/Denver Express: three eastbound morning peak and two evening peak trips added, as well as two westbound morning peak and three evening peak trips.

FF4 – Boulder Junction/Civic Center: Route FF4 service reinstated from Civic Center Station to Boulder Junction at Depot Square.

LX2 – Longmont/Denver Express (via CO 52): Route LX2 service reinstated from 23rd/Main to Denver

Union Station (DUS).

Rail Reconstruction-Related Changes

The following recommendations coincide with the Kalamath Rail Reconstruction project, which will temporarily impede access to the Central Corridor:

D Line – 18th/California Station to Mineral Station: service to be diverted to DUS during the construction project.

E Line – DUS to RidgeGate Parkway Station: schedule adjustments to better coordinate with the addition of the D line into DUS.

H Line – 18th/California Station to Florida Station: due to DUS track capacity limitations, H Line to terminate at Southmoor Station.

L Line – 30th/Downing Station to 16th/Stout Station: service suspended due to construction on the Kalamath segment and high-block replacement efforts along the Welton segment.

R Line – Lincoln Station to Peoria Station: trip time adjustments to accommodate schedule changes anticipated on the E and H Lines.

W Line – DUS to Jefferson County Government – Golden Station: trip time adjustments to better coordinate the operation of the addition of D line service into DUS.

Services proposed for routine adjustments (schedule adjustment/schedule analysis)

Route 1 – 1st Avenue: schedule adjustments to improve weekday, Saturday, and Sunday service on-time performance.

Route 3Ltd – East Alameda Limited: schedule adjustments to improve weekday on time performance.

Route 10 – East 12th Avenue: schedule adjustments to improve weekday, Saturday, and Sunday service on-time performance.

Route 28 – 28th Avenue: schedule adjustments to improve weekday, Saturday, and Sunday service on-time performance.

Route 44 – 44th Avenue: schedule adjustments improve weekday, Saturday, and Sunday service on-time performance.

Route 76 – Wadsworth Crosstown: schedule adjustments to improve weekday, Saturday, and Sunday service on-time performance.

Route 83D/L – Cherry Creek/Parker Road Limited: schedule adjustments to improve weekday, Saturday, and Sunday service on-time performance.

Route 323 – Skyline Crosstown: schedule adjustments to improve on time performance.

Services proposed for enhancements

Route 6 – East 6th Avenue: existing service rerouted on Route 6 to serve the Community College of Aurora from Aurora Metro Center.

Route 104L – Wagon Road/DEN Limited: service span extended to 12:20 a.m. daily from Denver International Airport to Wagon Road Park-and-Ride.

Route 204 – Table Mesa/Moorhead/North 19th: northbound trip added at 3:14 p.m. from Table Mesa/Broadway to Front Range/Broadway to address overloads due to ridership by Boulder Valley School District students.

Route 205 – 28th Street/Gunbarrel: eastbound trip added at 4:03 p.m. from Downtown Boulder Station

to Gunbarrel address overloads due to ridership by Boulder Valley School District students.

Route 206 – Conestoga/Arapahoe/Fairview High School: southbound trip at 7:52 a.m. and northbound trip at 4:02 p.m. added to address overloads due to ridership by Boulder Valley School District and University of Colorado/Boulder students.

Route 208 – Iris/Valmont: westbound trip added at 7:44 a.m. to address overloads due to high demand by Boulder Valley School District students.

Route 228 – Lafayette/Louisville/Broomfield: service into US36/McCaslin Station rerouted to improve connections with regional services along US 36 connecting with Route 228.

Route 327 – Eastside Crosstown: weekday service span extended until 7 p.m. to address needs of transit-dependent workers within Longmont.

Route AT – Arapahoe Station/DEN: additional northbound weekday trip at 10:03 p.m. from Arapahoe Station.

Services proposed for mixed enhancements and reductions

Route 52 – West 52nd Avenue/South Bannock: northbound service rerouted using Dakota Avenue rather than Alameda Avenue to return to Cherokee Street.

Route ART – Art District Connector: northbound service rerouted using Dakota Avenue rather than Alameda Avenue to return to Cherokee Street.

Seasonal service adjustments

Route 11 – Mississippi Avenue: seasonal tripper service restored.

Route 20 – 20th Avenue: seasonal tripper service restored.

Route 24 – University Boulevard: seasonal tripper service restored.

Route 42 – Montbello via Albrook/Green Valley Ranch: seasonal tripper service restored.

Route 45 – Montbello/Green Valley Ranch: seasonal tripper service restored.

Route 65 – Monaco Parkway: seasonal tripper service restored.

Route 73 – Quebec Street: seasonal tripper service restored.

Route 225 – Boulder/Lafayette via Baseline: fall/winter service level restored.

DASH – Boulder/Lafayette via Louisville: fall/winter service level restored.

JUMP – Boulder/Lafayette/Erie: fall/winter service level restored.

SKIP – Broadway (Boulder): fall/winter service level restored.

NB – Boulder/Nederland/Eldora: fall/winter service level restored.

FINANCIAL IMPACT

The overall estimated financial impact of this Recommended Action is designed to be cost neutral.

ATTACHMENTS:

- August 2025 Attachment A (DOCX)
- Attachment B SOP (PDF)
- Attachment C Rt 6 (PDF)
- Attachment D 52 & ART (PDF)
- Attachment E Rte 228 (PDF)
- Attachment F (PDF)

- Attachment G (PDF)

Prepared by:

Jessie Carter, Senior Manager of Service Development

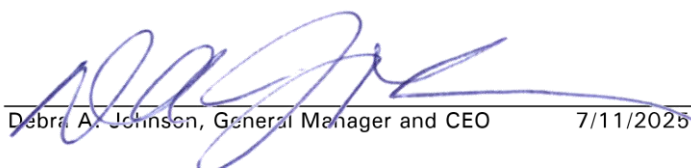
Approved by:



Angel Peña

7/11/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/11/2025

Attachment A

BUS SERVICE**Route 1 – 1st Avenue**

Schedule adjustments to improve on-time performance for weekdays, Saturdays and Sundays

Anticipated cost: None

Route 3Ltd – East Alameda Limited

Schedule adjustments to improve weekday on time performance

Anticipated cost: None

Route 6 – East 6th Avenue

Responding to customer and stakeholder requests, existing service on Route 6 rerouted to serve the Community College of Aurora from Aurora Metro Center. The new routing from Aurora Metro Center requires a left turn on Centrepont, left turn on Alameda Drive, right turn on Alameda Parkway, left on Chambers Road, right turn on 1st Avenue, right turn on Centretech Parkway, right turn on Airport Boulevard, right turn on Hughes Drive, left turn on Centretech Parkway to the end of the route on Centretech Parkway in front to the Community College of Aurora. Service in opposite direction will align along the same roadways and the routing west of the Aurora Metro Center will remain the same as currently operated.

Anticipated cost: 1 FTE weekday

Route 10 – East 12th Avenue

Schedule adjustments to improve on-time performance for weekdays, Saturdays and Sundays

Anticipated cost: None

Route 11 – Mississippi Avenue

Fall/winter seasonal tripper service restored

Anticipated cost: None

Route 20 – 20th Avenue

Restore fall/winter seasonal tripper service

Anticipated cost: None

Route 24 – University Boulevard

Fall/winter seasonal tripper service restored

Anticipated cost: None

Route 28 – 28th Avenue

Attachment A

Schedule adjustments to improve on-time performance for weekdays, Saturdays and Sundays.

Anticipated cost: None

Route 29 – Riverbend

With the implementation of changes to the Route 30, and as described in the System Optimization Plan, Route 29 replaced by extended trips on the Route 30 – South Federal.

Anticipated cost savings: 4 FTE weekday, 3 FTE Saturday and Sunday

Route 30 – South Federal

Southbound trips on Route 30 from Federal/Evans to Littleton/ Downtown Station extended, as well as frequency adjustments as described in the System Optimization Plan: weekday service from 4 a.m. to 1 a.m., while Saturday and Sunday service would operate 5 a.m. to 1 a.m. This recommendation replaces Route 29 with no loss in coverage or frequency.

Anticipated cost: 7 FTE weekdays, 10 FTE Saturdays, and 11 FTE Sundays

Route 31 – Federal Boulevard

As listed in the System Optimization Plan, trips reduced on Route 31 on Sundays only to eliminate duplicative trips southbound due to the increased service and expanded coverage provided by changes to Route 30.

Anticipated cost savings: 1 PTE Sundays

Route 32 – 32nd Avenue

Extend eastbound trips of the Route 32 from Denver Union Station (DUS) to Civic Center Station along 15th and 17th Streets, increasing distribution capacity in the downtown area.

Anticipated cost: None

Route 34 – Bruce Randolph Avenue

~~As listed in the System Optimization Plan (SOP), Route 34 (currently operated as the eastern segment of Route 38) would be implemented as a separate route service. Route 34 would be operated as described in the SOP:~~

- ~~• weekday service from 5:00 a.m. to 11:00 p.m. with 15 minute peak frequency and 30 minute base period service (60 minute service in late periods).~~
- ~~• Saturday service would operate 5:00 a.m. to 11:00 p.m. at a 30 minute frequency (60 minute service in late periods).~~
- ~~• As an amendment to the SOP, Sunday service would be maintained at the frequency currently provided by the eastern segment of Route 38 from 6:00 a.m. to 11:00 p.m.~~

Anticipated cost: cost offset by changes recommended for Route 38

Recommended change postponed due to accessibility challenges at stop serving the terminal

Route 35 – Hampden Avenue

Trips of Route 35 between Federal/Evans and Wadsworth/Hampden Park-and-Ride, covering areas no longer served by Route 30, rerouted due to its extension to Littleton/Downtown Station; Route 35 south of Wadsworth/Hampden truncated to eliminate service duplication to Long/Bowles, as detailed in the System Optimization Plan (SOP); per the SOP, service frequency increased to 30 minutes for most of the day; seasonal tripper service replaced on the Route 30 with a tripper on Route 35, covering the same area and time as the previously discontinued seasonal tripper service.

Anticipated cost savings: 1 PTE weekday, 1 FTE Saturday and Sunday

Route 36 – Fort Logan

Schedule adjustments to establish consistent hourly headway during all hours of operation, by adding trips on weekends southbound at 8:30 a.m., 9:30 p.m. and 11:30 p.m., as well as northbound at 9:30 a.m. and 10:30 p.m.; other trip times shifted slightly to provide consistent trip spacing.

Anticipated cost: 1 FTE weekday, 2 FTE Saturday and Sunday

Route 38 – West 38th Avenue

~~It is proposed to terminate eastbound trips of Route 38 at 30th/Downing Station and reintroduce Route 34 – Bruce Randolph Avenue to cover all stops east of the station to improve on-time performance, as detailed in the System Optimization Plan.~~

~~**Anticipated cost savings: 6 FTE weekday, 5 FTE Saturday, 4 FTE Sunday**~~

Recommended change postponed due to accessibility challenges at stop serving the terminal

Route 42 – Montbello via Albrook/GVR

Fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 44 – 44th Avenue

Schedule adjustments to improve on-time performance for weekdays, Saturdays and Sundays.

Anticipated cost: None

Route 45 – Montbello/Green Valley Ranch

Fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 51 – Sheridan Blvd

Fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 52 – West 52nd Avenue/South Bannock

Northbound trips rerouted to use Dakota Avenue rather than Alameda Avenue to return to Cherokee Street at Alameda Station, thereby avoiding delays due to high traffic along Alameda Avenue.

Anticipated cost: None

Route 65 – Monaco Crosstown

Fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 73- Quebec Street

Fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 76 – Wadsworth Crosstown

Schedule adjustments to improve on time performance for weekday, Saturday and Sunday services.

Anticipated cost: None

Route 83D/L – Cherry Creek/Parker Road limited

Schedule adjustments to improve on time performance weekday, Saturday and Sunday.

Anticipated cost: None

Route 104L – Wagon Road/ DEN Limited

Service span from DEN extended to 12:20 a.m. to provide airport workers, flight personnel, and traveling customers access to needed transit connections; Denver International Airport (DEN) work shifts end at 11:30 p.m., whereas currently the last trip westbound on Route 104L leaves DEN at 11:20 p.m. daily.

Anticipated cost: 2 hours weekday, 2 hours Saturday and Sunday

Route 120 – 120th Avenue

Schedule adjustment for eastbound trips to leave by 2-3 minutes earlier, weekdays, Saturdays and Sundays to allow for better connections to the N Line at Eastlake and 124th Avenue.

Anticipated cost: None

Route 135 – Smoky Hill Road

As listed in the SOP, peak period service frequency increased to 30 minutes, with midday and evening service frequency remaining at 60-minute intervals.

Anticipated cost: 1 FTE

Attachment A

Route 204 – Table Mesa/Moorhead/ North 19th

Northbound trip added at 3:14 p.m. from Table Mesa/Broadway to Front Range/Broadway, to address overloads due to ridership by Boulder Valley School District students; fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 205 – 28th Street/Gunbarrel

Eastbound trip added at 4:03 p.m. from Downtown Boulder Station to Gunbarrel to address overloads due to ridership by Boulder Valley School District students; fall/winter seasonal tripper service restored.

Anticipated cost: None

Route 206 – Conestoga/ Arapahoe/ Fairview High School

Along with the restoration of fall/winter seasonal tripper service, southbound trip added at 7:52 a.m. from Conestoga/Arapahoe and a northbound trip added at 4:02 p.m. from Fairview High School to address overloads due to ridership by Boulder Valley School District and University of Colorado/Boulder students.

Anticipated cost: 2 hours weekday

Route 208 – Iris/Valmont

Along with the restoration of fall/winter seasonal tripper service, westbound trip added at 7:44 a.m. from Conestoga/Arapahoe to address overloads due to high demand by Boulder Valley School District students.

Anticipated cost: 1 hour weekday

Route 225 - Boulder/ Lafayette via Baseline

Regular fall/winter service levels restored.

Anticipated cost: None

Route 228 – Lafayette/ Louisville/Broomfield

To improve connections with regional services along US 36 connecting with Route 228, service into US36/McCaslin Station restored, with the station serving as a new stop and connection point to Flatiron Flyer and Route AB services.

Anticipated cost: None

Route 323 – Skyline Crosstown

Schedule adjustments to improve on time performance.

Anticipated cost: None

Route 327 – Eastside Crosstown

Weekday service span extended until 7 p.m. southbound from Park Ridge/Main, to address needs of transit dependent workers within Longmont, match the service span of other local routes 324 and 326, and allow for improved evening connections. Additionally, schedule adjustments to improve on time performance.

Anticipated cost: 1 FTE weekday, 1 FTE Saturday

AB2/AB3 – Boulder/ DEN

As described in the SOP, weekday Route AB2 trips moved from Downtown Boulder Station to Boulder Junction Depot Square Station on weekdays to coincide with station reopening due to reinstatement of Route FF4 - Boulder Junction/ Civic Center Station; current Saturday AB2 trips renamed to AB3 to mitigate confusion, as these trips would continue to operate from Downtown Boulder Station; Route AB3 to operate on Saturdays only.

Anticipated cost: None

Route ART – Art District Connector

Northbound service rerouted to use Dakota Avenue rather than Alameda Avenue to return to Cherokee Street is recommended at Alameda Station, thereby avoiding delays due to high traffic along Alameda Avenue.

Anticipated cost: None

Route AT – Arapahoe Station/DEN

Additional northbound trip at 10:03 p.m. added from Arapahoe Station for weekday service.

Anticipated cost: 2 hours weekday

DASH – Boulder/ Lafayette via Louisville

Regular fall/winter service levels restored.

Anticipated cost: None

Downtown Boulder Station Expansion: 208, 225, DASH, JUMP

Station service expansion following the City of Boulder's build out of additional bus gates along 14th Street between Canyon Boulevard and Arapahoe Avenue, which addressed a years-long gate space shortage; with service being reimplemented per the SOP, routes 208, 225, DASH, and JUMP moving to the new gates will free up gate space for current regional routes, layover and recovery, as well as needed space for loop extras (back-up buses); routes DASH and JUMP located in the northbound-facing gates on 14th Street, while routes 208 and 225 located in the southbound-facing gates

Anticipated cost: None

FF2 – Boulder/ Denver Express

Attachment A

As described in the SOP, three eastbound morning peak and two evening peak trips added, as well as westbound two morning peak and three evening peak trips, to address occurring overloads, between 7 a.m. and 8:30 a.m. as well as 4 p.m. and 5:30 p.m. on weekdays.

Anticipated cost: 1.5 FTE weekday

FF4 – Boulder Junction/ Civic Center

As described in the SOP and coinciding with the reopening of Boulder Junction at Depot Square Station; Route FF4 reinstated by adding four peak period trips in each direction.

Anticipated cost: 3 FTE weekday

JUMP – Boulder/ Lafayette/ Erie

Regular fall/winter service levels reinstated.

Anticipated cost: None

LX2 – Longmont/ Denver Express (via CO 52)

As described in the SOP, Route LX reinstated by adding three southbound morning peak and two evening peak trips, as well as two northbound morning peak and three evening peak trips.

Anticipated cost: 11 hours weekday

NB – Boulder/ Nederland/ Eldora

Seasonal service to Eldora Ski Resort reinstated.

Anticipated cost: None

SKIP – Broadway (Boulder)

Regular fall/winter service levels reinstated.

Anticipated cost: None

RAIL SERVICE

As a result of the Kalamath Rail Replacement project (construction project), access to the Central Corridor will be temporarily blocked, due to construction activities spanning from Colfax at Auraria Station to the Theater District/Convention Center Station. The following light rail service adjustments ensure reliable service to customers on the Southeast and Southwest Light Rail corridors and mitigate service loss on the Central Corridor:

D Line – 18th/California Station to Mineral Station

Service diverted to Denver Union Station during the construction project.

Anticipated cost: None

E Line – DUS to RidgeGate Parkway Station

Attachment A

Trip time adjustments to better coordinate with the rerouting of the D Line into Denver Union Station.

Anticipated cost: 3 FTE

H Line – 18th/California Station to Florida Station

Due to limitations in Denver Union Station, H Line service terminated at Southmoor Station, requiring a transfer to the E Line to continue to destinations farther along the Southeast and Central Platte Valley corridors.

Anticipated cost savings: 11 FTE

L Line – 30th/Downing Station to 16th/Stout Station

Service suspended due to construction on the Kalamath segment and high-block replacement efforts along the Welton segment given; access from the Elati Division to the Central Corridor will not be accessible for L Line operations; alternative service can be found on the Route 43 – Martin Luther King Blvd.

Anticipated cost savings: 6 FTE

R Line – Lincoln Station to Peoria Station

Trip time adjustments to accommodate schedule changes anticipated on the E and H Lines.

Anticipated cost: None

W Line – DUS to Jefferson County Government – Golden Station

Trip time adjustments to better coordinate the operation of the addition of D line service into DUS.

Anticipated cost: None

Note: Workforce estimates listed as “**Anticipated cost savings**” would be redeployed to duties supporting light rail operations, such as pull-back operations at Denver Union, RidgeGate Parkway, and Southmoor stations.

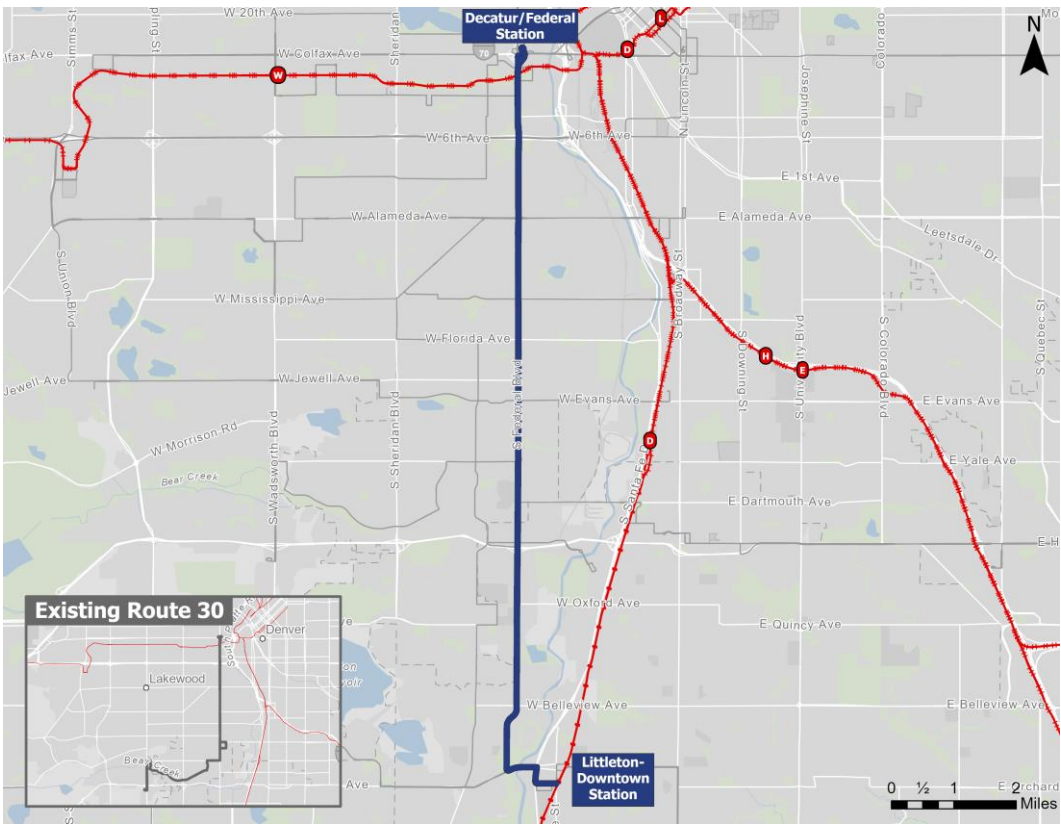


August 2025: RTD System Optimization Plan Route Recommendations

Attachment: Attachment B SOP (5169 : August 2025 Service Change)

ROUTE 30 – South Federal Blvd.

Proposed Alignment



Core Network Connections:

- W Line at Decatur/Federal Station
- Routes 15L, 16 at Decatur/Federal Station
- Route 3W at Alameda Ave.
- Route 21W at Evans Ave.
- D Line at Littleton-Downtown Station

What is the current service?

- Route 30 operates from W Line’s Decatur/Federal station along South Federal Blvd., deviating via Yale and Dartmouth to terminate at the Wadsworth and Hampden PnR
- This route presently operates hourly on weekdays and Saturdays only

What is proposed?

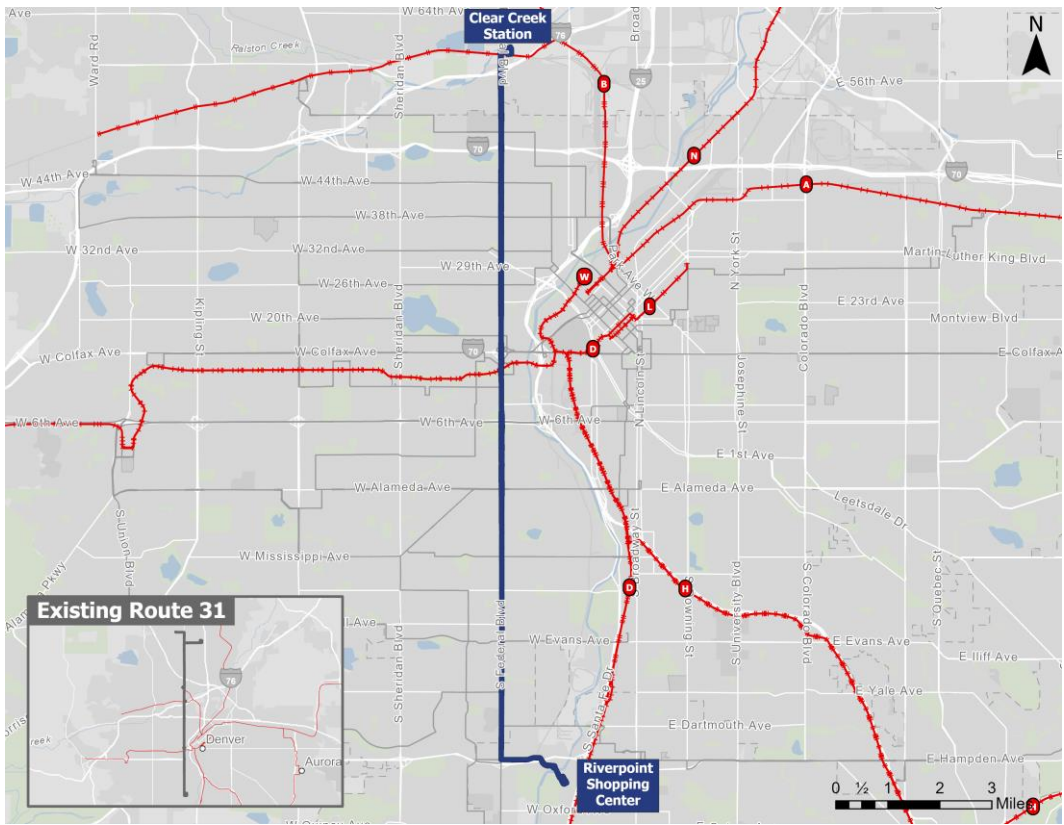
- The north terminus of this route continues to be the Decatur/Federal Station. The south terminus is modified to continue south on Federal Blvd. to **improve corridor travel**, then connect with the Downtown Littleton Station
- The segment serving Bear Valley via Dartmouth is reassigned to Route 35 Connect service
- Proposed weekday headways are 15-minutes, resulting in 7-8 minute headways on segments where Routes 30 and 31 overlap

Proposed Service Plan

Route 30 - South Federal Blvd						
Colfax/Federal to Littleton						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	4:00 am	12:00 am	15	15	30	30
Saturday:	5:00 am	1:00 am	15	15	30	60
Sunday:	5:00 am	1:00 am	15	15	30	60

ROUTE 31 –Federal Blvd.

Proposed Alignment



Core Network Connections:

- G Line at Clear Creek Station
- W Line at Decatur/Federal Station
- Routes 15L, 16 at Decatur/Federal
- Route 3W at Alameda Ave.
- Route 21W at Evans Ave.
- D Line at Littleton-Downtown Station

What is the current service?

- Route 31 operates from Federal/Evans to the B Line’s Westminster Station, with select trips continuing further north.
- This route presently operates at 10-minute weekday headways, with hourly service north of Westminster Station to the Front Range Community College (106th/Melody in the evenings)

What is proposed?

- The proposed alignment is from the G Line’s Clear Creek Station to a terminus in the vicinity of River Point, Loretto Heights or Englewood, based on locating a layover facility to **improve corridor travel**
- Proposed weekday headways are 15-minutes, resulting in 7-8 minute headways on segments where Routes 30 and 31 overlap

Proposed Service Plan

Route 31 - Federal Blvd						
Clear Creek. to River Point						
Service Class: Core						
Span of Service		Service Levels (minutes)				
		Peak	Midday	Evening	Late	
Weekdays:	4:00 am 12:00 am	15	15	30	30	
Saturday:	4:00 am 10:00 pm	15	15	30	60	
Sunday:	4:00 am 10:00 pm	60	60	60	60	

Southern terminus can extend to Downtown Littleton Station at scaled-back headways until an adequate layover facility can be established at River Point or vicinity

Attachment: Attachment B SOP (5169 : August 2025 Service Change)

Proposed Alignment



- Route 34 currently operates from the L Line 30th & Downing Station to the A Line Central Park Station
- Weekday headways are 30 minutes

- Route 34 is truncated at the eastern terminal to ***improve route efficiency and service reliability***
- Headways are increased to 15 minutes during peak periods

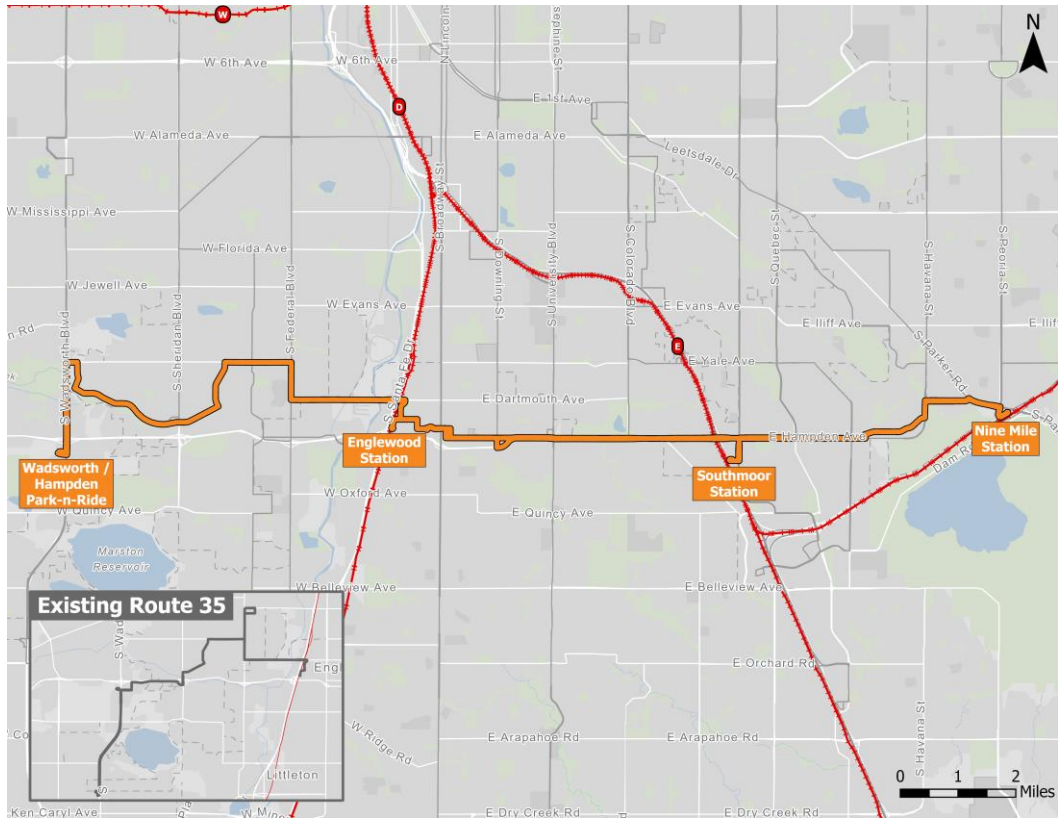
Route 34 - Bruce Randolph
Downing & 30th / Central Park Stn
Service Class: Community

Span of Service			Service Levels (minutes)			
			Peak	Midday	Evening	Late
Weekdays:	5:00 am	11:00 pm	15	30	30	60
Saturday:	5:00 am	11:00 pm	30	30	30	60
Sunday:	6:00 am	11:00 pm	60	60	60	60

ROUTE 35 – Hampden Ave.

Connect

Proposed Alignment



Core Network Connections:

- Route 51 at Sheridan Ave.
- Route 30, 31 at Federal Blvd.
- Route 0 at Englewood Station
- Route 40 at Colorado Blvd.
- Routes 40/105 and E, F, H Rail Lines at Southmoor Station
- H Line at Nine Mile Station

What is the current service?

- Route 35 operates between Southwest Plaza and Englewood Station via Wadsworth Blvd., Hampden Frontage Rd., Dartmouth and Yale Ave.
- Weekday headways are 30 minutes

What is proposed?

- Reinstate the segment east of Englewood Station to Nine Mile Station generally along Hampden Ave. to **improve service coverage**
- Realign the portion of the route west of Englewood Station to eliminate the deviation to Evans/Federal, serve Bear Valley via Dartmouth, and terminate at Wadsworth/Hampden PnR (does not reflect recent weekday extension to Southwest Plaza)
- Provide 30-minute weekday service along full route

Proposed Service Plan

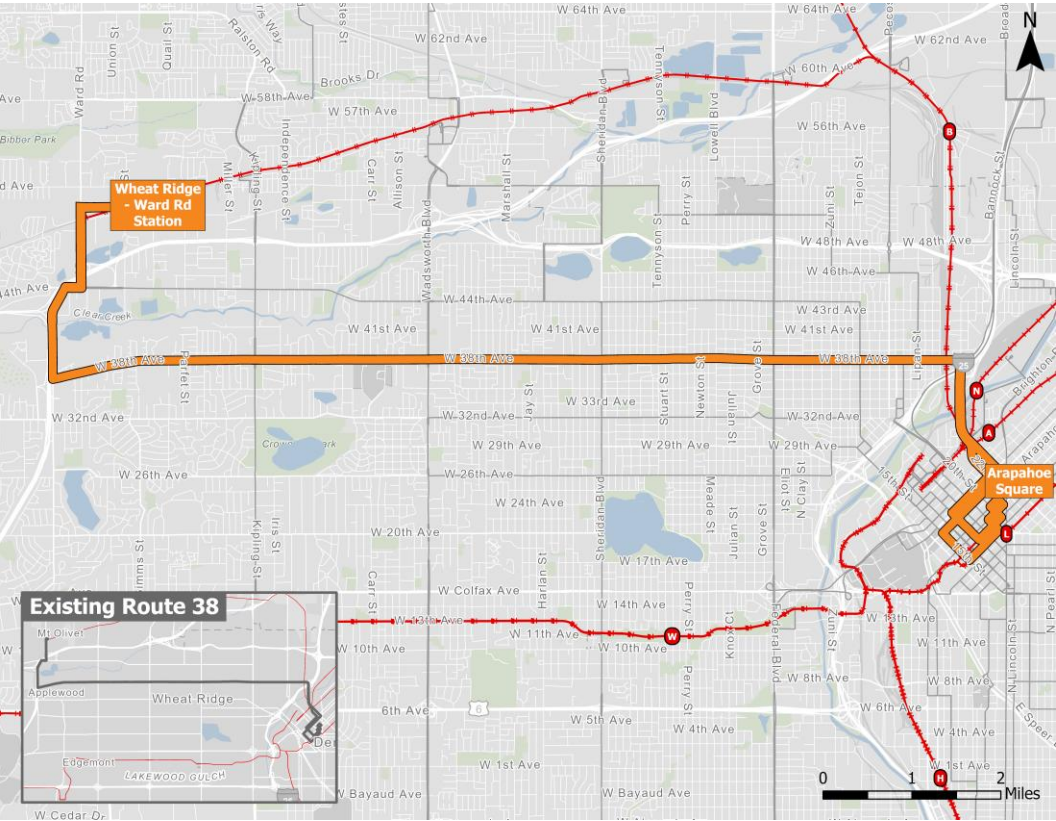
Route 35 - Hampden Avenue						
Nine Mile / Wadsworth/Hampden PnR via Southmoor Stn						
Service Class: Connect						
Span of Service		Service Levels (minutes)				
		Peak	Midday	Evening	Late	
Weekdays:	5:00 am 10:00 pm	30	30	30	60	
Saturday:	6:00 am 10:00 pm	30	30	60	60	
Sunday:	6:00 am 10:00 pm	60	60	60	60	

Attachment: Attachment B SOP (5169 : August 2025 Service Change)

ROUTE 38 – 38th Ave.

Connect

Proposed Alignment



Core Network Connections:

- G Line at Wheat Ridge-Ward Station
- Route 76 at Wadsworth Ave.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Core routes in Downtown Denver

What is the current service?

- Route 38 currently operates from G Line Wheat Ridge-Ward Rd. Station to 21st & Champa
- Weekday headways are 30 minutes all day

What is proposed?

- No changes are proposed

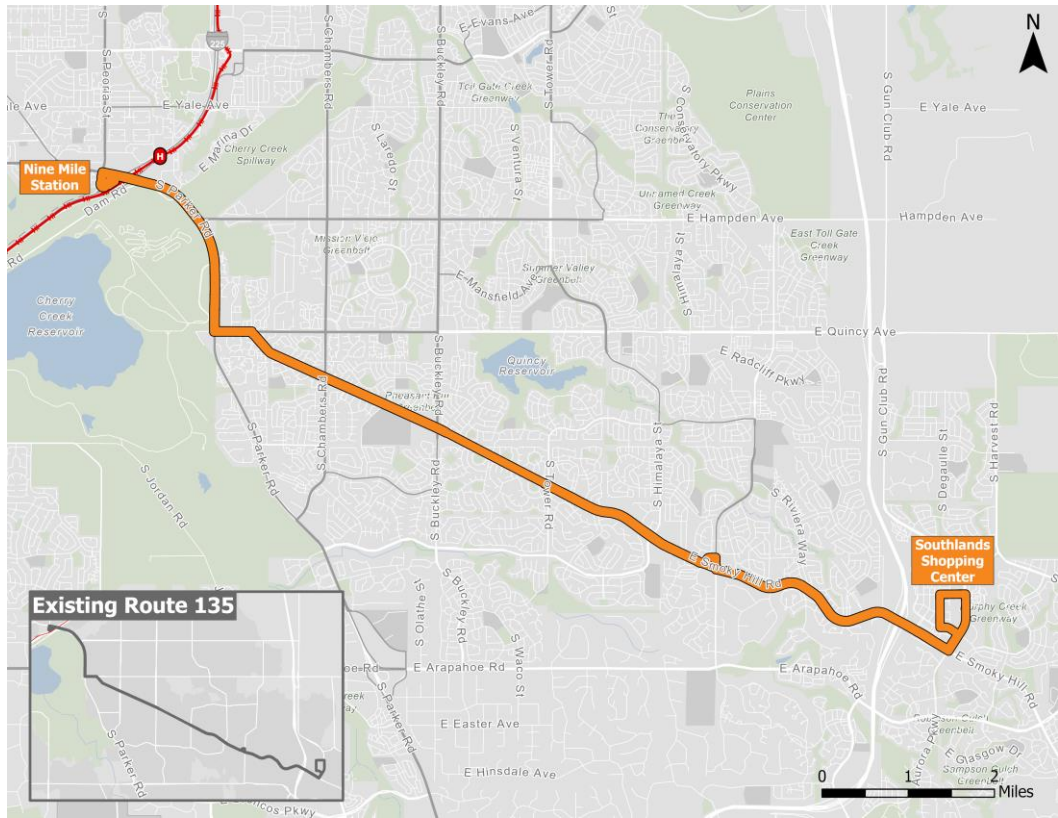
Proposed Service Plan

Route 38 - 38th Avenue						
Ward Road & 21st/Champa						
Service Class: Connect						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	5:00 am	12:00 am	30	30	30	30
Saturday:	5:00 am	12:00 am	30	30	60	60
Sunday:	5:00 am	12:00 am	60	60	60	60

ROUTE 135 – Smoky Hill Rd.

Connect

Proposed Alignment



Core Network Connections:

- Routes 83D/L, 121 and H Line at Nine Mile Station
- Route 153 at Chambers Rd.

What is the current service?

- Route 135 provides corridor service along Smoky Hill Rd. between Nine Mile Station and the Southlands Shopping Center east of E-470
- Park-n-Ride service is available at Picadilly St.
- Weekday headways north of 38th & Blake Station are 30 minutes

What is proposed?

- Weekday peak period headways are 30 minutes to **improve service frequency**
- No changes are proposed to the alignment

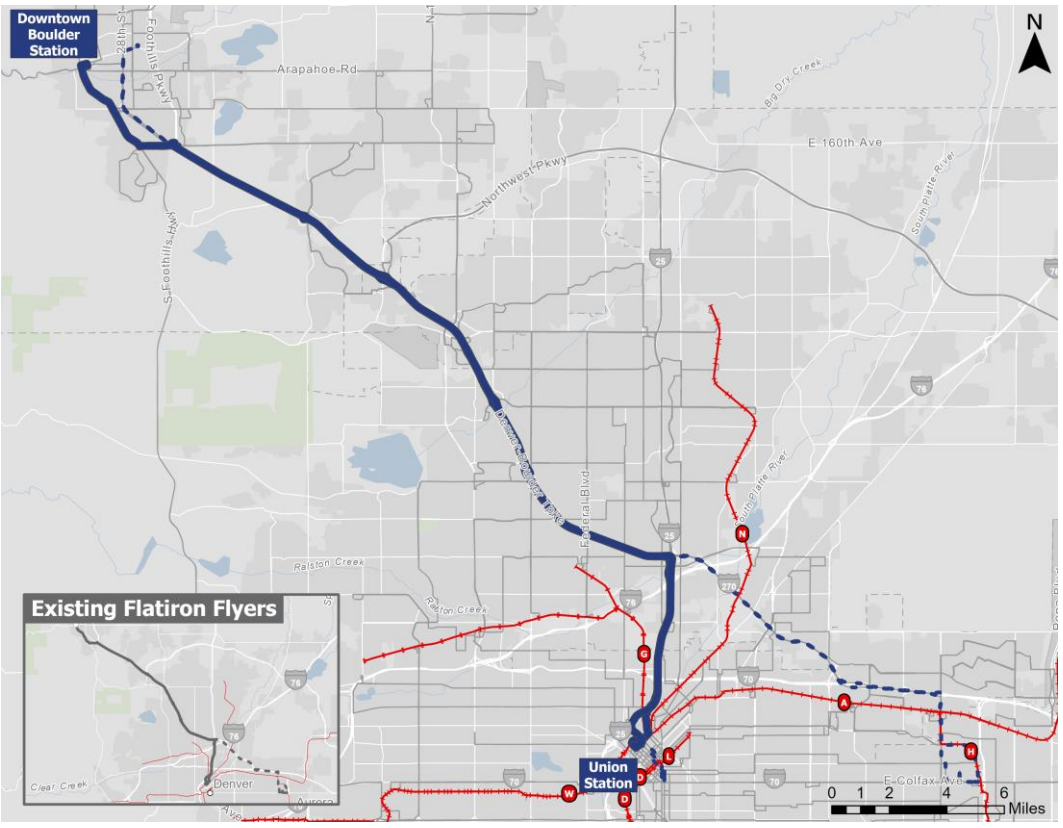
Proposed Service Plan

Route 135 - Smoky Hill Road						
Nine Mile Stn / Southlands						
Service Class: Connect						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	5:00 am	11:00 pm	30	60	60	60
Saturday:	5:00 am	11:00 pm	60	60	60	60
Sunday:	5:00 am	11:00 pm	60	60	60	60

Attachment: Attachment B SOP (5169 : August 2025 Service Change)

ROUTE FF – Flatiron Flyer

Proposed Alignment



Core Network Connections (FF1):

- Dash at Downtown Boulder Station
- Denver Union Station

What is the current service?

- Route FF1 operates from the Downtown Boulder Station to Union Station, making stops at all US 36 BRT stations
- Route FF 5 presently operates to Anschutz Medical Campus in the peak period
- All other FF route patterns have been suspended due to Covid-19

What is proposed?

- Five FF patterns are proposed to **improve service availability**.
 - FF1 provides all-day, all stop service to all US 36 BRT stations
 - All Intermediate stops
 - FF2 provides 10-min. bi-directional service to/from Boulder Station
 - Intermediate stops at Table Mesa and McCaslin
 - FF3 provides 10-min. peak direction service from Broomfield
 - Intermediate stop at Sheridan
 - FF4 provides 10-min. peak direction service from Boulder Junction
 - Intermediate stops at Table Mesa, McCaslin, Flatiron, Broomfield & Sheridan
 - FF5 provide 30-min. peak direction service to Anschutz
 - All intermediate Stops

Proposed Service Plan (FF1 Only)

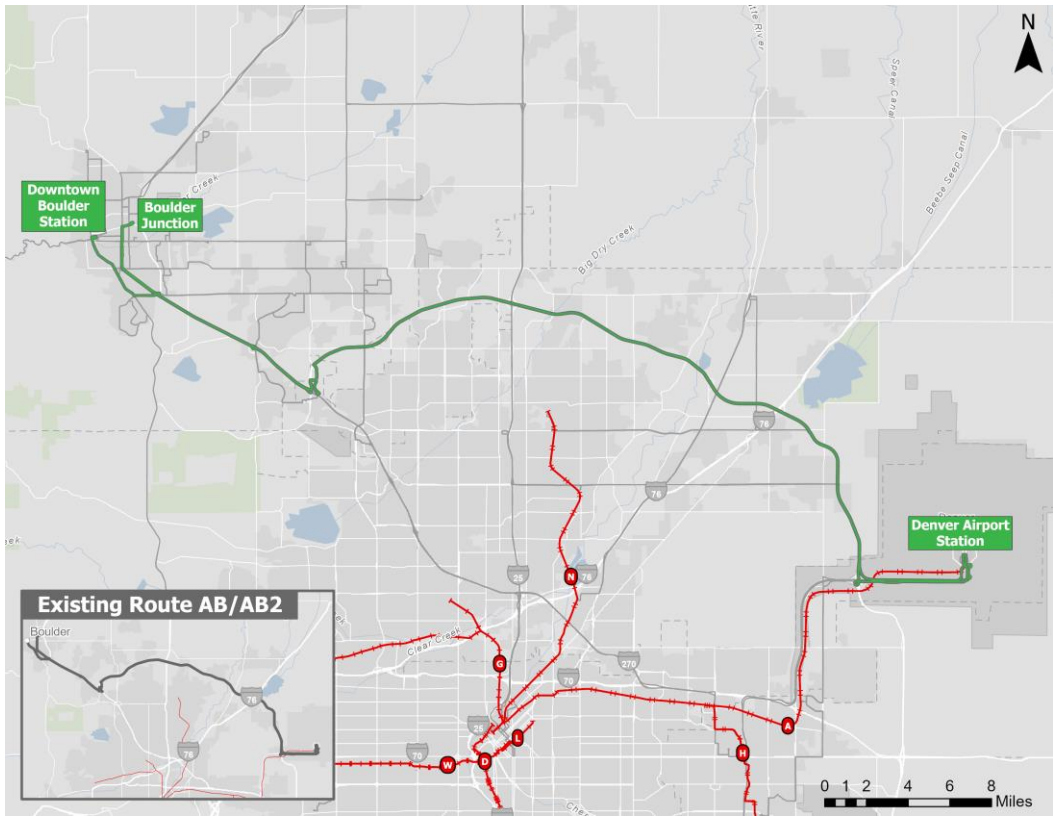
Route FF1 - Flatiron Flyer						
DBS-DUS All-Station						
Service Class: Core						
Span of Service			Service Levels (minutes)			
			Peak	Midday	Evening	Late
Weekdays:	5:00 am	12:30 am	15	15	15	30
Saturday:	5:00 am	12:30 am	30	15	15	30
Sunday:	6:00 am	12:00 am	30	30	30	60

All other FF Patterns operate at service levels identified above

ROUTE AB/AB2 – BOULDER/DEN

Comm

Proposed Alignment



Core Network Connections:

- Dash at Downtown Boulder Station
- Flatiron Flyer at Downtown Boulder Station and US 36 stops
- A Line at Denver International Airport

What is the current service?

- Route AB operates from the Downtown Boulder Station to Denver Airport, with stops at three US 36 Stations
- Prior to the pandemic there was a route pattern that served Boulder Junction Station
- Weekday headways are generally 60 minutes, with 30-minute frequencies during peak travel demand periods

What is proposed?

- Restore Route AB2 service to/from Boulder Junction Station, operating at 60-minutes in the peak periods, seven days a week
- Route AB from Downtown Boulder Station to operate at 60-minutes all-day

Proposed Service Plan

Route AB/AB2 - Boulder/Denver Airport

Boulder / Table Mesa / DEN

Service Class: Commute - 2 Dir.

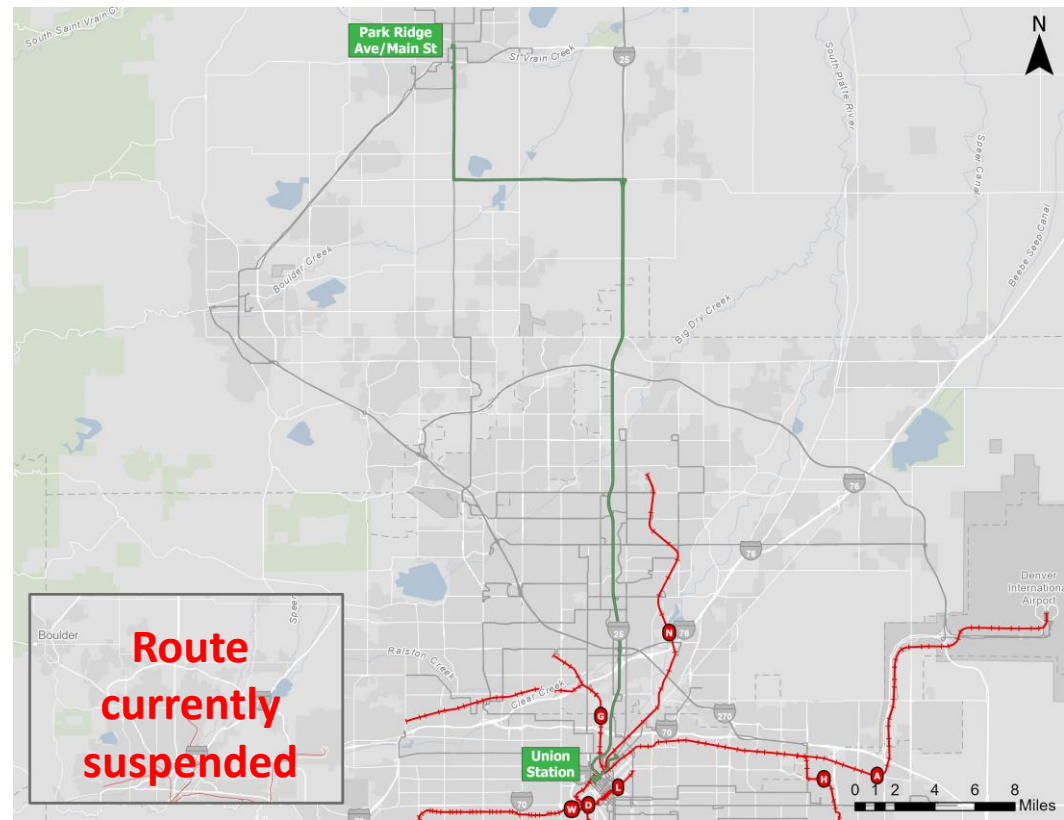
Span of Service		AB: Downtown Boulder Station to DEN				AB2: Boulder Junction to DEN			
		Service Levels (minutes)				Service Levels (minutes)			
		Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays:	3:00 am 12:00 am	60	60	60	60	60	n/a	n/a	n/a
Saturday:	3:00 am 12:00 am	60	60	60	60	60	n/a	n/a	n/a
Sunday:	3:00 am 12:00 am	60	60	60	60	60	n/a	n/a	n/a

Attachment: Attachment B SOP (5169 : August 2025 Service Change)

ROUTE LX2 – LONGMONT/DENVER

Commu

Proposed Alignment



Core Network Connections:

- Core routes at Denver Union Station

What is the current service?

- This route is currently suspended due to the pandemic

What is proposed?

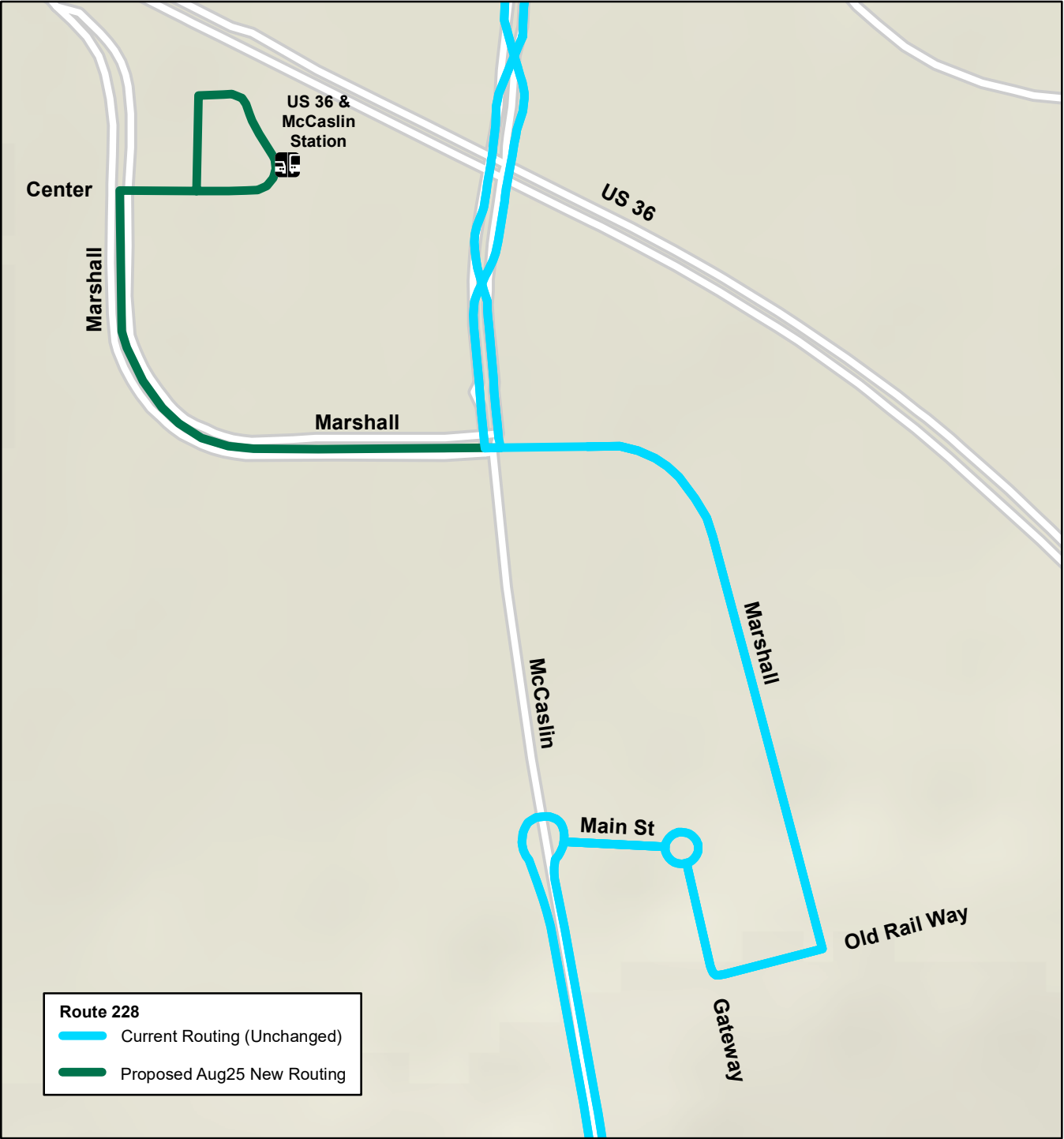
- Reinstall route to **restore service coverage**
- Commute service would begin from the proposed SH 66/Main St. Park-n-Ride to Denver Union Station
- Service would provide 3 to 4 peak period, peak direction trips

Proposed Service Plan

Route LX2 - Longmont I-25 Express						
S. Longmont/Denver						
Service Class: Commute - 1 Dir.						
Span of Service			Service Levels (minutes)			
			Peak	Midday	Evening	Late
Weekdays:	5:30 am	6:00 pm	60	0	0	0
Saturday:	n/a	n/a	n/a	n/a	n/a	n/a
Sunday:	n/a	n/a	n/a	n/a	n/a	n/a









Submitted as Public Comment to the RTD Service Change Process, June 14th, 2025.

June 14th, 2025

Jessie Carter, Manager, Service Planning & Scheduling
Regional Transportation District
1660 Blake Street
Denver, CO 80202

August 2025 Service Changes

Dear Mr. Carter,

Greater Denver Transit (GDT) has the following comments on the proposed August 2025 service changes:

H Line Termination at Southmoor

GDT notes the discussion between Directors and service planning staff that occurred during the Operations, Safety & Security meeting on June 11th.

We would like to emphasize the importance of treating the H Line line as a connecting shuttle between Southmoor and Florida. Southbound H Line trains need to depart Southmoor as soon as practicable after southbound E Line trains have called. Likewise, northbound H Line trains should depart Florida as soon as possible after southbound R Line trains pass.

For late afternoon and evening special events at Empower Field or the Ball Arena, consideration should be given to running H Line trains to Union Station using the space in the schedule freed up by other lines reducing frequency to 30 minutes after 6pm.

L Line Suspension

GDT is greatly concerned that once again, service on the L Line is withdrawn due to construction work happening elsewhere. This is particularly frustrating at a time where the L Line needs support more than ever as it is now clear that there are members of the community who have so lost trust in the rail service being useful that they are now campaigning to get it shut down permanently.

We urge the agency to work with its Downtown Rail Loop construction contractors and industry experts to find ways to keep the L Line running during the works as a Welton St shuttle. Possible measures could include:

1. Planning the reconstruction works in two parts so that there is always half the loop and one track available for empty train movements to / from the maintenance facilities.
2. Minimizing empty train movements by storing light rail vehicles at 30th & Downing that don't need maintenance attention. On-board cleaning could be done by a mobile unit.
3. If not already present, installing disconnect switches that allow the OCS on Welton St to remain live, even when the Downtown Rail Loop power is off.



Route FF4 Reinstatement

GDT welcomes the return of Flatiron Flyer service to Boulder Junction. However, we suggest this route serves stops in Denver on 17th & 18th streets plus Union Station in order to provide connectivity from all parts of Downtown to Boulder Junction.

Route LX2 Reinstatement

GDT is in support of the reinstatement of this route which will improve the connectivity between Longmont and Denver.

Route 6 'Realignment' to Serve the Community College of Aurora

GDT fully supports providing service to Community College of Aurora's CentreTech campus as a long overdue addition to the network. The exact nature of the proposed diversion / extension is not clear from the description provided on the service changes webpage. GDT requests a route map be provided to avoid potential confusion over the scope of this proposed change. GDT notes that this change is in conflict with the SOP, which proposes serving this campus by re-aligning route 169. We request a better understanding of the advantages of adding additional route length and operator hours to route 6 in comparison to route 169.

Routes 29, 30 and 35 Reorganization of Service

The exact nature of the proposed diversion of route 35 between Evans & Federal and Hampden & Wadsworth is not clear from the description provided on the service changes webpage. GDT requests a map is provided to avoid potential confusion over the scope of this proposed change.

Route 32 Extension to Civic Center Station

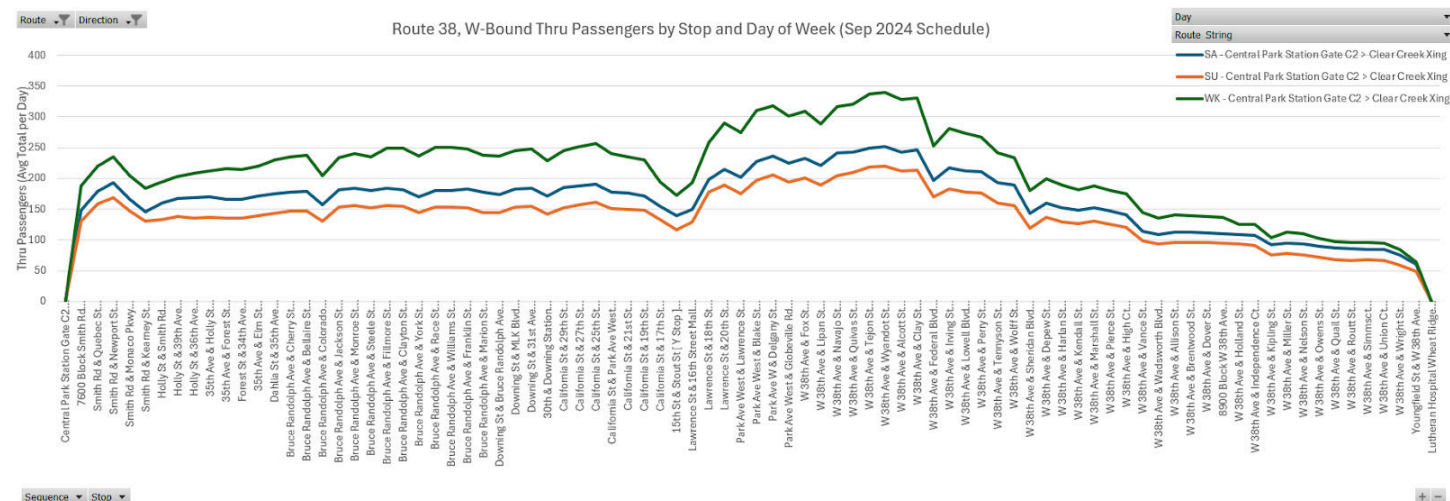
GDT is in support of the extension of this route as it will increase access to Downtown for customers riding from West 32nd Ave and improve Downtown connectivity. It is also fully in line with our Downtown Bus Plan.

Route 34 Reinstatement

GDT recommends this route be diverted to terminate at 41st & Fox with a connection at 38th & Blake after traveling west along Bruce Randolph Ave to provide easy connections to Union Station via the A Line and the west side via the G Line. Adequate service to the Downtown Loop area and Five Points from points east of 30th & Downing Station is already provided by Route 43 which runs 2-3 blocks south of Bruce Randolph Ave. The provision of a map will clarify for all customers the exact alignment of route 34.

Route 38 Termination at 30th & Downing

GDT notes the poor punctuality on this route which mainly manifests itself in eastbound buses being delayed on West 38th Ave and thus entering downtown behind schedule. This is exacerbated by the routing Downtown which takes the buses close to Coors Field on streets that do not have bus lanes.



The graph above shows the numbers of passengers on board a westbound route 38 bus, averaged out over the September 2024 runboard period. Apart from the extreme ends of the route, it can be seen that the lowest numbers of riders are on board at 15th & Stout, which points to passengers from Central Park heading into Downtown getting off the bus at earlier stops (e.g. California & 17th) before the bus starts picking up passengers on Lawrence St who are heading west on 38th Avenue.

These data lead us to conclude that the lowest numbers of thru-riding passengers are on board in central downtown on 15th St, so it makes sense to split the route there, not at 30th & Downing. Therefore, GDT recommends that this route's long term eastern terminus is Civic Center Station in accordance with our Downtown Bus Plan.

GDT would also like to see this bus rerouted to serve Union Station via Wewatta St to improve connectivity. We note that the stop that shows the most passengers boarding for westbound customers is Lawrence & 18th which is the closest one to Union Station.

Lack of Advance Schedule Information

GDT remains disappointed by RTD's continuing inability to provide even the most basic information on proposed timings. While we understand that any proposed schedule may be subject to change, it shouldn't be beyond the capabilities of staff to provide summaries of how they have scheduled routes. Even simple statements such as "Route A buses are planned to depart station Z at :xx past the hour, this is to allow customers to connect from B Line trains, which arrive at :yy past the hour." would be immensely helpful and reassuring to customers who currently feel ignored on this very important part of service planning.



With best wishes,

A handwritten signature in black ink that reads 'James Flattum'.

James Flattum

A handwritten signature in blue ink that reads 'RJ Bamber'.

Richard Bamber

A handwritten signature in black ink that reads 'KB'.

Keith Brooks

A handwritten signature in blue ink that reads 'Emma Griffin'.

Emma Griffin

A handwritten signature in blue ink that reads 'Joseph Meyer'.

Joe Meyer

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

August 2025 Recommended Service Change Public meeting

Monday June 16, 2025

12:00 p.m. via Zoom (virtual)

Julian Robinson

Hi, this is Julian Robinson of Broomfield. I just wanted to speak briefly in support of the FF4 reinstatement. It's been a route that I've used for many years before it was discontinued as a result of the decline in ridership of COVID. It will be a phenomenal addition to the FFA Flatiron Flyer service, especially to the business district in downtown. Being able to have commuters of Broomfield and Boulder avoid having to change buses and Union Station in order to access the central business district of downtown, and that would cut a tremendous amount of time off of daily commute. So, I want to thank RTD for bringing that service back. I hope it'll make the line popular. I also believe it will help reduce crowding on the FF1 as well. So again, thanks. And I also wanted to just quickly express my appreciation to the RTD staff for their communications with me about this particular line. I've been writing to RTD over the period of years. I'm asking when the timeline for reinstituting this line would be. And the RTD staff has been very responsive and I appreciate that.

That's all I have to say.

Jason Branstetter

Yes, hi, the guy before me kind of summed up what I was going to say FF4I used to take that and I had a fall a few months ago and so walking is you know, I work by the 2:06p.m. So, it'll be great to take the FF4 and I'm glad that that bus will be coming back because it was the one that I took with my uncle all the time and I'm just very glad that we could have it back. So, thank you.

Elaine

This is Elaine with Boulder Chamber Transportation Connection. So, I am speaking in my professional capacity today. We're really excited about the reinstatement of a lot of this service. Like the increases for FF2 are really, really appreciated. The FF4I concur that this is really good that it will be returning. I wish we were seeing the actual routing. I am hoping that it does go over to 28th St. to service 28th and Canyon and also like just with the AB buses as well. I hope that RTD is aware that 8 black shuttle service just shuttered business as of Friday. No prior announcement or anything. So even when they were in service, I heard from numerous people in the Longmont area that trying to get to the airport was really challenging. So, any of these services that help link people from Gun Barrel, Niwot, Longmont to service to the airport is very much appreciated. It's just very challenging for some of us to get to the airport. So easier connections within Boulder and access to their service, which made me recognize like there's no LD1 service on Sundays. So having that would be awesome. What else would I get? Just really thank you for the restoration of service. We're very excited to have Boulder Junction back and you know, thanks for making it all happen.

Dylan (written in chat, read aloud by staff)

OK Dylan, Dylan writes. I live in Littleton. I rely on the D line to get me to and from work every day during Phase 1 of this project. I believe Dylan is referring to the downtown rail reconstruction project. Service on the D Line was severely impacted. Despite the updated scheduling, I was left stranded after

work waiting for the train to arrive. Since the recent service changes back in January, the D Line reliability has improved significantly. I'm worried that these proposed changes along with operator shortage issues will lead to the same problems that occurred last summer recurring again. I'm just hoping RTD has plans to mitigate this. And given the proposed suspension part of the H line, I'm worried it will increase congestion on the E line.

Myra

I got here a bit late, so I just wanted to see if you could give me a brief just recap of what the changes are going to be? Thanks.

Gabriel Martinez (RTD Staff)

Thanks, Myra. Our full presentation will be available online and we also have another public meeting tonight if you'd like to see it from start to finish from 5:30 to 6:30 PM. We also have an Ask a service Planner session from 5:30 to 6:30 tomorrow night. So, for these public meetings today at noon and at 5:30, we are not going into answering questions. We're not in question answering mode or we're actually having dialogue with folks because we're simply trying to collect feedback. If you want to have a specific question asked, we encourage you to attend our our Service Ask a Service Planner session tomorrow from 5:30 to 6:30.

I will say that one adjustment, I'll reiterate that one adjustment that is happening, MITRE, is that it's proposed to suspend the H line after the August service changes and do some rerouting, some scheduled timing adjustments because of the resumption of work on the downtown. Yeah, on the downtown rail reconstruction project, which will be affecting routes that typically pass through the Auraria Colfax at Auraria Station, the Theater District and Convention Center stations and the Welton corridor.

Merci has said has brought attention that there's not interpretation to this meeting.

Gabriel Martinez (RTD staff)

In the future that is something we can we can try to accommodate in the future/ crisis for Sue Commentario Merci enemos una de sculpa the Martin at Qantas tattle Superimoto come again.

August 2025 Recommended Service Change Public Meeting

Monday, June 16, 2025

5:30 p.m. via Zoom (virtual)

After a brief presentation, the following public comments were heard and transcribed from the Zoom recording of the meeting:

After a brief presentation, the following public comments were and transcribed from the Zoom recording of the meeting:

Jack Rosenthal

Yeah, I'm Jack Rosenthal, I had comments regarding a couple of routes. I'm a writer in Boulder County. I see there's schedule adjustments to the 76. One of the difficulty in transfers I have is between 76 and LD 3 both ways. And the transfer time there is sometimes like 30 seconds on the schedules. And I'm hoping that these schedule adjustments will improve that and not make it worse.

On Route 228, the May 2025 service changes to implement the new detour through downtown Superior is obviously implemented in a very unexpected way, in a way that's not understandable to riders. I think the nice addition to Gate C is actually pretty cool, but we're now adding two detours to three riders of the 228 there through Superior.

And I think this changed overall when we look at both what was just implemented and what's going to be implemented makes it a lot longer to get through what was just a straight through on Mccaslin. And we should be looking at both together to see if it makes sense for three riders.

Boulder Junction, I really love it's being reopened. I just wanted to share. That's amazing FF4 and AB2 are coming back there. 206 used to go back there or used to go there pre pandemic and I would love to see it come back there in the future.

And then on the seasonal adjustments this summer season, I've noticed that route jump has been full on a lot of the morning trips from the Lafayette Park and ride, which is hourly during the summer. And we don't like passengers being turned away. So it I don't we should reevaluate how that one is operated seasonally.

Thank you very much.

Keith Brooks

Hello, I have a lot of little comments about a lot of these routes. We'll see how many I get through today. First of all, extending the six to serve Community College of Aurora. Very good to provide service to that location. That's always been a gap I've noticed. I am a little curious about why it's being done by saddling the six with an extra extension, especially since that will require making a new terminus for a bus, which I know can sometimes be a problem, especially 'cause you got to find a bathroom for the operator and a lot of little details like that. Whereas in the SOP and I'm working off the 2022 slides, the campus is

served by diverting the 169, which would be good anyway 'cause then you can make connections at Aurora Metro Center. So I'm just kind of curious why of the ways you could serve this route, it was done by extending the six.

Another one I'll touch on is turning the H into a shuttle. I'm not saying that's necessarily a bad thing, but it is one of multiple options. And I'm wondering how that conclusion was reached as compared to putting those operators on the run board rather than another one board on the extra board rather than using them to increase frequency on the R or any other little creative things. So yeah, just questions that I don't expect an answer to now but was on my mind.

Richard Bamber

I think it was in the presentation with the proposal for Route 32 to be extended through downtown. So, this route comes in from W 32nd Ave. calls it Union Station and then rolls through the downtown call of our 15th and 17th streets before ending up in a pretty natural terminal Civic Centre. You know, arranging our routes that terminate downtown like this is maximizes the connectivity, maximizes the transfer opportunities, maximizes the options that that route will get you to exactly where you are going to downtown. You know, rather than you may be having to connect onto the mall shuttle or only another bus. You know, no surprise, we've been talking about our downtown bus plan a lot. It's all in line with that.

We're happy. I was kind of request that FF4 be given a similar treatment. You know, this route starts at Civic Centre and all we're saying is put the call in at Union Station because right now we're going to reopen Boulder Junction, but there will be no straight connect, straight service from Union Station until Boulder Junction until of course, a train. So until that train shows up, may I strongly, strongly advocate for inserting a call at Union Station. It could go in via 18th loop around the bus concourse and then go out onto the express lane ramps. And that would, again, for the same reasons as the 32, maximize our connectivity, our transfer opportunities and generally increase the chances of people coming in from that Boulder junction are being dropped off exactly where they need to be downtown. Thank you.

Chris

Hey, how's it going anyway? I want to bring up some some stuff about the Route 30 rerouting. My, my concern is what about those that take the Route 30 to have to go to Hampton and Wadsworth Park and Ride. And if you reroute that to go straight up and down Federal, that could that could be an issue to some of those going to the that have to go to Hampton and Wadsworth Park and Ride.

And the other thing is with then my question is also with the Route 35, is that still going to go to Hampton and Wadsworth Park and Ride or is that going to be bypassed completely?

Anakin Skywalker

Yes, I wanted to suggest is standing there 32 and 26 AKA 28 get a line to Old Town Arvada station. And I had the paperwork here to show it, but I wanted to well, I can't bring it on camera, but this is the paperwork for it for the 28. This one's still 32.

August 2025 Service Change Feedback

Feedback from Salesforce

Route	Comments	Count
0	Increase frequency	2
100	Add a limited or express schedule during peak morning and evening commuting times	2
11	Improve reliability	1
11	Increase to 30 min frequency	5
120L	Increase to 15 min frequency	3
120X	Add service on holidays	1
120X	Reinstate	1
121	More stops near schools	1
122x	Reinstate	8
125	Reinstate	1
15	Improve reliability	1
15	Increase frequency	1
15L	Reinstate	1
16	Run later at night	1
17	Reinstate old route to Golden	1
205	Bring back into Heatherwood	4
225	Change the arrival time 3:45pm or wait at the stop for five minutes	8
228	Stop relocation for safety	1
3	Add weekend service	1
3	Increase to 30 min frequency	1
31	Add stop at Union Station	1
31	Reinstate route	1
324	Add a loop that goes all the way up and down Hover	4
324	Improve on-time performance	2
326	Improve on-time performance	4
38	Increase frequency and run past 10 pm	3
40	Add weekend service	1
402L	Improve connection to the D Line	1
403	Reinstate	5
43	Reinstate	1
44	Increase morning frequency	2
45	Increase frequency	1
46	Increase to 15 min frequency	1
50	Add midday trips	1
52	Improve connection to the route 76	1
520	Increase to 15 min frequency	3
55	Reinstate	1
65	Improve connections to light rail	1
66	Increase to 30 min frequency	2
72	Return to 30 min frequency	6
83L	Increase frequency	1
87L	Reinstate	1
AB	Increase to 30 min frequency instead of Peak	2
AB1	Increase frequency	10
B	Increase frequency	4
B	Reinstate previous stops	1
BOLT	Improve on-time performance	1
C	Reinstate	13
D	Improve on-time performance	3
D	Weekend frequency increase	1
E	Improve on-time performance	25
FF2	Earlier departure	1
FF2	Increase frequency	8
FF4	Reinstate	5
FF6	Earlier first trip	1
FF6	Reinstate	2
Flatiron Flyer	Earlier departure	1
Flatiron Flyer	Run later on weekends	1
G	Increase to 15 min frequency	4
GS	Add more buses	4
JUMP	Increase frequency	4
MetroRide	Reinstate	6
NBI	Increase frequency	2

Attachment: Attachment F (5169 : August 2025 Service Change)

RTD August 2025 Proposed Service Change Feedback

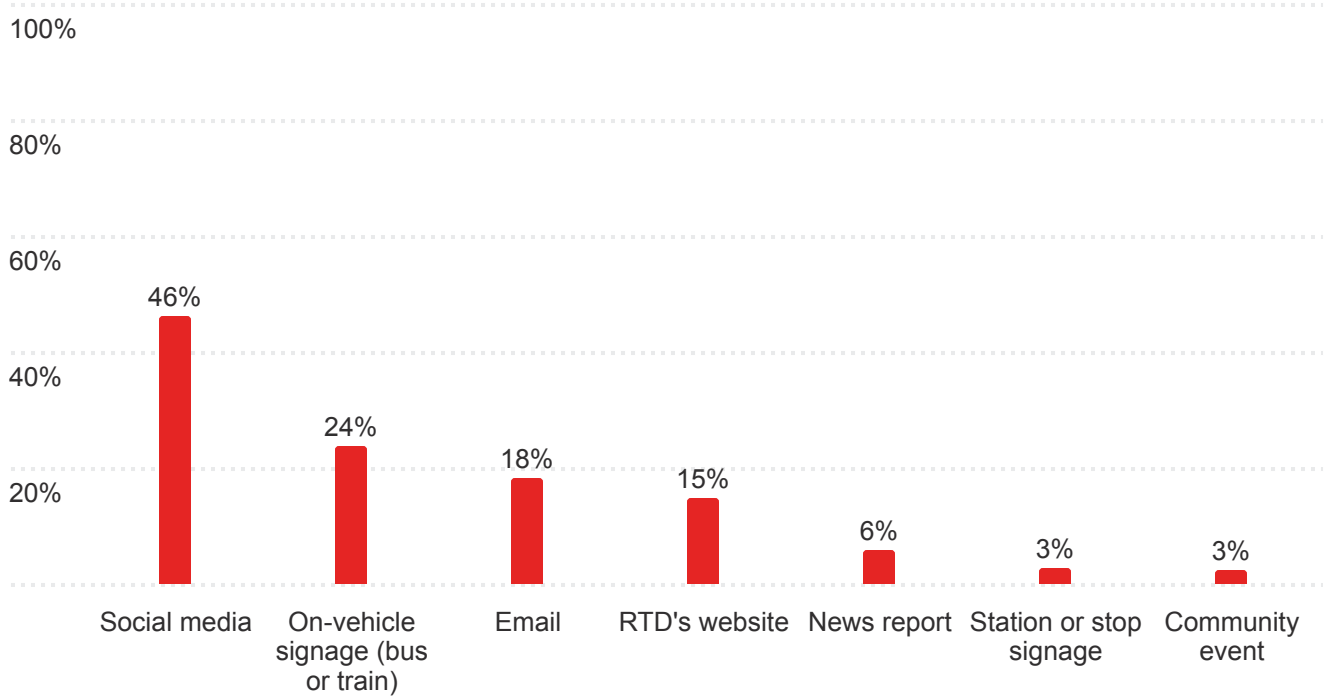
Survey Results

Key Points and Take-Aways

- When asked how they heard about the proposed service changes, the most common response was through Social Media (46%)
 - With the exception of On-Vehicle Signage (24%), Social Media was the more common than all other responses combined (45%)
 - Please note this question allowed customers to select more than one responses
- The most common ZIP codes reported by customers were:
 - 80301 (9%)
 - 80027 (5%)
 - 80305 (3%)
 - 80211 (3%)
 - 80303 (3%)
 - 80205 (3%)
- Customers reported 101 unique ZIP codes
- Looking at all proposed service changes, 58% of customers reported that these changes would result in a somewhat to very positive impact
- The most common routes/lines that customers chose to leave feedback for were:
 - Route FF4 (21%)
 - D Line (20%)
 - H Line (15%)
 - Route FF2 (15%)
 - Route AB2 (15%)
 - E Line (14%)
- The top three routes/lines with the highest reported positive impact were:
 - Route FF5 (100% of 1 response)
 - Route FF2 (98% of 77 responses)
 - Route FF4 (97% of 105 responses)
- The top three routes/lines with the highest reported negative impact were:
 - H Line (84% of 72 responses)
 - L Line (75% of 24 responses)
 - Route 29 (71% of 7 responses)

How did you hear about the Proposed September 2025 Service Changes? Please select all that apply:

599 Responses



Attachment: Attachment G (5169 : August 2025 Service Change)

What is your ZIP code?

608 Responses

Field	Percentage
80301	9%
80027	5%
80305	3%
80211	3%
80303	3%
80205	3%
80210	2%
80203	2%
80014	2%
80204	2%
80237	2%
80013	2%
80304	2%
80302	2%
80212	2%
80120	2%
80020	2%
80222	1%
80113	1%
80110	1%
80504	1%
80501	1%
80209	1%

Attachment: Attachment G (5169 : August 2025 Service Change)

80206	1%
80129	1%
80128	1%
80127	1%
80126	1%
80026	1%
80219	1%
80202	1%
80123	1%
80033	1%
80031	1%
80021	1%
80015	1%
80503	1%
80238	1%
80233	1%
80231	1%
80228	1%
80227	1%
80220	1%
80216	1%
80124	1%
80112	1%
80111	1%
80236	1%

Attachment: Attachment G (5169 : August 2025 Service Change)

80221	1%
80218	1%
80207	1%
80130	1%
80125	1%
80122	1%
80022	1%
80011	1%
80002	1%
80602	0%
80465	0%
80401	0%
80246	0%
80234	0%
80229	0%
80215	0%
80214	0%
80134	0%
80108	0%
80004	0%
80817	0%
80601	0%
80516	0%
80466	0%
80454	0%

Attachment: Attachment G (5169 : August 2025 Service Change)

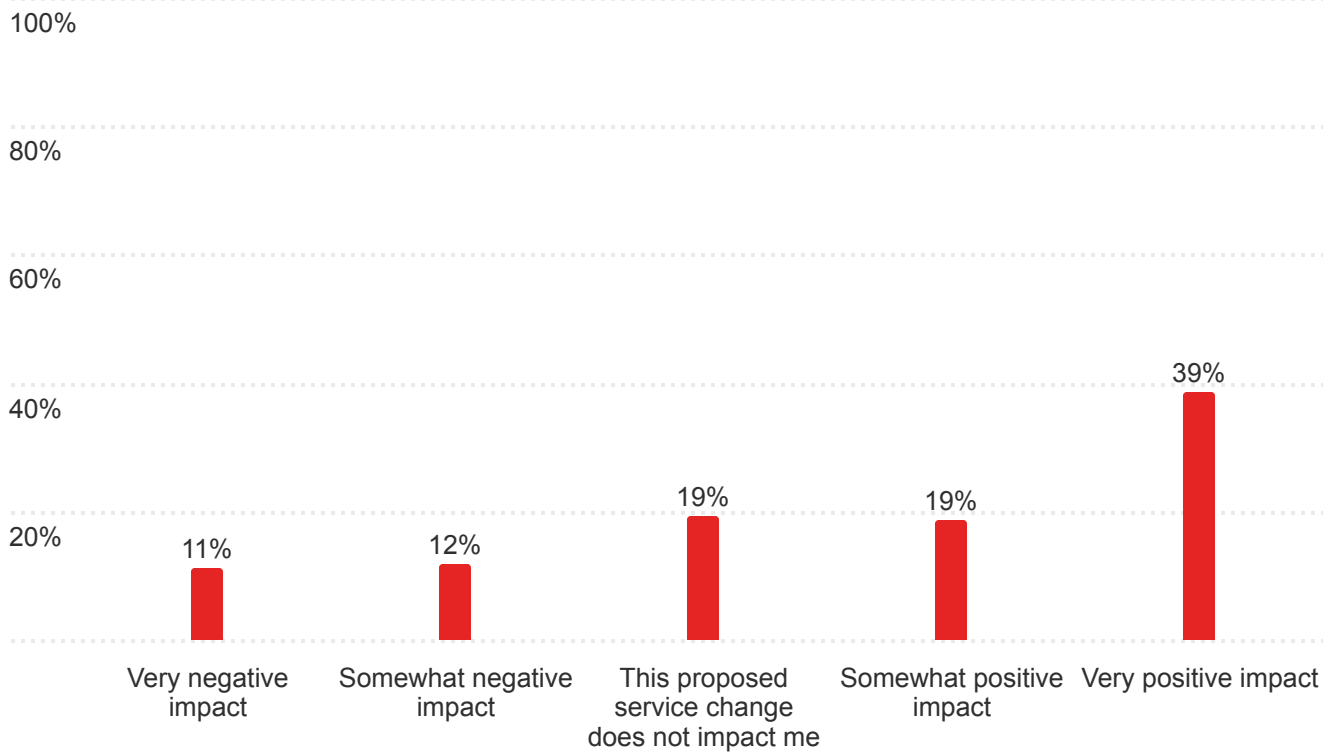
80235	0%
80232	0%
80224	0%
80223	0%
80121	0%
80023	0%
80017	0%
80016	0%
80005	0%
80003	0%
80470	0%
80452	0%
80327	0%
80306	0%
80294	0%
80269	0%
80249	0%
80247	0%
80241	0%
80239	0%
80230	0%
80045	0%
80028	0%
80019	0%
80018	0%

Attachment: Attachment G (5169 : August 2025 Service Change)

80012	0%
80010	0%
61811	0%

Overall Impact Across All Proposed Changes

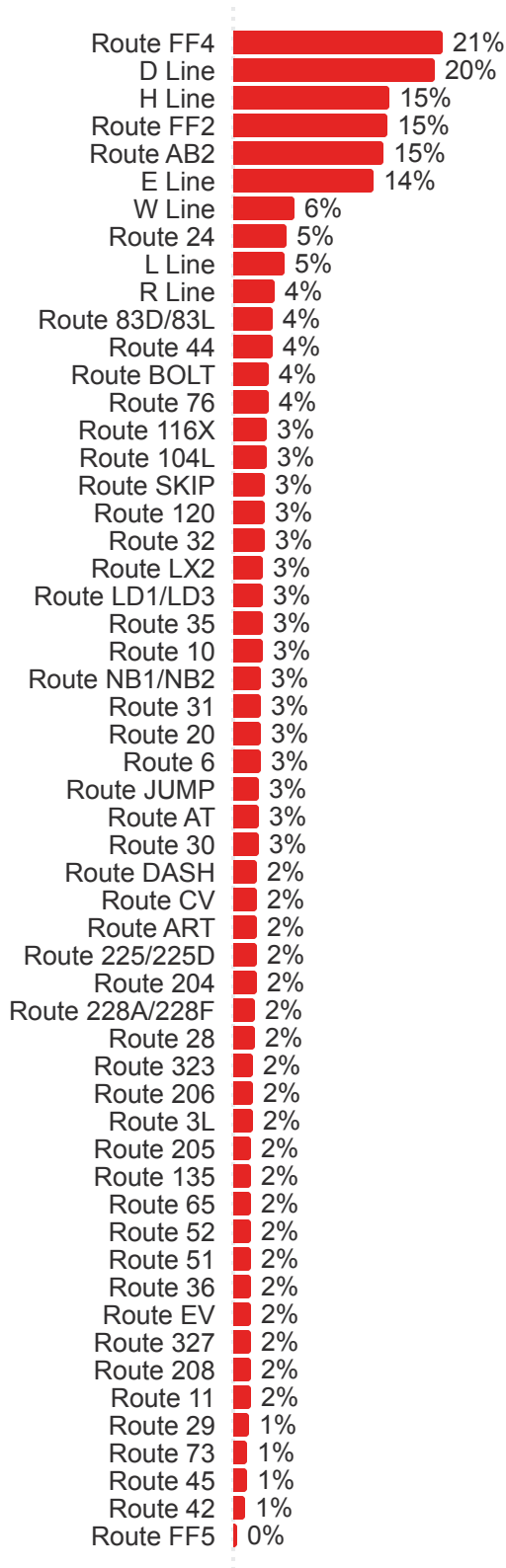
1053 Responses



Attachment: Attachment G (5169 : August 2025 Service Change)

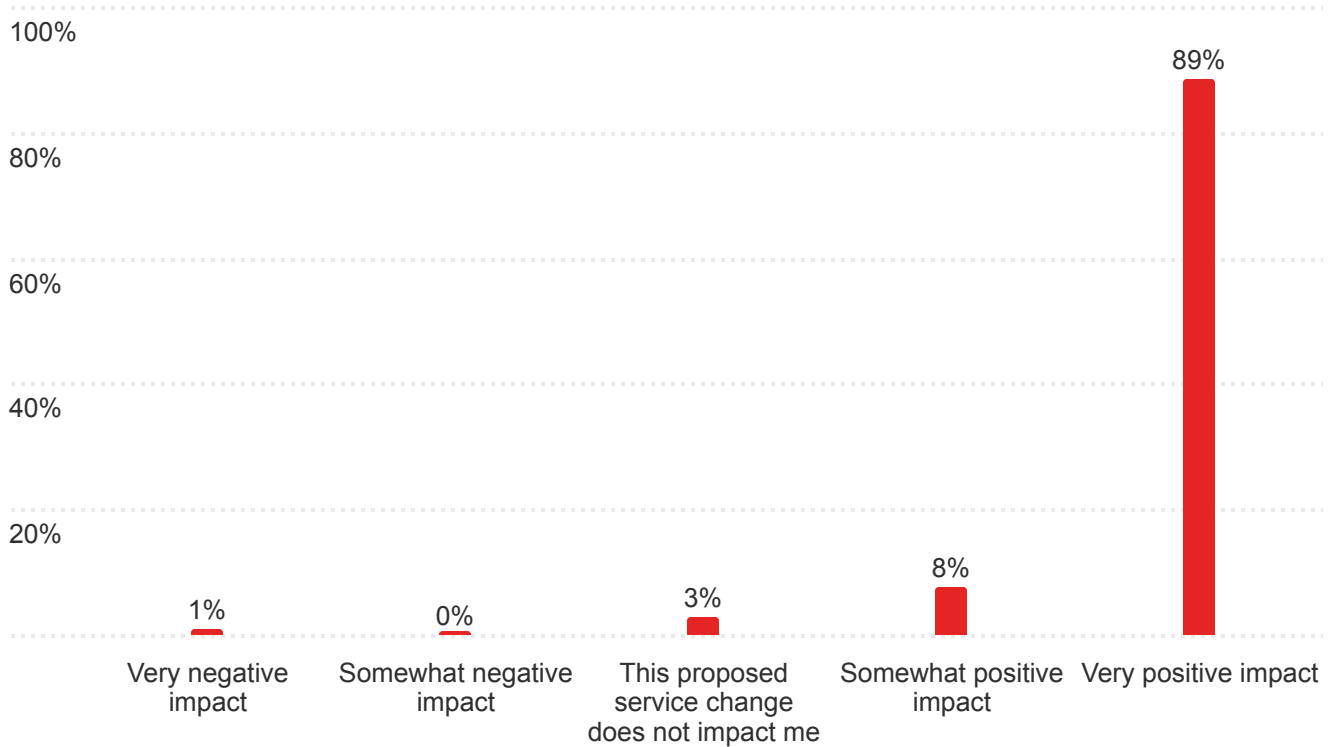
Which routes and/or lines would you like to provide feedback for? Please select all that apply:

538 Responses



Route FF4 - Boulder Junction/Civic Center - What kind of impact does this proposed service change to Route FF4 have on you?

105 Responses



Route FF4 - Boulder Junction/Civic Center - Please use this space to provide any comments you have about this proposed service change to Route FF4:

85 Responses

There are a number of people in my office who would benefit from the additional trips proposed. Our office covers employees' public transportation costs and increase in service/flexibility will help us take advantage of this benefit, and reduce unnecessary pollution and traffic

I moved to the neighborhood with the idea that there would be lots of transit options (bike, train, bus, and walking). Please make this happen!

Finally! Bus service at Boulder Junction. It's been far too long. I hope this route will also make it convenient to transfer from the Bolt on 28th Street. to get on the FF4 to Denver. This bus should also have a stop like at Wewatta or 17th and Market for access to downtown for people who don't need to go all the way to Civic Center

Highly support reinstating the FF4! It will make my commute to work much easier.

Thanks for adding service back to boulder junction

Fantastic! I work downtown on the opposite side of union station. Used to take ff4 all the time. Ff2 direct is nice but too limited, too crowded, and far away from my ultimate destination. Ff1 takes much longer. I'm thrilled ff4 is coming back.

I am very much in favor of RTD resuming this bus route. This service used to have stops (both inbound and outbound) within 1 block of my office. Currently with my only option being the FF1 I need to walk around 8 blocks to and from my office for Union Station. This is very inconvenient and time consuming. Resuming the FF4 service will greatly improve my commute.

The more busses that go between Boulder Junction and Denver Civic Center, the better!! Thank you!

I drive every day from Boulder Junction to the Civic Center area in Denver. This line would allow me to take the bus both ways, five days per week. It would completely eliminate my need for a personal vehicle. The proposed times are great, I would also advocate for earlier departure times than what is currently planned.

I used to be able to get to work in an hour door to door with the ff4, but now I have to cross Boulder and pick up the ff1 and now it takes almost 2 hours to get to work downtown. This would save me a lot of time

Please restore bus service at Boulder junction again.

Towntown

Boulder station is a disgusting dangerous meth Den and we do not want that in the residential Boulder Junction and Steelyards neighborhoods Rtd has been unable to control the violent . t drug addicts that terrorize community members and cause the station to close to have meth abated. What can you do to stop this here?

This change will enable my husband and me to use RTD to get to Denver.

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

Reinstating service to Boulder Junction will make transit trips to my job (located in Boulder Junction) feasible again!

The more routes around Boulder Junction the better!. Means more access.

Thanks for considering!

Again, it is great to have the Boulder Junction station reopen!

Thank you for considering this! Very much in favor :)

I used to ride this bus daily, I am so happy to see it return. Please bring additional bus service to Boulder Junction.

Boulder junction needs it's buses back - the neighborhood is very dense and has grown a lot since services were removed. We need our buses back!

Now that this route is restored, I will start riding transit again from Broomfield to downtown Denver. I had stopped riding and purchased a monthly parking pass because stopping at Union Station doubled my commute time, making it quicker to drive. With this change, I can now get to my final destination, near Civic Center Station, quicker than I can drive.

Please make this change as soon as possible!

The possibility of the FF4 would be such a helpful change! Please please please bring this route back! I live in Boulder and work on the east end of downtown Denver. I try to take public transit (the FF1 or FF2) but often end up driving because my office is so far from Union Station. If the FF4 is available, I would take it every day and never have to drive. I also have lots of coworkers and friends who work on the east side of downtown Denver but live in Boulder and this would be a very positive impact for them as well.

Thank you so much! This will allow me to go back to my pre-covid commute and don't have to get in a car at all to commute into Denver. This would be amazing!

This would be life-changing and would significantly increase my transit use. Connecting from union station to the civic center area is currently lengthy and difficult, this route would make a huge difference in my commute. I miss the FF4!

THANK YOU!! This will have a huge positive impact on my life. I commute between downtown Denver and CU East Campus daily - this will shave 40 minutes off of transit for me.

Please bring this line back!

Please proceed with bringing this route back. I currently do not have a way to get to work via bus without having to walk a mile from Union Station and this route goes right past my office. Several coworkers will resume taking it from Boulder as well. We have missed this route and are excited to have it back!

Currently today to get to downtown Boulder I must take another mode of transportation to the table Mesa station. By adding a service to downtown Denver, this would reduce the burden and cost for me. Adding more services to the Boulder Junction will revitalize this area and fulfill commitments that were promised in the past.

Please bring this line back! Very close to my work in Boulder and my partner's work in Denver. Thank you!

The trips into Union Station and then hoping on the 0 to get to civic center adds nearly 20 minutes. Being able to skip downtown and get to civic center is so badly needed.

The disappearance of the FF4 bus has been very impactful because I commute from Louisville to upper downtown. Bringing it back goes a long way towards solving the problem of how to get from Union Station to the other end of downtown, making bus commuting so much more convenient.

Please bring it back, and have it start at 6 AM or even 6:30 AM instead of 7 AM. Thank you.

This will significantly improve my commute to my office- I have been taking the FF1 which is always crowded and sometimes doesn't have space for my bike. Please reinstate this route

Would make my commute ~1000x better!

I would LOVE LOVE LOVE to see the return of the FF4. I commute from McCaslin to 17th/Broadway, and currently take the FF2 (if I can catch it) or the FF1, which means a 25 minute walk to work after the bus ride. This is not feasible on some days due to time constraints, and is not comfortable on bad weather days. An FF4 option would definitely increase my ridership into work.

This will make a huge difference in a positive way. Please add these back and increase frequency if possible

I currently take 2 buses from Louisville to downtown Denver, because I work right next to Civic Center. Bringing the FF4 back would reduce my commute 20+ minutes each way and means I would only need to take one bus—that's at least 40 minutes a day! Some days I actually drive into work so that I know I'll get there on time for early meetings, and bringing the FF4 back would reduce the days I drive. Please bring it back:)

Please bring back the FF4! I would use it to commute for work near Civic Center, and it would replace several car trips per week.

Thank you for reinstating the FF4! We need more options to get from Boulder to the Civic Center in Denver for work.

I heavily relied on the FF4 route for my daily work commute from Flat Irons to Civic Center Station. I work at the Judicial Center just south of civic center. Returning this route will save me much time and hassle from having to catch other routes from Union Station to the Judicial Center. Please, please, please reinstate the FF4!!!

I live in Lafayette and work at 1300 Broadway. I used to take the FF4 to and from work every day before COVID. Since then I have not taken the bus to work once. If RTD reinstates the FF4, I will take it to work three days per week. Thank you!

This will be a transformative change to the system. No longer will I need to figure out last-mile travel logistics because I work near Civic Center. Now the bus just goes from home to work, its magic.

As a state employee residing in Louisville and working near Civic Center, resuming this route is a wonderful improvement to my commute, cutting the time nearly in half. The FF4 was part of the reason we purchased our home in Louisville.

Thank you!

That would be fantastic to have this route back. Thank you for your efforts to make it happen!

I have been hoping that this route would be reinstated. I work very near to civic center and would love to take this bus and skip the 15 minute plus detour I have to take at union station each day.

I would take this instead of the FF2. Please bring this back.

When I first moved to Denver, I was planning on taking the FF4 to get to work. However, this line was canceled and never brought back, so I end up driving to work. It would be great to bring the FF4 back and allow me to take the bus to work.

I have missed this bus so much. It allows me to get to Denver directly from my house. While it's been gone, I've had to connect to a bus and use lightrail to get to my intended destination. My family and job are in the Denver area, so much appreciated to be able to connect more easily to them. Thank you!

This would yield significant value to the community. I am strongly in favor of this.

Please bring back the Boulder/Civic Center bus that goes down California (departing from Table Mesa)!

My fiance works in Denver, very close to Civic center. She does not have a car, so when the FF4 was cut, traveling to work took an extra 40 minutes, and included two transfers. While she can work at home, her work wants her to come into the office more. Having a streamline route on public transportation would be a HUGE boon to her ability to do that. Additional, there are more businesses near Civic center that people from Boulder would like to use. Getting there and back via car is costly, as there is limited free/cheap parking

YES!!! BRING IT BACK! I work at Boulder Junction and this would be incredible.

I anticipate use the FF4 quite extensively to commute between Boulder and Denver (to work, from home) - so wholeheartedly support any and all changes that increase the efficiency of those trips and expand the options to use the bus for my transit. This expansion is particularly desired -- my office is spitting distance from the Boulder Junction station.

Game changing decision to get the FF4 back! PLEASE PLEASE PLEASE do this.
I know several others in the same boat that won't submit feedback to you.
Mark

It's very exciting to learn about the reopening of Boulder Junction at Depot Square Station! The return of the FF4 will be great for many, but I would also like to see a FF to Union Station from Boulder Junction. Thank you for reopening our station!

This is long overdue. Hopefully frequency can also be boosted next time around.

This would make a huge difference to me - enabling me to travel between our office which is near Boulder Junction to meetings in Civic Center without having to drive. Right now it's challenging to be a one car family, and this would make it much easier!

Currently, in order to get to the Eastern side of Boulder, I have to take the FF1/FF2 to Boulder station and bike across the city to get to my office because the 208 only runs once an hour. By including the FF4, this brings service to a much closer location, so much so, that I wouldn't have to ride my bike every day.

A massive investment was made to create Boulder Junction. It would be nice to have at least one route use this station. It would also be awesome to extend or add a GS-style route to this location.

Yes. We need to see Boulder junction working again. Traffic to get there is much less severe than going downtown, and currently there are not enough times between Boulder and Denver. This will help.

Please do this! Working in Boulder Junction has been difficult since the loss of these busses. I know me and my colleagues would appreciate this as it would open up more areas for us to live.

This route would streamline my commute to Denver by allowing me to only take one bus instead of transferring at Union Station. It would also allow me to more easily ride my bike to the bus which is a big bonus!

It is unclear from your announcement what the FF4 route is. Where does this go? What are the stops?

I have missed this bus since it went away. I cannot wait for it to come back and I can stop having to drive to Boulder from Westminster

YES this was my favorite FF

Please restore this route as much as possible, beyond just 4 buses in each direction! Consider adding times as early as 6:30 am and as late as 6:30 pm. Many of us working in downtown are not able to take public transportation because union station is so far from our offices. This service to civic center was always packed pre-pandemic and expect it will be again.

With increased commuters into downtown, this service restoration is very much needed.

Thanks for reopening Boulder Junction!

Long overdue

Very happy to hear this news -

I've been requesting the return of this bus service for several years now. This will improve my commute SO MUCH so I really hope this bus service does indeed come back. Thank you!

This is a good addition for Broomfield. Thx. Shelly W.

I am extremely excited that RTD is bringing back the FF4 line. Not having to change buses at Union Station and less stops to the Central Business District will save a tremendous amount of time on my daily commute. I will take this route each day, as I did from 2003 to 2020 (including prior H route). Thank you so much RTD!! Julian Robinson

I commute from Union Station to Boulder-Broadway/Euclid Monday-Friday and take the FF1 because the FF2 has not been offering routes that arrive by/before 8:00am in Boulder. Most of my fellow travelers are members of the University of Colorado Boulder community and need to arrive by 8:00am to campus. The FF4 buses would support the CU Boulder campus community greatly as the bus stops at Colorado/28th St. FF1 buses are standing room only on the PM commute and run out of room for bicycles by US36/Wadsworth. Given this tremendously high demand for FF1 and FF2 and now FF4 buses during peak commuting hours (arriving in Boulder by 8:00am and departing Boulder by 5:15pm), I am glad to see RTD is considering adding FF4 routes to support the high demand for ridership. Adding FF4 routes during peak commuting hours (arriving in Boulder by 8:00am and departing Boulder by 5:15pm) would free up room on the FF1 buses for travelers who are picking up the bus after Union Station west-bound and free up room on the FF1 buses east-bound for travelers not going directly to Union Station. Many riders use the FF1 route for Denver sporting events, leading to standing room only buses and many disgruntled fans who want a smoother and more direct experience. Having FF4 routes would also help mitigate the high levels of congestion on US36 during rush hour.

I am very excited at the prospect of the FF4 returning. This will make getting to Northeast Boulder (from Denver) a lot easier and cut down on the bus transfers and bike/walk mileage.

Sorely needed route to serve the Boulder community. My parents are old and disabled and having to go all the way down Pearl Street isn't feasible for them.

I love this bus. I love taking it and it was very convenient for me since I live near the junction station. It would make most sense to have this one up and running again multiple times a day maybe not select trips. Also if you could consider bringing back the ff6 six that would be great too.

As someone who commutes from Denver to Boulder several days a week I am very excited to see this offered for people like myself whos offices are closer to Boulder Junction station than the Downtown Station. This will give me the option to not have to bike across town to catch the FF1 or FF2 every single day. Bad weather days especially will be much better with a shorter distance to the route!

I am so happy to see service open up again at Boulder Junction! Residents and employees are very eager for this service return. I have been able to take advantage of easier connections to Denver buses off of the Bolt by transferring at 28th & Canyon and hope that will still be feasible. I am hoping that the bus will also have a stop closer to downtown Denver as there are downtown based employees coming to jobs near Boulder Junction as well as Boulder Junction residents wanting to take advantage of amenities in downtown Denver

This is incredible news to hear!

This is great news! I might start riding the bus again - I haven't since the pandemic because of elimination of the morning FF4 eastbound. I would then appreciate the extra westbound FF2 options after work.

The changes would be beneficial in the same ways that I stated previously, but in case it needs to restated: I often want to visit Boulder with friends, but we live in different areas if Denver, so we have to carpool in multiple cars or drive separately. Having an express line to Boulder would allow us to visit Boulder more easily and eco-friendly. Additionally, many of my friends as well as my partner work in Boulder, but live in Denver, since Boulder housing is too expensive. This line would help cut down on car traffic if people could take the line straight to Boulder for work.

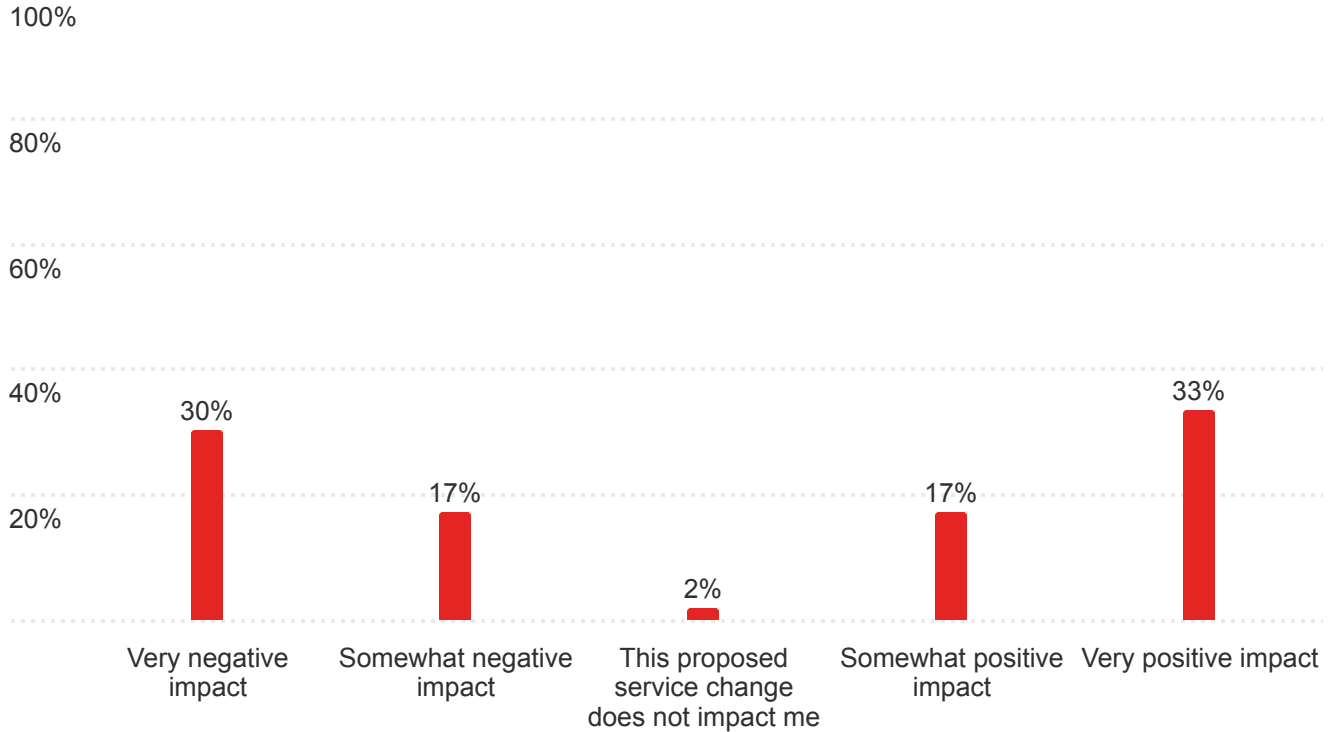
Additionally, if there would be multiple stops on this line compared to FF2 express, the option would be nice to use this bus line to get to/closer to places like Westminster, Broomfield, and Superior, which we visit frequently.

im so happy this was one I took all the time cant wait to ride this bus again.

4 trips each way makes commuting for a variety of reasons much easier, whether I'm visiting Boulder in the morning or spending the day up there.

D Line - 18th & California to Littleton & Mineral - What kind of impact does this proposed service change to the D Line have on you?

99 Responses



D Line - 18th & California to Littleton & Mineral - Please use this space to provide any comments you have about this proposed service change to the D Line:

78 Responses

I travel daily from the Arapahoe station to the central downtown business district. After the elimination of the non-stop F-line, riders on this route have endured incredible inconvenience and unreliability. We are forced to switch from the E-line to either the D or H line at Broadway, with no effort made to minimize connection times. Further, the E-line faces very common cancellations and delays, and was plagued by slow tracking longer than any other line. Once again rerouting all trains to Union Station will be yet another incredible inconvenience. Because it is inexcusable that this is happening yet again, great effort is required to minimize this inconvenience. I strongly suggest that RTD run non-stop frequent buses from Arapahoe directly to the central business district during the period of rerouting.

Union Station as and end of the line makes more sense for walkability to bars and Coors Field

If you are going to divert the trains out of the downtown loop AGAIN, are you going to have shuttle busses? Going to Union Station and having to take the mall shuttle adds time to my commute and is inconvenient.

N

It would be good to know how long the rerouting is going to last since it means a much longer trip to my office potentially during the winter.

Good plan.

This will make taking the Light Rail even more inconvenient and unsafe as I go to the Denver Center for Performing Arts.

One more reason not to go downtown.

It would be nice to have service from Evans station to union station on a permanent basis

Can't get to work at theater district

Would make transfers to line 20 and w smoother

Transferring to the D line from union is very tedious, the D line stopping at union would be a great alternative. One thing I would love to share for ideas is maybe have certain intervals of D line trains run to the typical 18th and California and then have some certain time intervals run at union if that's at all possible I think it would still be great for people coming from the mall and also people traveling at union.

Understand the need for the downtown maintenance project. The Phase 1 project definitely made it challenging to commute downtown from Englewood area. Two questions:

1. How long is the 2025 downtown maintenance project expected to last?
2. Afterwards, will we ever be able to get concurrent E and D service as it was pre-pandemic? It's frustrating to only have one or the other.

Have missed the C line - MIGHT take this for Rockies games - but security at Union Station is questionable

There was already an option to get to Union station. There is now no service to a more central downtown location. Union station is an unsavory place to be

It would be great to have transportation to Ball Arena without having to change trains

Confusing

It is almost impossible for me to ride light rail. I feel it is not safe to ride the bus or walk from Union station to the downtown corridor. There is no indication how long this change will last. I will stop riding RTD because there are too many ongoing service projects, delays and uncertainty.

I wish the D line would go to Union Station permanently.

Union station is a much better transfer point for me!!

This is closer to where I do happy hour and is easier for airport/A-Line transit, however would be farther from where I work (if I still worked downtown, which I don't). But I'm sure other people do.

Does this mean the D Line will permanently remove Colfax at Auraria as a stop? This is my main access point to this train

How long will this last? There should be more information. Will there be a bus alternative tracing the route or just the mall bus?

I rely on being able to easily get to civic center station for work via the Colfax at Auraria Stop. I would be okay with this if there were positive alternatives. However, there are no beneficial ways to get from Broadway and I25 or 10th and Osage to Civic Center Station. I would appreciate a shuttle service or increase in one of the existing bus routes departing from Broadway to account for this rerouting for it to not negatively impact my travel.

Union Station is horrible and Diverting the D-Line to this station is Only gonna attract more fentanyl addicts/homeless to ride the train from Littleton and to/from the Union Station what a joke RTD never completes these rail problems on time and now us riders who pay thousands a year for monthly passes have to endure this type of trash I have stopped taking the train from Littleton due to their lack of security on top of them allowing these homeless people to smoke fentanyl on the trains and they do nothing about it

Would love D line to always go straight to Union!!!!

Why do we have to change trains to get to Union Station from Littleton? Why can't you have a train that goes directly to Union Station like you did several years ago? I already drive 20 or more minutes to take the train and then have to take 2 trains to get to work and walk 3 blocks.

This would be awesome

I love this change. Switching and waiting for trains at I-25/broadway, Alameda and 10th/Osage to get to union was a major inconvenience and has been sketchy in the past when taking late trains. This would make myself and my wife feel more comfortable taking the train downtown as well as to the airport instead of driving and dealing with traffic/parking. This would also convince my older parents to use the train when they visit and to go to NBA/NHL/MLB games. THANK YOU!

This would impact my travel time by 1/2 hour. I work at the courthouse. If you are going to do this to the D line, you should bring back the C line.

RTD rerouted trains to Union station a few years ago and it was extremely detrimental to D line riders and turned off several riders from RTD. During that time RTD did not increase mall shuttle frequency causing significant delays and inconsistent commutes for riders. Furthermore, 16th street has not been completed, creating even more chaos and uncertainty for riders. This should be delayed until 16th street is completed, mall shuttles running on 16th, and have increased frequency of mall shuttles to accommodate the diversion of the D line.

This is utter crap. It's hard enough already to get from Littleton to downtown without diverting to union station. The present system of riders getting off and getting another train to Union Station works just fine right now. Why fix what's not broken?

Diverting trains to Union offers easier access to sports stadiums and the airport. However, the most ideal setup for me would be having every other d line train going to Union Station and every other train going downtown.

I already primarily use the D-line to get from Downtown Littleton over to the E line and then to Union Station. Change would make my life a lot easier being able to ride the D line all the way to Union Station

If this change were made permanent it would be very convenient to me. Easier access to the A line without having to get off at Broadway and wait for an E line to take me to Union Station.

I hugely support this direct route the D line would take to Union Station!

PLEASE add a route from Littleton/Mineral to Union Station! It's the only way I can get downtown for work!

I feel like the C line was the proposed route once upon a time.

Why wasn't downtown reconstructed differently? You could have had trains still service downtown and turn at convention center like during the parade of lights, instead there's no easy access from CBD Denver to a train without having to bus up to Union which takes time. You should have made more effort to reconstruct from colfax to theatre district last year so you could still service Auraria and theatre district

Quit screwing up the D line. You cater to druggies and gang members and don't want regular office workers taking the line. Very disappointing

I parked at the mineral light rail station. I work downtown 3 to 4 days a week. This will completely 100% disrupt my commute. The D line has been disrupted for the last two years. It has been absolutely horrendous. I have so sick of it. There is no need for this to take place. You can do this in phases. Just like you have before. You can shut down the lines between convention center station and 18th and California. And disrupt it for maybe a week but you do not have to completely move all train to Union Station. Meanwhile, my building is at 16th in California. I would hope you would rethink this proposal. Thank you.

Does this mean the D Line would no longer go through downtown leaving only the H Line to get into downtown. This is just ridiculous. You are already unreliable. This just adds to that. This is one of the stupidest ideas you have ever had.

I currently take the D Line to my office near 18th & Stout.

I will 100% stop riding the train, and drive to work instead, as long as the D Line is diverted to Union Station.

My biggest reason for utilizing lite rail is to attend sporting events, Colorado Field, Ball Arena and Empower Stadium. A person can access the 16th Street mall at Union Depot.

There has been no information shared about what the schedule/route changes will be or how long they will last. The changes during Phase 1 were at least completed during the summer months when the weather was nicer to allow for alternate options, such as biking a portion of my route to work. The new new changes for Phase 2 are scheduled to become effective August 31 so that will be at a time when weather will be starting to get colder again and there has been no communication regarding how long it will last. If it goes well into the Fall/Winter, then that will have a significant impact on being able to use alternate modes of transportation.

I use 18th and California daily. Joust bring the E line back to Oxford and Hampton instead

1. I don't feel Union station is afe for a female Senior citizen
2. It adds too much time to my commute to go to Union station and then take a bus back to 14th and Stout (convention cnter)
3. Bottom line: I will be driving, as RTD as the D line (ever since May, 2024) is no longer a viable public transportation route. With all you delays and slow downs and maintenance, it has deteriorated into obsoleteness.

It's better than nothing and I know the downtown rail construction will resume in September. I appreciated having the option to transfer to/from the OL line at Broadway during last year's construction and hope that will continue this year

I support this change! Bring the D line to Union!

Having the D Line go all the way to Union Station would be great!

Positive impact -This will allow people coming from Highlands Ranch, Littleton, and Englewood to get directly to Ball Arena (AVS and Nuggets), Empower Field (Broncos) and Union Station (Rockies), without changing trains. Or, how about just bringing back the C TRAIN (what a novel concept)!!
Possible negative impact - How about getting to Downtown Denver Theater district? Is that going to be effected?

You already eliminated the C line, reduced the D line schedule times which only offer me 2 choices to get to work timely. Coming home is the same. Diverting the D line to Union station will add another 15 , - 30 minutes to my commute which means I can drive in a shorter amount of time.

Should be permanent or at least alternating option or similar

I find this inconvenient as I usually use the D line whenever I need to get into the heart of downtown and then can simply walk from there. Now I will be required to ride it to Union Station and then transfer onto a bus as well.

This is an excellent change and will cut commuting time significantly - also consider adding express trains if possible!

This is a great change, will make getting to the airport that much easier

While rerouting the D line to DUS would be more effective insofar as one's commute is concerned, the C line should be revived and the D line maintain its current route.

I primarily use the D line to transfer to the A line for getting to the airport, so having a direct light rail connection from Littleton to Union Station is very beneficial to me. That said, I hope that the C line can eventually return to fulfill this purpose rather than redirecting the D line.

You have like five trains that go to union station and only two that go to 18th and cal. First there no need another train clogged up the track at union and second student use that train go to colfax at Auraria it not fair for those student to have to add extra time to either transfer trains or add walking time when your schedule are fuck enough as is. It an added stress to my days and an additional negative impact from RTD to my education a on going issues from the consistent lack of communication and understanding of your passengers time. This is a useless change that benefits no one. Find the time to make consistency your priority. Not changing everything every three fuck months.

I will not be able to take public transit to work if the train is rerouted to Union Station. Again. I recently moved to Denver from Washington, DC. The metro system puts RTD to shame. It's bad enough that the Rtd train is frequently cancelled because no drivers are available, that homeless people treat the trains as mobile shelters, and that RTD has cut the capacity of trains to two cars sandwiching us in like sardines, but having to walk an additional 20 minutes each way to Union station when you JUST did this last year is TOO much. I want to support public transit. But you make it impossible to use. Now I'll be another of the thousands of cars jamming the roads to force my way downtown every day. And why? Because you can't offer reliable service. Please leave the D line alone.

I thought the diversion of D to Union Station ALL LAST SUMMER took care of this?!?!? This will add 20 minutes to my already hour-long commute, and will likely mean that I will not be taking the light rail while this remains diverted. How long will this diversion last? Come on, RTD--do you really want to lose all your riders???

If the D Line is rerouted to Union Station I will stop using RTD altogether. I work at the Broadway end of the mall and the D Line to California provides a happy medium for people working at both ends of the mall. It would add another 30 minutes to my commute if I rode the D Line to Union Station.

I like this change!

If d is not going downtown best to extend to us

Right now I need to transfer to the E line at Broadway and this change will save time for me. I work near Union Station

PLEASE keep the D line permanently routed to the Union station, I live in Downtown Littleton and would be greatly impacted by more direct service to Union Station and I know many people who would be impacted positively as well.

Please just bring back the C line!

This is the 2nd time in my memory that the D line is being diverted to Union station. Why not bring back the C line? The C line was a great alternative to getting downtown from Littleton, and the D line would not have to change to accommodate construction. I think the C and D running full time is a net positive for Littleton

There are many people who catch the earliest D-line currently from Mineral (5:10 a.m.) that making this change will not allow us to get to work on time, last year we had to drive and not ride the train in order to make it work, which seems unfair to the early commuters. One suggestion is to have the trains instead go to the Civic Center, then turn around and go back to Mineral, this is done all the time by RTD for special parades downtown, etc. If this doesn't work and you feel the trains have to go to Union Station then we'd ask that you add an earlier option in the morning like 4:45 a.m. so that we can have time to ride to Union and get down 16th street to the other end of town, or what many of us do is hop off at West Auraria and walk 20-25 minutes to where we work on the farther end of downtown.

For the love of God just call it bring the C line back, because that's really what it is. And if you say you can't support what is essentially the c, e, and h lines out of union, what the hell were you doing a decade and some ago when they all were running? I grew up with the c, d, e, f, g lines actually doing something useful, I even took the g from Dayton to the Denver tech center on a near daily basis when I was working in the area. And then you mess everything up. Stop messing everything up!

When you re-route the D-Line to Union Station, all it really does is remind people like myself and others how much it would be an even better thing if the C-Line was brought back permanently. You know it's possible to accommodate up to three light rail lines at Union Station, plus it would be far better for people in Englewood, Sheridan, and Littleton to not have to transfer to an E-Line at I-25 and Broadway like they have had to do for years now. Sure we will miss the trains going into the center of Downtown as the rail reconstruction gets back underway, but keep in mind there is a trade off to this re-routing that ends up working in the favor of people who otherwise don't have what they want right now.

Didn't we just go through this last year? Why again? This time, get the work done. Rerouting to union station adds 20 minutes to my commute each way, not including the impact of any slow orders.

Please route the D line to the convention center instead of Union Station. This allows everyone the ability to walk to their work, or walk to 16th street mall for the shuttle. When you re-route to union station the shuttle takes a lot of extra time just to reach the convention center area and constantly makes me late for work. If people are dropped at the convention center, they could walk to the end of the 16th street shuttle before the shuttle would even get there from union station. I timed it last summer during the previous re-route and it added 20 minutes to my arrival time at work. I take the first train from Mineral in the morning. So I suggest you add a train at mineral 30 minutes before the 5:12 train to allow us early birds the opportunity to adjust our schedule and arrive on time to work. I know you stop the trains at the convention center for parades downtown, so there is no logical reason you couldn't do that this time. Plus you avoid overwhelming Union Station. Please help out the people who work at the end of the 16th street mall shuttle loop.

If I am going north past 10th and Osage I am heading to downtown. This will be great for getting to LODO

This proposal works as a temporary solution during construction.

I take the D line from Littleton & Mineral to the Convention Center regularly for work and for pleasure. Diverting the D line to Union instead of turning it around at the Convention Center makes it so difficult for me, a disabled individual, to get to the Convention Center. I know that there are some bus options that get me close to the Convention Center, but I still have to struggle with uneven sidewalks to get to the bus stops. This also adds so much time to my travel time. More than anything, it frankly becomes a safety issue as I am often downtown late at night and I find the buses to have more unsafe persons on them at night.

When the D line went to union last august, it was much easier to commute for me personally, so this change would be helpful for me in that regard

The D Line should be cut back to 20 minute frequency when rerouted to Union Station. This way, all trains should fit at Union, but any more infrequent service will massively damage ridership.

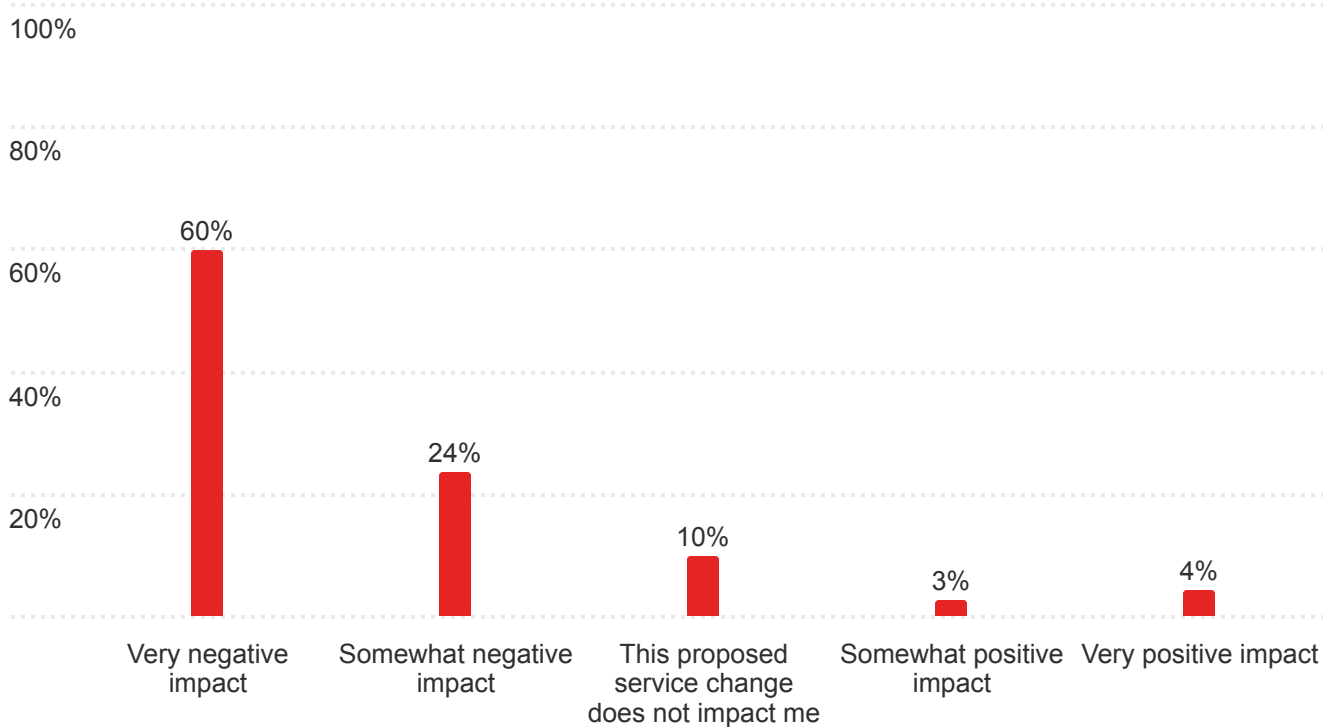
The Union Station light rail platforms can handle 5 minute train arrivals/departures, they have in the past.

I would also like to see eventually a return of service for the C line for more convenient travel from the southwest corridor. This would increased ridership on the southwest corridor and increase public transit travel in south denver.

D Line should go to Union Station all the time, or provide a new line that goes from Littleton to Union

H Line - 18th & California to Florida - What kind of impact does this proposed service change to the H Line have on you?

72 Responses



H Line - 18th & California to Florida - Please use this space to provide any comments you have about this proposed service change to the H Line:

55 Responses

Adds time to commute and is VERY inconvenient. Shuttle busses to downtown?

I don't want to use the H line to get to Union Station I want it to go downtown where it's supposed to go

There is no reason why the H line can't end at Broadway. Having it serve only a handful of stations only 1 of which (9 mile) is very busy is stupid and pointless. Having to do tranfers is a pain in the butt to transfer from an h line to an e line usually means waiting another 15+ minutes for another train. Then having to transfer again to a bus just to get to the downtown loop area is crazy and causing a 45 minute, 1 train trip to be more like 1.5+ hrs, 2 trains and a bus trip

Cannot easily get downtown with this change

Can't get to work at theater district

I believe it is a waste to run this train for 4 stops when just increasing the frequency of the R-line would supplement the service lost on the H-line until Downtown reopens. Having half of the R-lines turn at Florida and go back to Lincoln would keep the trains between Florida and Peoria running every 30 minutes. Passengers can transfer at Bellevue to go toward Union station. All the maneuvers through Southmoor get confusing for passengers.

This makes the H line worthless

We'll allow for d line changes

Why is this necessary? You did repairs last summer. Are you going to shut down rtd every summer from now on?

Would it make sense to instead run H line from Alameda to Florida? That way H doesn't interfere with D line rerouting but still serves a bit on I-25 alongside the E

Confusing

This change makes it virtually impossible for me to use RTD. It is an extreme hardship to be forced to go to union station again. It is unsafe to walk from union station into the down town corridor. I will not ride the bus. As a result, I will stop riding RTD for good this time unless RTD can restore my trust that it is reliable and safe. And, the trains are not continuously routed to union station. It will take too long to go to union station. It is unclear how long the work will last. It was difficult riding the train when RTD discontinued the F line. Please inform riders when the diversion to union station will end.

This is ridiculous. It's been three years of non-stop headaches for myself and my wife to get to and from work downtown. Now, you want to twist the knife in our backs even more? C'mon...can we just have reliable transportation??? We switched to the bus for the last two years, and even they're unreliable. A lot of the time, we would get to Nine Mile about 15-20 minutes late.

See earlier comments

While the proposed changes do not currently affect me, as I recently moved from Denver to Boulder, this will have a terrible impact on many commuters. When I relied on the E and H lines a year ago, it often took me over an hour to commute five miles.

The current proposal substantially affects H-Line commuters' ability to transfer and arrive to destinations in a timely fashion. I propose that it would be better for the H-Line to continue onwards to I-25 and Broadway (or further towards 10th/Osage). This will allow easier access to stops along the Southeast Corridor without requiring riders to transfer to the E-Line, and will give riders the options of either transferring to the E- or D- lines to continue onward towards Union Station giving an average maximum wait time of 7.5 minutes to connect instead of 15 minutes with only E-Line transfers available.

Why are we running this at all? Wouldn't it be better to drop the H line. Increase R service and transfer to E at bellview? Southmoor will be a mess if that is end of line for H.

I commute into downtown Denver 5 days per week on H line. Even after slow zones are now all fixed, the exact same one way ride is ten minutes longer than it was pre-covid. Which doesn't sound like a lot until you consider that my total door to door one way commute time is now exactly 55 minutes. Even assuming the Free Metroride bus consistently comes every ten minutes, my total one way door to door commute if I'm forced to detour to Union Station will be at least 75 minutes. Which is a ridiculous amount of time for a commute from DTC area to 18th & Stout. I know the union station detour is inevitable. I just beg you to adequately staff the Free Metro ride busses to keep them coming consistently and often.

I disagree with this move. If you must, stop the H at 10th/osage, lots of people ride the southeast corridor! Stopping the H so south at southmoor makes no sense, there isn't even the D line like north of i25-broadway. AT LEAST run the E line's 15min frequency later than ~6pm to support us who commute in the evening. Thank you from a dedicated transit rider and advocate.

I usually take the D line to get to work. I thought I could transfer to the H line but, it looks like you will have nothing going to the other side of downtown. This is HUGE! If we work near the Civic Center we will have to get off the train at Union Station and then transfer to a bus to get to the other side of downtown. At least an extra 1/2 hour. I thought you were working to make things easier on your customers. Not acceptable!

No track capacity? That's a lazy excuse.

Why even have a train at all if it never works. Fix this shit

This just makes it more difficult to get from central downtown to Aurora. You should have reconstructed from colfax-theater district last year so that the trains could service at least to theatre district this fall.

My spouse and I use the H line to get downtown. We purchased our home due to its proximity to a direct line to downtown.

You propose ending H line service for everything past Southmoor. This not only has a huge negative impact on the utility of the H line, it also means that our trips downtown will take even longer. Connections are already spotty at best due to RTD constantly cancelling trains and trains running late. This will make rail travel to downtown impractical for anyone who uses the H line today., probably taking it out to a 2-3 hour trip with the time spent waiting for a connecting train.

We only just got the extension to the 35 that we so desperately needed and now you want to take away our only direct route to downtown.

The proposed change would severely negatively impact my weekly schedule and remove about 90% of the regular use I make of RTD. The need to catch a second train to get downtown, when considering the inconsistent and undependable nature of the trains as it is, will mean getting downtown by train will be next to non-viable. This change will mean I go from being a regular RTD user of at least two in some times five trips a week, to maybe using it twice a month. I will be forced to find other ways to get places with the most likely being my personal car.

This is outrageous. For years, RTD has asked users to remain patience and be flexible. And just as the H line comes back on line, RTD yanks it away. My patience has run out. I will no longer be supporting RTD and will revert to taking my car to/from work.

With downtown corridor no longer being serviced by either H or D lines, it is CRITICAL that the Free MetroRide running along 18th and 19th streets provide frequently reliable service, if RTD wants to retain ridership. Most of us are exhausted by all the changes and slowdowns that have been happening on the H line for the last several years. We finally just got the H line back to a reliable schedule and you are taking it away from us at the end of this summer! I beg you to adequately staff the Free MetroRide along 18th and 19th streets so that it is a reliable and timely means of getting to/from Union Station from downtown. If it is not reliable and timely, you will lose ridership yet again.

Taking the E line in lieu of the H Line will require extra time and effort to get to the 16th and California area, which goes out the window if the E line isn't scheduled enough, or the schedule isn't reliable. Otherwise, I'll avoid downtown or drive when I need to go. Is there a way to make assurance the E line will be frequent enough and dependable?

Should be reasonable if timed appropriately

Perhaps Extend the H Line to Aurora Metro Cntr Station either permanently or just for this service change. Or just temporarily eliminate this Line and extend the R Line to RidgeGate Parkway OR do nothing and temporarily eliminate this route in order to save costs and hopefully send money towards the L Line extension or B Line

If I understand correctly, there will no longer be a direct line to 18&California. This would totally kill all desire for me to ride light rail ever again. In addition to safety concerns, scheduling is so erratic and unreliable that I rarely consider light rail. It used to be my only way to go downtown. Not a service to east riders. Poor planning

If the H line will require a transfer, the lines running to DUS should be way more frequent to minimize disruption.

I suggest running the H line to Broadway Station instead of Southmoor Station. This allows people to transfer to the 0 or 0L bus to get to Civic Center Station. If on before Southmoor, this avoids a transfer to the E. If boarding at Southmoor or north, this puts another train on the line to reduce the time between each train arriving (H or E). Without this change, I would likely drive my car to Broadway station to catch the 0L, putting another car on I-25. Thank you.

Need a train to stop at theater district and you are taking that away

H-Line can be operated till I-25 & Broadway rather than Southmoor. To accommodate customer service until Denver city limits.

This would be really helpful for College commuters and others due to the accessibility of Bus service available at I-25 & Broadway

H Line service should not be cut back to Southmoor, creating a stub end service and forcing most riders to transfer - ultimately killing ridership. The line should switch from the Downtown Loop to serving Union Station, which would still offer a one-seat ride for many riders and maintain a viable Aurora-Downtown Denver commute.

Makes it very difficult for people to commute to auraria campus in a timely fashion

The details don't make it clear whether this is a permanent or temporary change. Is it only happening during construction? Or is this permanent? If temporary, fine, it's already been a miserable more-than-a-year relying on busses and having to leave 30 to 60 minutes earlier for work, losing that find in my personal life, and apologizing to my bosses for late busses and missed transfers, what's another summer. But if this is permanent I strongly object. People from South Aurora should be able to get to downtown without having to travel a mile from Union Station.

Would make it useless to me

Not having a train that accesses the Convention Center will greatly impact my commute. Sounds like I won't be using RTD this August.

How would students on H line get to the university of Colorado Denver if there is no train????? Transferring to e line is unnecessary and complicated

This will negatively impact anyone who lives in Aurora and needs to commute to the Auraria Campus for school or work. The Auraria Campus educates up to 30,000 students and employs thousands more. Aurora already draws the shortest straw when it comes to public transit (rail and bus) and this would only add to this. This is a blatant and flagrant show of system racism from RTD to the community of Aurora. Aurora and Southeast Denver have already been through the wringer with the extended slow zones which has caused stress for many students and employees. Aurorans are primarily folks of from marginalized groups who do not have the luxury of a vehicle or remote work. Many people in Aurora rely on reliable rail service to downtown Denver, specifically to the Auraria Campus. This work should be done during the summer months when traffic to the Auraria Campus is lessened and the impact would be less dire. The solution of having folks transfer to an E Line will be detrimental to existing E Line users especially since when this has happened in previous iterations, there were still only two rail cars per route AND several cancellations. Please reconsider this proposed change to a later date.

I park at Yale. It makes me reliant on one line (E) that doesn't have a very good "track" record. Also the E line is typically only running two cars. If you are going to make people transfer at Southmoor please add a car or two to instead of running two cars. If a train cancels for no operator available then I have to wait 30 minutes at Broadway.

I understand that the downtown rail needs to be updated, but the last year has been very frustrating using the H Line from Nine Mile. The H line finally was fully back to normal at the end of May after a year of changing schedules and delays. Due to the long commute that could be as long as 2 hours one-way back from downtown, I had to turn to driving. I'd prefer to take the train, but it is not tenable when a commute doubles and is further frustrated by months of delays and day-to-day changes. The train is such a great public service, and it's disappointing that so soon after it has been restored to normal service, normal service will be disrupted yet again, very likely to result in a longer and less predictable commute.

I take the H line to Louisiana pearl station frequently. Don't understand why the H line would no longer go through there, just because there is construction downtown

I take RTD almost every day and rely on routes in all parts of metro Denver to go where I want to go as I plan things out. In the case of the H-Line, this is my fastest option from where I live to go into Aurora as I would take bus route 12 to Louisiana Pearl and then transfer to a southbound H-Line which I would then take to Nine Mile or Iliff depending on where I'm going first. Under this change I would have to take an E-Line and transfer at Southmoor which I don't want to do, especially now that the rail lines are completely fixed and the slow zones are done with, it's basically trading one delay for another. And while I understand that you can't have the H-Line go to Union Station because of the added delays that were caused by that last year in addition to the implemented slow zones, could it at least be possible to have the H-Line go as far north as I-25 and Broadway station so people living along the corridor from Broadway to Colorado Blvd can be able to take a train to Aurora without having to transfer? It would especially be a good thing for those going to DU who rely on the train to get to campus.

Cutting the H Line at Southmoor without increasing the E Line is a reducing in frequency. If you are reducing frequency, please prioritize reliability. Improved and more reliable real time tracking would also help immensely. During Phase 1 Downtown Rail Reconstruction Project, the train was unridable due to the reduced frequency, unreliability, and slow speeds. One never knew when a train would arrive, if it arrived at all. I would ask that the H Line service be extended to I-25 & Broadway during the construction to facilitate transfers between the H Line and the D Line.

Adds time to commute due to transfer as well as requires additional time standing outside in weather. Hope the route is able to continue downtown soon after the change is made. Also it would have less of an impact on riders in Cap Hill and Baker if the H could at least continue to Broadway or 10th and Osage stations

I completely understand the need to reroute the trains during downtown construction. However, forcing a transfer point at Southmoor does not seem to be the right location. Running the trains to Broadway/I25 where there are a ton of buses that could help supplement access would make more sense. Or even running the trains down to the Convention Center as has been done historically during downtown events. Providing access to downtown beyond just union station is critical.

I understand that track capacity does not allow for the H Line to terminate at Union Station during Downtown Loop reconstruction but why remove critical frequency and capacity along the rest of its route by having it terminate at only Southmoor station? What is preventing the H Line from terminating at somewhere like Colfax at Auraria? The project is already going to be disruptive to riders but unnecessarily reducing frequency along the light rail network's highest frequency corridors that aren't effected by construction seems like a self-inflicted wound that will deter customers from riding just as they are getting used to 5-minute interlined headways between 10th & Osage and Broadway and 7.5-minute headways between Broadway and Southmoor.

This portion of the H Line provides a transfer-free light rail ride from southern and central Aurora to downtown Denver. Without it, we will have to transfer from the R to the E, which is yet another burden on transit users in Aurora who want to get downtown, on top of the fact that the only existing rail links downtown at present take an inconvenient jolt to the south before heading west

Absolutely not. The H line has been subject to the ABSOLUTE WORST of the slow zones over the past 1-2 years and those taking this line have been subject to the worst delays out of any of the lines. Choosing to impact the H line over the D line is incredibly upsetting.

Specifically, from Florida (H Line terminal station) to I-25 & Broadway, it takes approximately 31 minutes with no delays. From Mineral (D Line terminal station) to I-25 & Broadway, the trip is only 16 minutes. Essentially RTD is proposing that a much longer trip (the H line) be subject to, again, the worst delays of any currently operating line.

In addition, this would drastically affect students commuting to University of Denver and the three colleges in the downtown loop. Since the H line serves University of Denver, an additional important educational institution that the D Line does NOT serve, you are directly causing the mental health and educational potential of dozens of students commuting from Aurora to DU and the downtown loop who depend on reliable transit services. I constantly witness students freaking out because they left several hours before their first classes started and they were STILL LATE through absolutely no fault of their own. It's so beyond upsetting that you are choosing to impact the H Line over the D Line with all of the horrible delays you have subjected H Line riders to over the past several years. There is absolutely NO confidence in RTD that the E line will be on time to facilitate transfers from Southmoor to Union Station.

SHAME ON RTD. If you're going to pull this horseshit again, you need to make the train free and fire all of your racist transit cops.

The H Line should be cut back to 20 minute frequency when rerouted to Union Station. This way, all trains should fit at Union, but any more infrequent service will massively damage ridership. Terminating the H at Southmoor will render the service useless for the vast majority of riders.

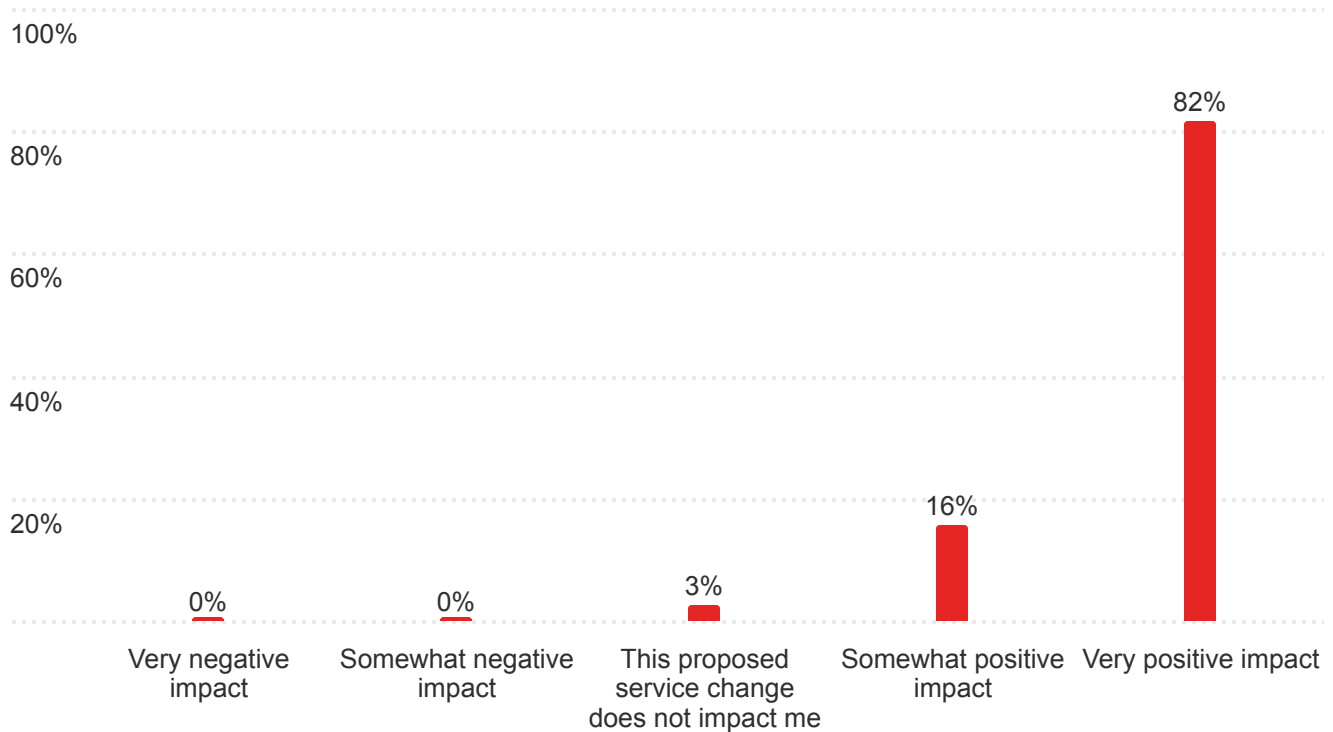
The Union Station light rail platforms can handle 5 minute train arrivals/departures, they have in the past.

Can this temporary service be extended to Broadway Station? The interlined service with the E Line between Broadway and Southmoor is very useful and significantly increases bus connections.

H Line should go all the way to Peoria

Route FF2 - Boulder/Denver Express - What kind of impact does this proposed service change to Route FF2 have on you?

77 Responses



Route FF2 - Boulder/Denver Express - Please use this space to provide any comments you have about this proposed service change to Route FF2:

57 Responses

I'm so excited to see more FF2 service. It speeds up the trip to Denver and will be very popular. Too often the FF2 is not running at times when I need it to or from Denver. It makes a difference to have it as an option for at least one leg of a trip to Denver

This would make my life so much better yess

As a current FF2 rider I highly support increased frequency of service to alleviate crowding and provide additional options to travelers.

Thanks for adding service back to boulder junction

Good changes - Please do the same for the AB1 bus. Peak times the bus is packed and people are standing the entire ride. This is a great route and it needs more frequency please!!!!

Morning routes are currently packed, often standing room only (scary on a highway!). Additional runs will give more flexibility on time to catch and thin out the bus. I wish a west-bound run after 5:30 would be added. Catching a 5:30 bus after can be tough

Essential!!!!!!

Thank you!!

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

Please make this change as soon as possible!

This increase in services is much needed and would be beneficial if it could be rolled out even sooner. The morning eastbound trips on FF2 are extremely full (standing room only all the way up the aisle up to the white line by the driver). We are having to pack in more and more tight every week it seems, and the ride experience and safety are suffering.

I routinely take the FF2 eastbound every day to work. The earlier one that stops at McCaslin Station at 7:36am is routinely full, and every Tuesday it is standing room only for those that board at that station. Today (6/17) there was almost not enough standing room on the bus and two people had to stand on the entry way steps. Please increase the frequency of the FF2 (especially during the summer months with students commuting to Denver). Thank you!

This is huge! I ride this 2x a week and almost all the seats are filled up after table Mesa park and ride. I ride the 7:51 eastbound in the morning.

it'd be useful to provide the proposed service times so the users can actually make feedback to you.

Yes! I run to the station and take this daily

This would aid commutes.

More trips gives me more flexibility. I prefer the FF2 over the FF1.

The additional service will be so helpful to riders, especially during the middle of the week when traffic is at it's worst. I'd like to take this line more but the last FF2 is just a little to early in the day for me. Additional times is greatly appreciated.

I have not been using the bus from Louisville because of the limited express options. Adding these trips will make me much more likely to get back on public transportation

I fully support the proposed changes. Thank you.

Increased FF2 trips would be immensely beneficial to my commute, and would increase my ridership. I get on at McCaslin in the morning, and the bus is often full by the time I get on - and the standing-room only is a big disincentive to riding. Additional times would also offer more flexibility, so that I have time to get my kids to school and then catch the bus (which currently isn't possible). Thank you!

This is a key bus to make it practical to ride a bus and not drive to work. Please increase frequency of the FF2

Thank you for expanding this service - we need more transportation options to get between Boulder and Denver for work!

I begged for the FF2 to return for years, and now increasing the frequency of service is going to be life-changing for me. I take that bus to/from work, but am often afraid of missing it because there are so few FF2 busses per day. Yes, I can always take an FF1, but the time penalty for doing so is tremendous. THANK YOU THANK YOU THANK YOU for making it easier to get to work.

This increase - and more during other hours - is very much needed! I've been on a few Flatiron Flyer buses that were standing room only, and passengers were being turned away to wait for the next bus.

This increases my work flexibility while commuting from Denver to Boulder and will decrease transit times.

THANK YOU! I usually wait 20 minutes to take the FF2. More trips would make it easier to connect in a timely manner. I think this would also help with the bus getting too full to take bikes. It's always a bit stressful not knowing if I'll be able to board with a bike.

Please bring back the Boulder/Civic Center bus that goes down California!

I anticipate using the FF2 quite extensively to commute between Boulder and Denver (to work, from home) - so wholeheartedly support any and all changes that increase the efficiency of those trips and expand the options to use the bus for my transit

Ever since you cancelled this route, I stopped using RTD.
This route would enable me to start taking public transportation again.

I'd love to see a 7am option from mccaslin to union station and a later option past the current 5:16 bus from union station. Buses have been standing room only and traffic has increased, an option earlier in the morning than the 7:26 and later than the 5:16 would be awesome! Thanks!!

I believe this has an amazing impact on traveling between Boulder and Denver because sometimes I miss the connecting bus due to delays in traffic. I would love to ride the FF2

This is SO needed!! Thank you.

This is excellent. This bus is often full and standing room only by 7:30 at McCaslin station.

As for the westbound trip, consider a later bus after 5:30 PM. I often have to work later and the FF1 is still crowded after 6:00 PM

I think the FF1 service needs expansion more urgently than FF2 but expanding FF2 is still a good idea.

YES, very necessary!

Support more FF2 buses.

These additions are very much needed, as the current buses have been running limited service, were frequently late and full with passengers.

This bus is massively useful for me as I often go to Denver from Boulder in the evenings and the express service the FF2 offers saves me tons of time. Thanks for adding more trips!

This is great! Hopefully the evening eastbound trips can be closer to 5:30, the current early return trip is too early for a lot of typical work schedules.

I miss the old FF2 frequency and look forward to more ability to ride it. Note that not everyone who rides it works in Denver. I need to ride the E line and I would like to see more evening FF2 on the schedule. While I may be able to get to my place of work by 8:30 on a combination of FF2 and E line, I can't get back to Union station before 6 PM. It would be really nice to have some FF2 departures from Union station after 5:45 PM for those of us with longer commutes.

I commute from Union Station to Boulder-Broadway/Euclid Monday-Friday and take the FF1 because the FF2 has not been offering routes that arrive by/before 8:00am in Boulder. Most of my fellow travelers are members of the University of Colorado Boulder community and need to arrive by 8:00am to campus. FF1 buses are standing room only on the PM commute and run out of room for bicycles by US36/Wadsworth. Given this tremendously high demand for FF1 and FF2 buses during peak commuting hours (arriving in Boulder by 8:00am and departing Boulder by 5:15pm), I am glad to see RTD is considering adding additional FF2 routes to support the high demand for ridership. Adding additional FF2 routes during peak commuting hours (arriving in Boulder by 8:00am and departing Boulder by 5:15pm) would free up room on the FF1 buses for travelers who are picking up the bus after Union Station west-bound and free up room on the FF1 buses east-bound for travelers not going directly to Union Station. Many riders use the FF1 route for Denver sporting events, leading to standing room only buses and many disgruntled fans who want a smoother and more direct experience. Having additional FF2 routes would also help mitigate the high levels of congestion on US36 during rush hour.

More interested in later evening service

As someone who commutes from Denver to Boulder several days a week, this change is huge for me. I now have some flexibility in the morning on when I can leave, and more importantly I can actually take an express bus home in the afternoon as well! Previously the afternoon Eastbound trip was way too early for someone who works a typical 9-5 schedule.

I am so eager for the growth of FF2 service. My travel to Denver often takes me at a variety of times in the day as I go for meetings. I look forward to seeing FF2 happen throughout the day and not just during peak times. It would be beneficial to my ridership to see an FF2 after 5:30 but having more express service will be great.

While this does not yet meet the pre-covid FF2 levels, nor the service levels defined in the SOP, any increase in service on the FF2 is welcome news. I can attest that crowding is an issue on this line, so these added trips are sure to help. Many people in the Boulder area would use this service much more if the trips better aligned with their schedules, which hopefully a service increase will aid in.

This is great news! I might start riding the bus again - I haven't since the pandemic because of elimination of the morning FF4 eastbound. I would then appreciate the extra westbound FF2 options after work.

I often want to visit Boulder with friends, but we live in different areas of Denver, so we have to carpool in multiple cars or drive separately. Having an express line to Boulder would allow us to visit Boulder more easily and eco-friendly. Additionally, many of my friends as well as my partner work in Boulder, but live in Denver, since Boulder housing is too expensive. This express line would help cut down on car traffic if people could take the line straight to Boulder for work.

This line was very useful during my college years before it was eliminated during the pandemic. As a now Denver resident, I am happy to see it returning and am looking forward to riding it.

Love this the buses have been too full

Increase the service on major events/holiday weekends going to and from downtown Denver.

Have the same bus run later until midnight or 1am.

This change would be much appreciated! It can't come soon enough. I've had to adjust my hours worked because my typical bus kept getting full and couldn't take on any more passengers, causing me to need to wait long periods for another (slower FF1) bus.

Please add more express FF2 buses in the morning and evening times - this helps a lot with my commute from downtown Boulder directly to union station without all of the other stops! Thank you!

yes and also bring back ff6 I miss the boulder junction station

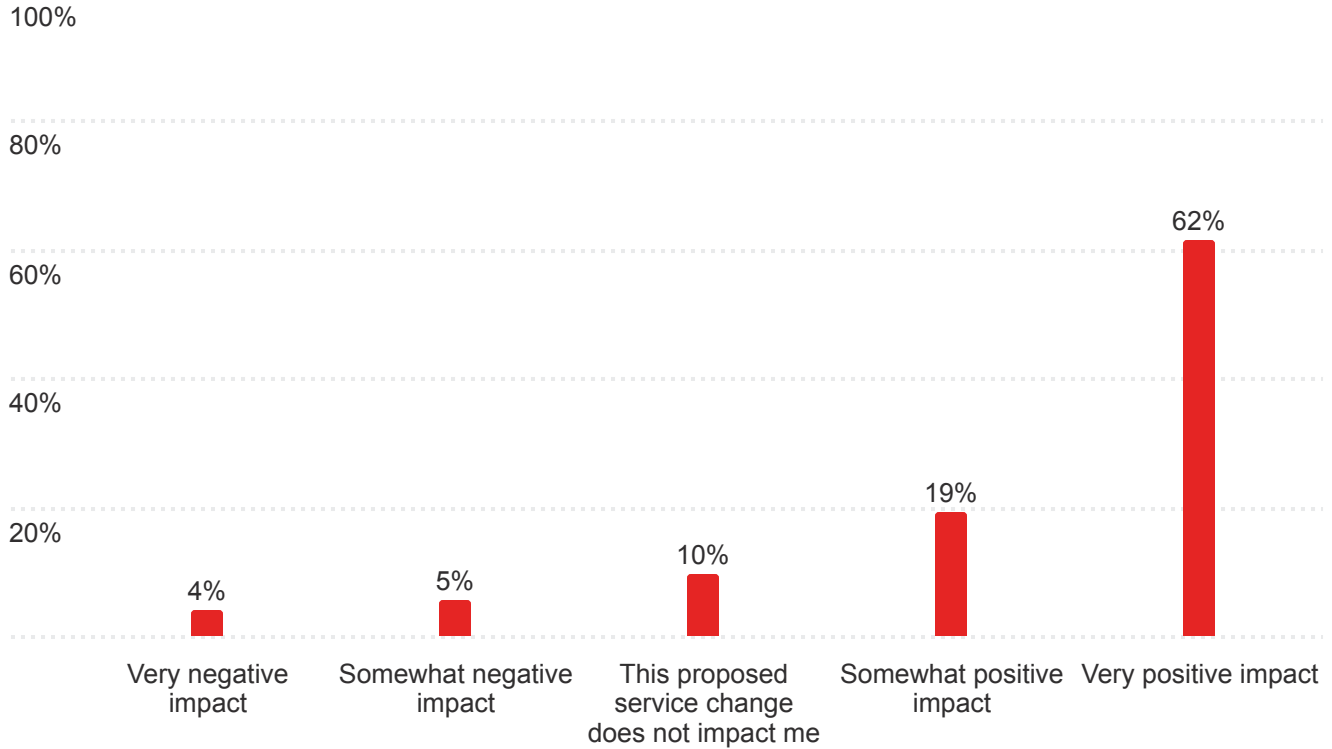
While I personally will not be able to make use of this change for a very long time, it would make travelling from union to boulder much more efficient

Super excited about this! I have a hard time catching the express with my kids school schedule, and this will allow me to make the express easier. It's also often very full- would be nice to have more space, not have to stand.

Increasing services is wonderful news!

Route AB2 - Boulder/Denver Airport - What kind of impact does this proposed service change to Route AB2 have on you?

73 Responses



Route AB2 - Boulder/Denver Airport - Please use this space to provide any comments you have about this proposed service change to Route AB2:

55 Responses

I would love for the airport bus to also operate from Boulder Junction on the weekends.

I live in the neighborhood and if I could take the bus to the airport it would greatly cut down on the times I would choose to drive. I moved to the neighborhood with the idea that there would be lots of transit options (bike, train, bus, and walking). Please make this happen!

I currently take BOLT from Longmont to Boulder Downtown Station and then transfer to AB2 for service to DIA. It appears that the weekday DIA service will now depart from Boulder Junction as AB3 (not sure I have got this right). How will this affect BOLT travelers to and from Longmont? And it is different at weekends? All sounds rather confusing, so would appreciate if you could elucidate. Thank you.

I don't understand why there is no weekend service between Boulder Junction and the airport. One would think that would be a popular travel day. These trips should also be designed so that residents of Niwot or Longmont could transfer near Canyon and 28th to get the bus to the airport. But having this service is very welcome

Not super walkable to downtown but it's chill. Appreciate everything y'all do!! User feedback is so important we <3 public transit

Would prefer you add Saturday and Sunday service as well to route AB2 from Boulder Junction to the Airport

The nature of this change is not clear. I thought AB2 starts at boulder junction depot already?

Thanks for adding service back to boulder junction

I enthusiastically endorse this change and hope it will be for all seven days to include the weekend. Thank you!

Be Downtown Boulder Downtown meth Safety and security at the downtown Boulder meth infested station will in Safety and security are non existent at the downtown Bldr bus station and we can't afford to have a meth den ' Added to our residential Steelyards and Boulder junction Neighborhood
Rtd must guarantee A . 24. Seven security patrol to nip this problem IN the bud before we are overwhelmed '

We need more weekend service from Boulder Junction.

My husband and I moved to Boulder Junction in 2015 primarily to take advantage of the new Boulder Junction RTD Depot. We didn't own a car at the time, and leaving our condo to cross the street and board an RTD bus was unbelievably convenient. We travel from DIA few times a year and visit Denver often, so when Boulder Junction was open, we were using RTD very frequently! Unfortunately we had to buy a car after the Boulder Junction depot was closed and public transportation diminished during Covid. So reopening the Boulder Junction Depot is great news for us! I'm puzzled, however, why only M-F for the AB2? Wouldn't it make more sense to have the same for all 7 days? We often travel to or from DIA on the weekends, and will only use RTD if it leaves from and returns to Boulder Junction.

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

add more routes to / from Boulder Junction

Thanks for considering!

I would use the bus route from Boulder Junction to the airport all the time if available!

This is great news! I'm glad to hear that the Boulder Junction station is reopening!

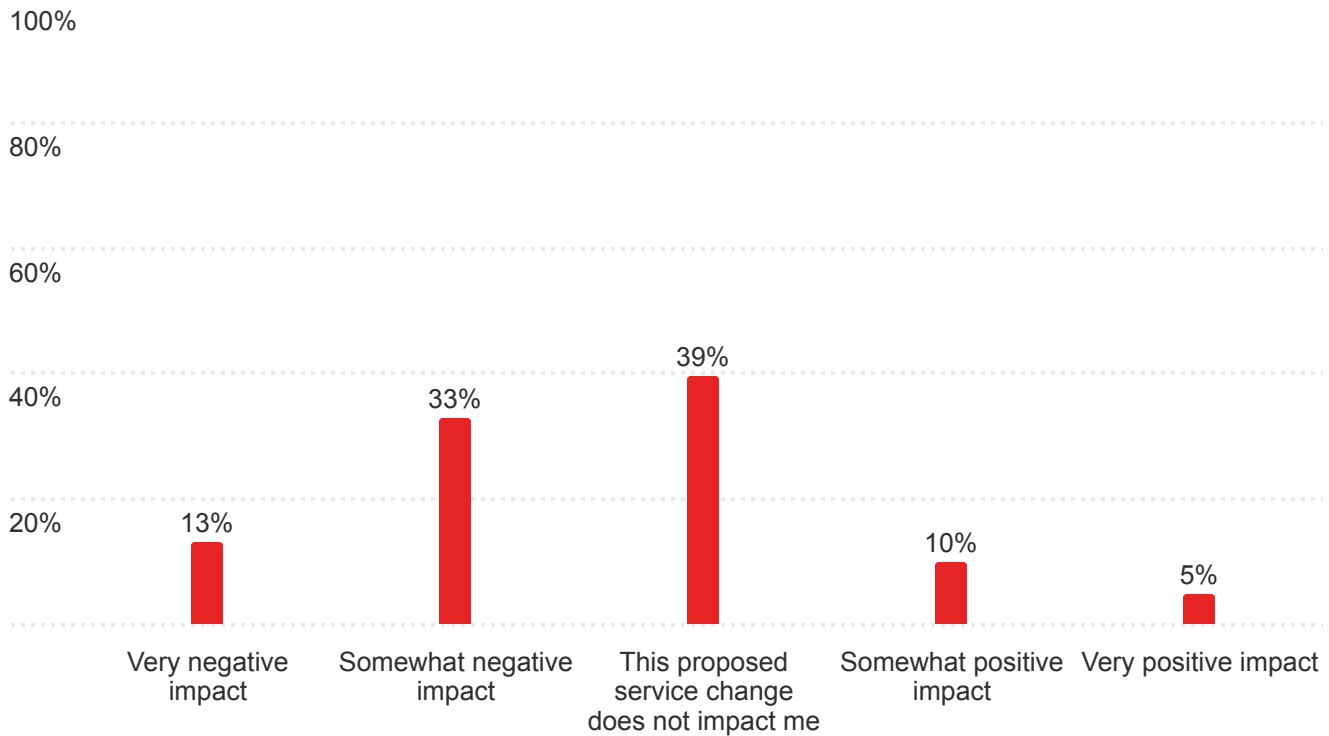
As I travel a lot, particularly on weekends, I would appreciate service to the airport on weekends from Boulder Junction.

I'm as likely to use AB2 at Boulder Junction on weekends as I as weekdays, why not make AB2 changes for all seven days?

As a resident of the Boulder Junction area, I would wholeheartedly welcome airport service back to this station. It was incredibly convenient in the short time it was in service, and since then there has been a large increase in residents due to the large-scale construction carried out in the last five years. This would eliminate the need to drive to a bus station for many people.

E Line - Union Station to RidgeGate Parkway - What kind of impact does this proposed service change to the E Line have on you?

61 Responses



E Line - Union Station to RidgeGate Parkway - Please use this space to provide any comments you have about this proposed service change to the E Line:

34 Responses

It is difficult to evaluate the impact without knowing what the proposed schedule change is - there is currently no way to check on how other connections will work. Additionally, I would like to see a return to longer spans of 15-minute service on the E as was last done in the January 2024 schedule.

More detail regarding the schedule changes is necessary in order to be able to speak to how the changes would impact me.

If the D line went to union I would have no need to ride the E line

You don't tell me what the change will be — only that it is minor. And you didn't define "minor," so how do I estimate how much I'll be impacted?

Confusing

This is the route I use most when going downtown for events, dining, etc. we always check the schedule in “real-time” before going to Colorado station.

BTW - Sat. June 14 was great going into town for the parade/protest. Horrible beyond belief trying the return trip when Union Station/other stops closed down without warning. We obliged the authorities by leaving the area late afternoon but felt trapped at Union Station. We stopped for lunch (supporting downtown restaurants is important to us) otherwise we would have “escaped” the turmoil. We WALKED from Union Station to Broadway to catch a bus to the Broadway Station and then train home. Uber/Lyft became increasingly expensive as more people used them. We are senior citizens but in really good physical shape - others may not have been to do this. I wonder if an “emergency” route chance notice could have been sent to our phones. Or at least a public announcement so we could have left earlier. We love RTD when it works!

While the proposed changes will not impact me - I moved to Boulder last fall - this line was horribly unreliable when I lived in Denver.

Please follow schedule timing

Union station is a very appealing transfer point for me!

I only use the E Line as connection to the D Line when coming from Union Station. D Line servicing Union Station makes the E Line irrelevant to me.

Don't want E line delays again. Keep it every 15 mins please!

Hi! As a long time rider I just wanted to reaffirm how helpful and impactful it would be to increase the frequency of the trains. The E line is scheduled every 15 minutes now as opposed to 30 minutes which is great! However because of the timing for transfers from other trains, I can never make the E line on time. I come from the G line and many of us G liners have to sprint to catch the E line before it leaves.

Have more train stations for the Ball Arena / Empower Field at Mile High during their events/concerts/sporting events.

Consider public transportation options for a possible future IndyCar, or NASCAR/IMSA event?

this will be very positive provided all the work on the tracks is completed.

If the H line northbound stops at Southmoor, then extend the E line's 15-minute frequency for later than 6pm. I come home from work (Southmoor>10th/osage) at 9:30-10pm, and one train every 30 is highly inconvenient. Promote more ridership along the corridor with later 15 min frequency hours!

It is unclear from your announcement what the changes are to the E line. I know that it is notoriously unreliable. Last minute cancellations with no reasonable alternate transportation options. This has left Me stranded at work on numerous occasions. Lack of operators seem to be a major cause.

I wouldn't have to take the E line should the D line go straight to Union Station, so this would be great.

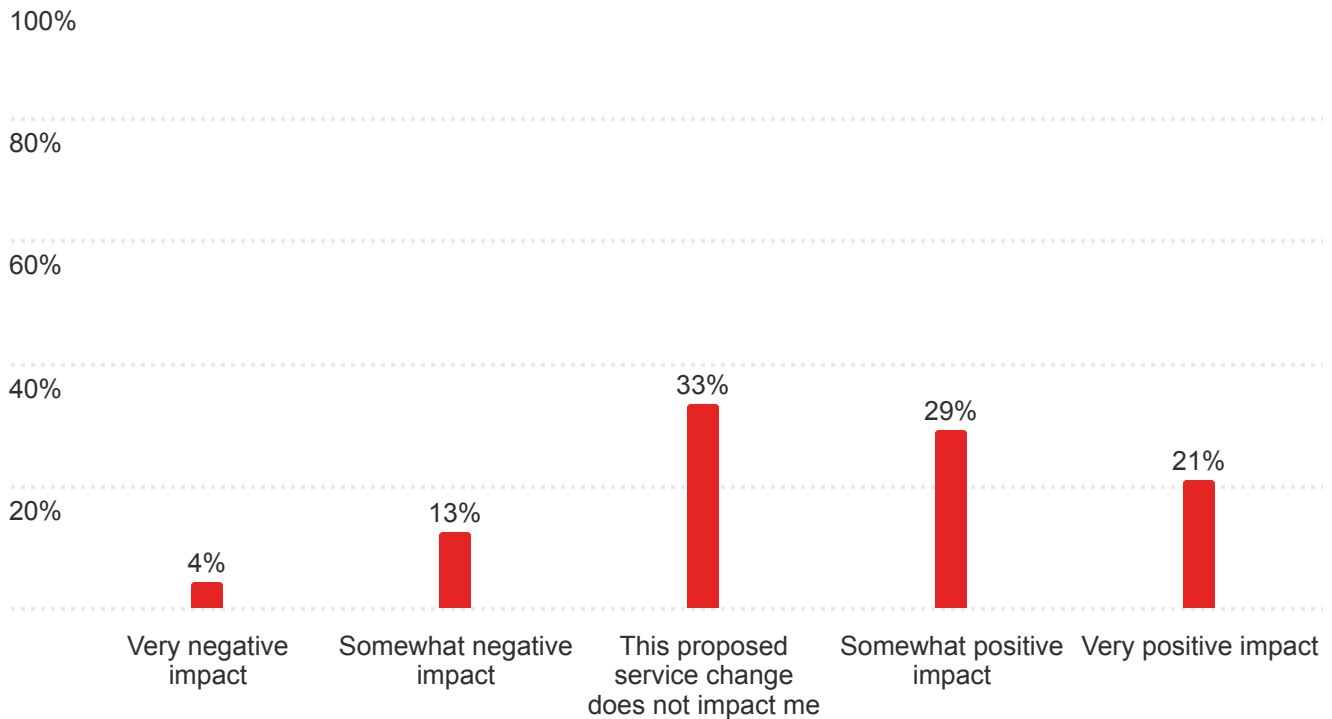
I wish you would bring the line back to hampton that went to union again, it was fantastic for me

Last summer was a nightmare on the E line between slow zones and the less frequent trains. I hope it's better run this time around

I just want to be assured the times will be consistent and reliable, without lots of delays.

W Line - Union Station to JeffCo Gov't Center & Golden - What kind of impact does this proposed service change to the W Line have on you?

24 Responses



W Line - Union Station to JeffCo Gov't Center & Golden - Please use this space to provide any comments you have about this proposed service change to the W Line:

9 Responses

We'll make transfers smoother

I take this train 5 days a week to the federal center for work because of it's conveniency from downtown and it would highly affect my performance at work and finances at home since I don't have a car. I hope you will still be able to schedule the W line for morning and evening commutes.

Does not have too much of an impact on me but would be great once again because I wouldn't need to transfer to the D line

I mainly ride the light rail on Sunday nights. I close the store I work at at 10 pm, if possible please increase time between late night trips. I'd like to make it home before midnight if possible on Sunday. I get on at Decatur Federal and get off at Sheridan Station.

If you change up the 15 minute regular intervals of the schedule this can be very negative impact. You guys have been relatively on time as of late, I really don't want this to change given the current state of RTD.

More info on impacts would be appreciated

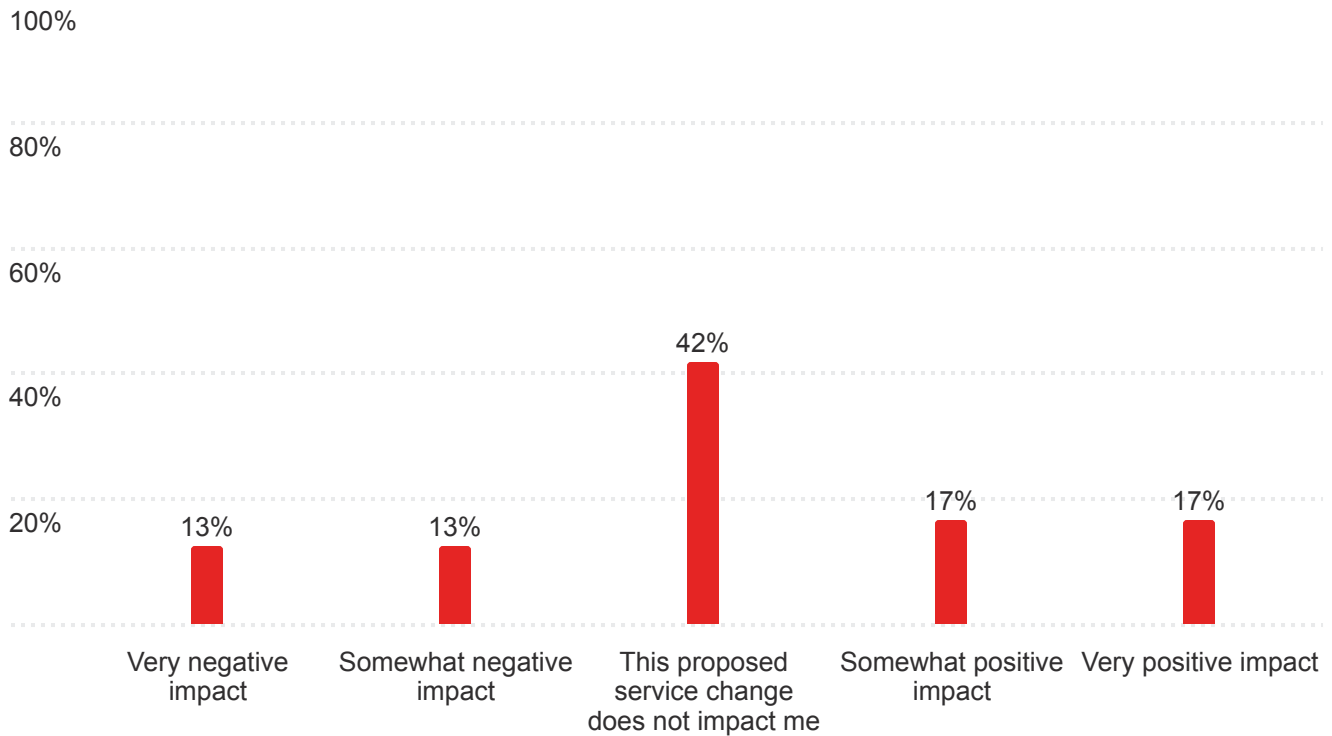
Please make sure to time the bus arriving and leaving Union station and align with the Metro Ride bus - If not timed correctly, getting to/from work can take significantly more time and discourage professionals from utilizing RTD.

I would love it if this line had more stops

Getting to and from Warren Tech would be easier with adjusted schedules

Route 24 - University Blvd - What kind of impact does this proposed service change to Route 24 have on you?

24 Responses



Route 24 - University Blvd - Please use this space to provide any comments you have about this proposed service change to Route 24:

15 Responses

My comments are not in favor or against this service change. Instead, I would like to suggest that the south end of the 24 route be extended to connect with the 402L route. The ideal place for these two routes to connect would be South University Blvd. & East Highlands Ranch Parkway.

The description is not clear. I'm assuming this change to "reinstate seasonal tripper service" means a reduction in service at certain times of the year. This is harmful for individuals who live in the area and whose work schedules are not impacted by the seasons.

Why is the service down to once an hour?? This is devastating

Should be every thirty minutes.

Please increase to 2X an hour

It's really ridiculous to have an hour in between busses. I would really like to see funding towards more busses and availabilities on routes like route 59, 116x and especially 24 that goes towards downtown. The mineral and Wadsworth lines deserve to be back in action. South metro Denver has received almost nothing in terms of consistent transit availability for those who don't have a car.

Propose frequencies increases along this route should be implemented it as have been needed for a very long time. Hopefully can be done in conjunction with Colfax P BRT improvements

Like the change

Good morning,

I would like to ask for the route 24 to go back to every 30 min schedule instead of running once an hour. Its hard to connect with other routes to get where you need to go. My niece and nephew go to the Denver School of the Arts. They both are in music. No school bus service for the south students. Only School bus service from the North. For the last two years they've caught the Route 24 to the Route 20. Start at 650a to get to school by 850a. Several times they have missed the route 20 because the driver of the 20 doesn't wait while their trying to cross the street. Once even my nephew knocked on the door and the driver drove away. Instead of waiting for the next bus my nephew walked to his school which is on Montview and Quebec. He's only 12. He has even walked home from 17th and York to get to Unversity at Harvard, (carrying his instrument and backpack.) So he didn't have to wait an hour for the Route 24. His Mother and I told him not to do that again. After school they have to wait close to an hour at 17th and York for the route 24 then they get home around 6pm. Its a long day. Not only that while their waiting for the Route 24 to go home, there are random times people stop and ask them if they need a ride or to get in the car, especially to my niece she's 15. Their a single parent family, low income. They've worked hard since they were little kids to be in music. Its hard and expensive. Its what lights up their life gives them an opportunity to to something great in their life. Their Dream. Their happy kids but sometimes they get tired, discouraged and want to give up. Give up music Their dream. To go to a regular school. It might not seem important to you. Just sitting there waiting for a bus that runs every hour. It does. Please have the Route 24 go back to every 30 minutes like it did before covid. Thank you! Have a Wonderful Day!

Sincerely,

Sotera Klomp

Once again, I have not been given enough information to feel confident about how this will affect me, but an increase in 24 route frequency would greatly improve my daily commute.

I'm going to keep making this point until it happens, we need bus route 24 to be on a 30 minute interval between 40th and Colorado Station and Hampden. I get that ridership is lower between Hampden and Orchard as it goes through Cherry Hills and Greenwood Village, but this is also where I recommend that the 24 can have two alternate destinations. You can have a bus southbound goes to C-470 and University as they all currently do, and then you can have another bus southbound that can turn right on Hampden and go to Englewood Station and in doing so giving Englewood, Littleton, and Sheridan residents an easier connection to University Blvd to go to places like Cherry Creek Mall, the Denver Zoo, Museum of Nature and Science as it goes back north, it would be a great benefit.

Glad that the route has extended time for evening use but once an hour still makes taking the bus difficult. Ridership will only increase if the bus schedule is more convenient.

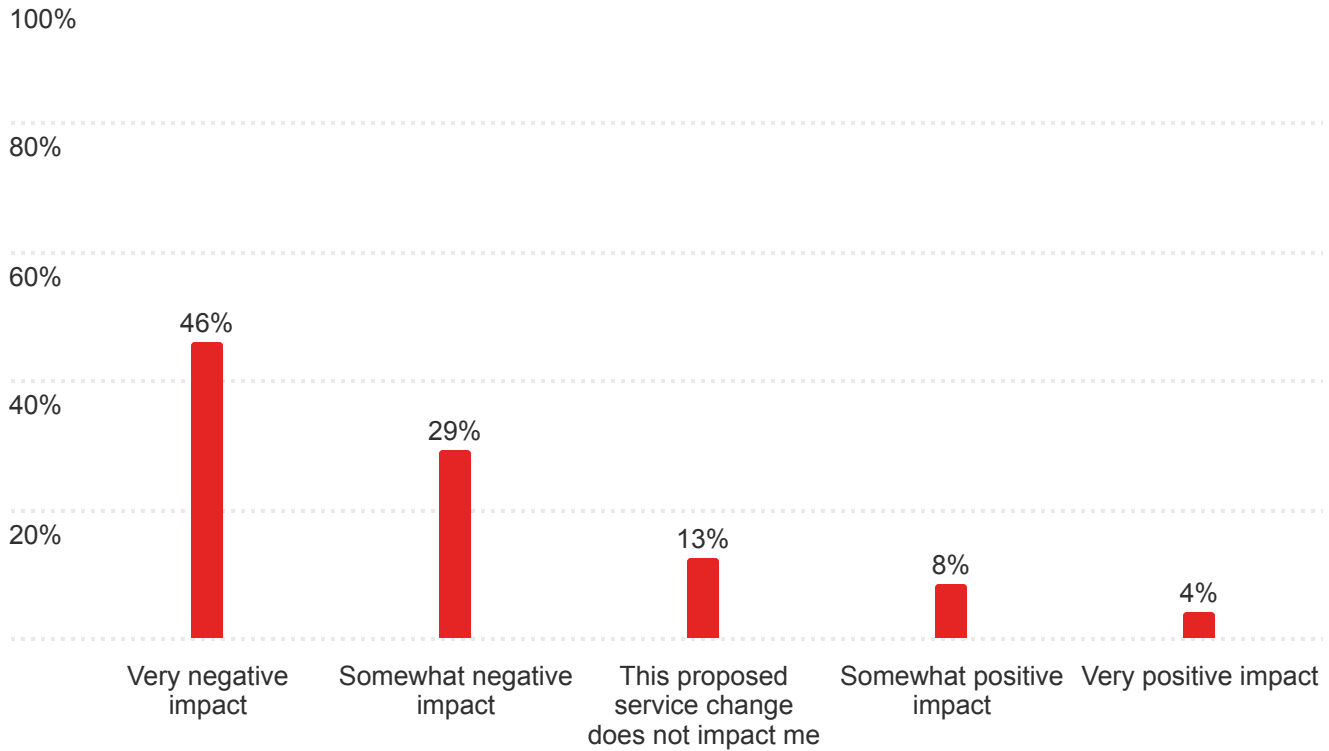
What is SEASONAL TRIPPER SERVICE? I keep hoping and praying for 30 minute service on the 24. No route should be hourly. It's simply not useable this way.

Bring back every 30 minute service on this route. Running it only hourly makes it pretty useless for me, so I end driving a few miles and parking at a light rail station garage rather than using #24 for my connection

Please increase service and operating hours! There are a lot of apartments along this route and the bus is usually busy. Once an hour service is not convenient.

L Line - 30th & Downing to 16th & Stout - What kind of impact does this proposed service change to the L Line have on you?

24 Responses



L Line - 30th & Downing to 16th & Stout - Please use this space to provide any comments you have about this proposed service change to the L Line:

13 Responses

Please do not shut down this historic and important rail service. This line is important to the neighborhood and should be expanded to 38th & Blake, not shut down.

Does this mean Light Rail through downtown is ending? the information about those changes is WHERE??

Are you proposing to get rid of the L??

If so, I hope the 43 bus will run every 15 minutes.

Trains are more punctual and safer. This is the best train for people living in this region to get to downtown and buses are not as safe or punctual nor are they as fast and efficient. Please re-consider keeping the L line functioning and maybe reduce the frequency instead?

I drop off children near Manual and go to job.

How often will bus 43 depart from 30th and Downing location to go downtown?

I cant afford to park downtown

This line should have connected to 38th and Blake for the airport access. This suspension for construction just makes it more difficult to travel between CBD and five points

I love the L line train. I wish it went further north or further east than 30th and downing to provide more local connectivity to downtown by rail.

Other alternatives should be looked included increased bus frequency

The L line should be 1) extended to 38th and Blake and 2) run through Auraria to Union Station.

This line is a great connection between 5points and 16th street. Hopefully it will be brought back after cindtruction

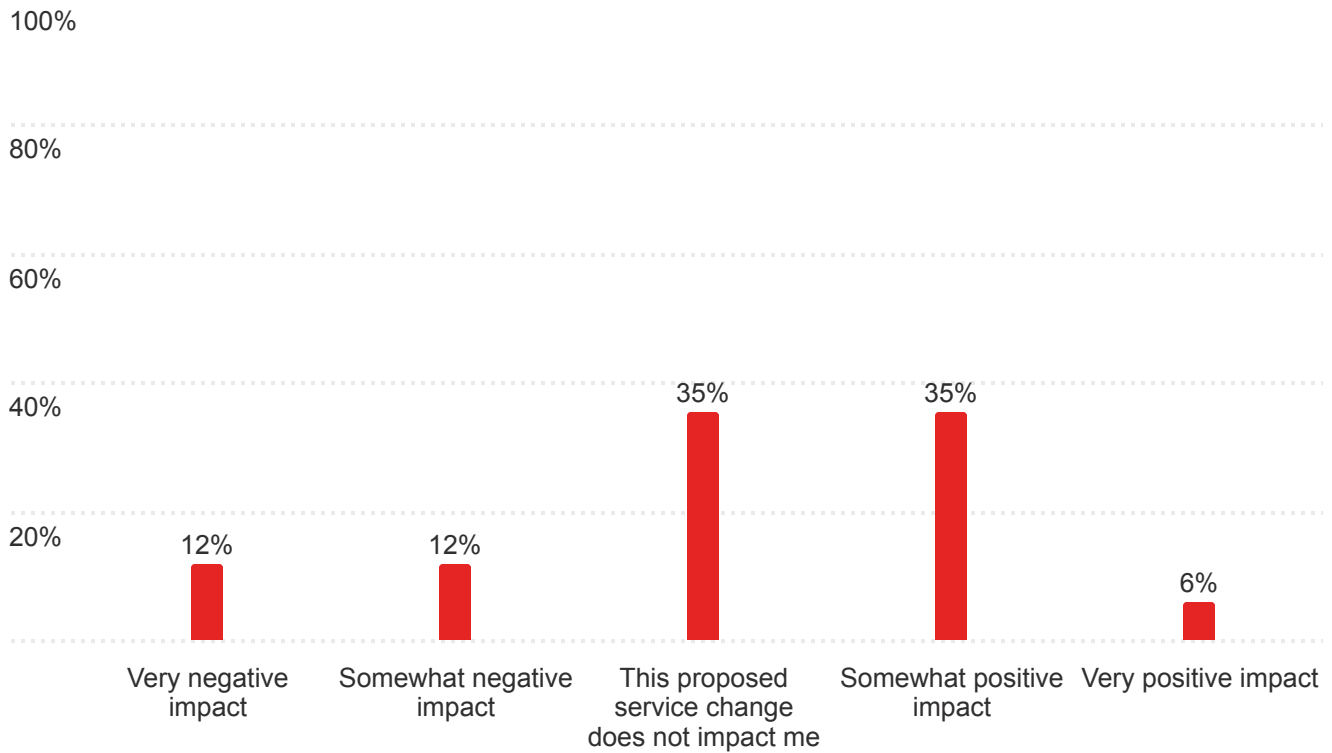
Just plain dumb idea! Why? Those tracks will just sit there unused? Vital to 5 points neighborhood!

I take this line often to see family, I would be very sad to see it go. Perhaps make it run to union station to increase ridership instead of just cutting it

Parallel bus services do not effectively serve Welton St businesses. When downtown reconstruction is complete, can the D Line and L Line be re-merged? The additional transfer required with existing conditions deters me from visiting Welton St businesses.

R Line - Lincoln to Peoria - What kind of impact does this proposed service change to the R Line have on you?

17 Responses



R Line - Lincoln to Peoria - Please use this space to provide any comments you have about this proposed service change to the R Line:

9 Responses

I would like this to be a faster train seems slow coming from the airport.

The R line needs to run 15 minute intervals instead of 30 minute intervals.

I have no idea what impact this will have on me because the explanation of the change tells me exactly nothing. This is a waste of communication because it communicates nothing. I have no sense of what the change to the schedule will be because you have not told me. A relevant bit of communication would be comparing what it currently is to what it is proposed to be. As is, this says nothing and is completely useless.

Depends on specifics

Too slow

Why can't you have both Eastern lines go the entire distance, from Peoria to ridgegate, from Peoria to downtown denver. Why does the h line stop in the most useless place in aurora, not even near shopping, not even near anything really, you have to walk 15 minutes to get to shopping at mississippi. What the hell? Why can't this train go at least to Aurora Metro center? And for that matter why the hell didn't you put a stop on exposition halfway between Abilene and sable because there are so many shopping destinations there that take forever to walk to from Aurora Metro center. You have the worst stupid line out in Aurora it's insane

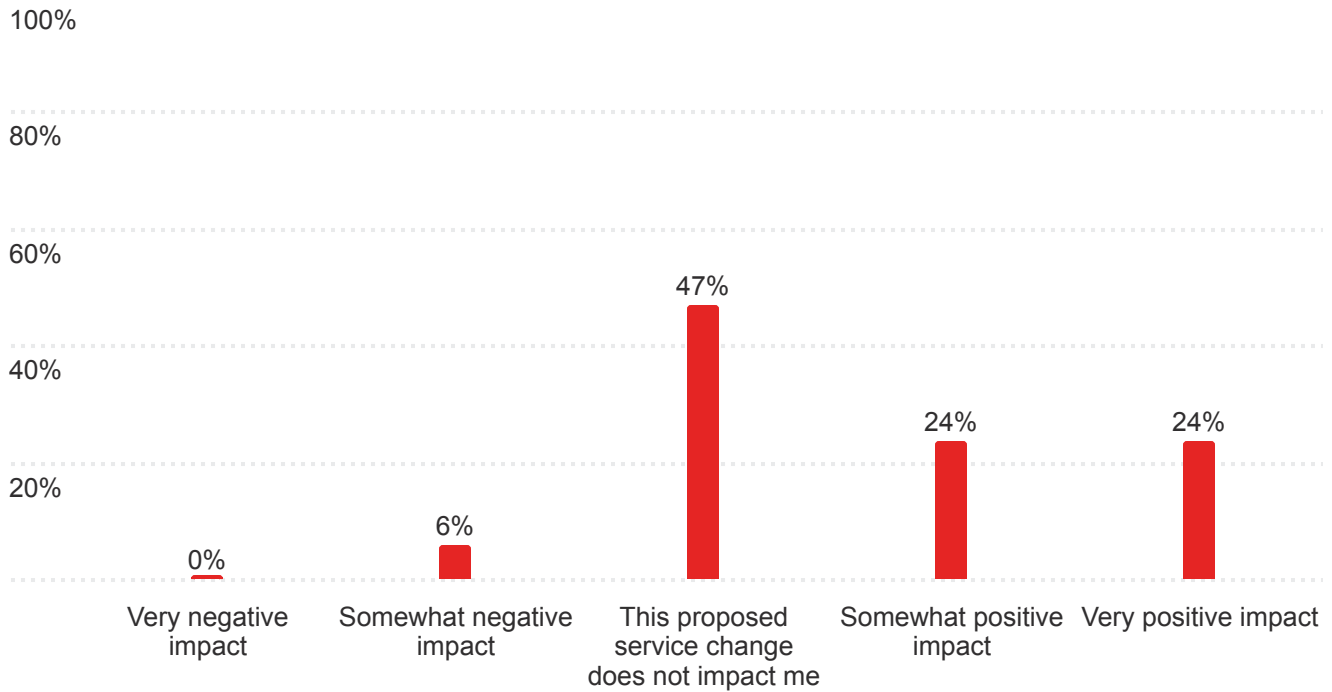
Need to increase train frequency back to 15 minute intervals. 30 minute intervals is too long to make it worth using this train, even though I want to

I am not happy with the r line going to Lincoln station the r go to ridge gate to Peoria station

Im also wondering if increased service on the r line is possible

Route 83D/83L - Cherry Creek/Parker Road Limited - What kind of impact does this proposed service change to Route 83D/83L have on you?

17 Responses



Route 83D/83L - Cherry Creek/Parker Road Limited - Please use this space to provide any comments you have about this proposed service change to Route 83D/83L:

11 Responses

Knowing when busses are actually coming is always helpful

I don't see what the change is going to be

I really like the 83D is more accessible on the weekdays. Would like it if it was available on the weekends (Saturdays and Sundays) that would really be helpful..I take the bus pretty much everywhere and it helps to cut down on taking 2 busses on the weekend when I could just take one bus that's literally a walk away from my home

Same issue: it's so close to Denver Health, yet does not stop there. Why?

I do not know what the exact changes are. But running the service every 15 minutes would have a huge positive impact on commuters and also a positive impact on auto use. I do not favor widening lanes along Speer Blvd for bus rapid transit. Just increase the frequency of the bus.

I don't know what the exact changes are so I can't write to the extent of this change. I would like to see more frequency and more bus routes run more often on weekends though. I don't own a car so I often use the bus to run errands.

Thank you for more bus transportation on Smokey Hill Rd. This will be very helpful especially in the fall for our students who go to school in that area.

I propose 83D run on the weekends there's a lot of people that work on the weekends

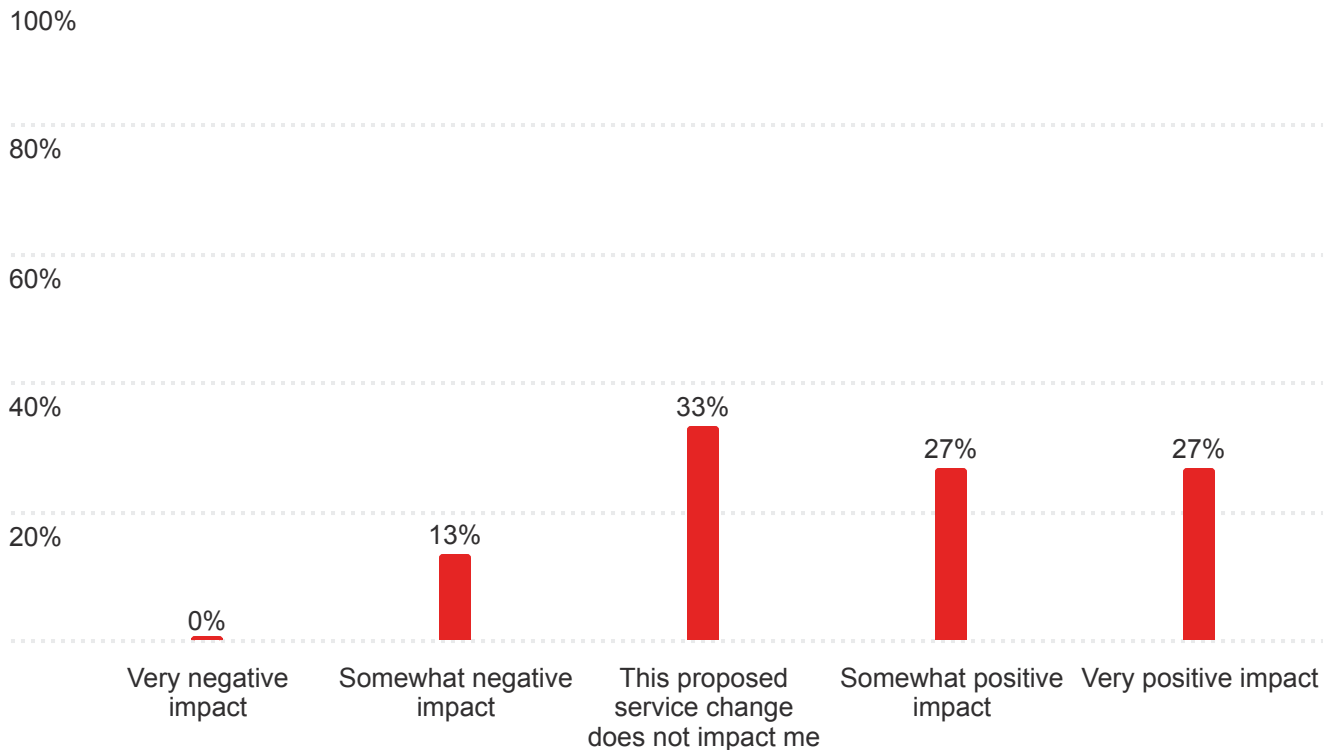
Frequency improvement needed

Like the change

Hopefully there will still be a weekday route that arrives at Civic Center at or before 5:44 am. People with 6 am jobs downtown depend on this route! Thanks!

Route 44 - 44th Avenue - What kind of impact does this proposed service change to Route 44 have on you?

15 Responses



Route 44 - 44th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 44:

6 Responses

Please do not get rid of the new 7am eastbound route or the 5:10p and more importantly 6:10p westbound routes. These have been very positive changes to the 44 in being able to use this route to get to and from work ON TIME. The January time change without the ability to get to work at 8a was a real problem. We have been loving the 7a and 610p bus. They are my main source of commute.

44 during the commuting times has often run late so service changes that improve on-time performance are a benefit so long as frequency is not reduced. However, is it possible to share updated time tables? I was not able to locate the proposed (new) times on the schedule page.

Would love 30 min frequency all day

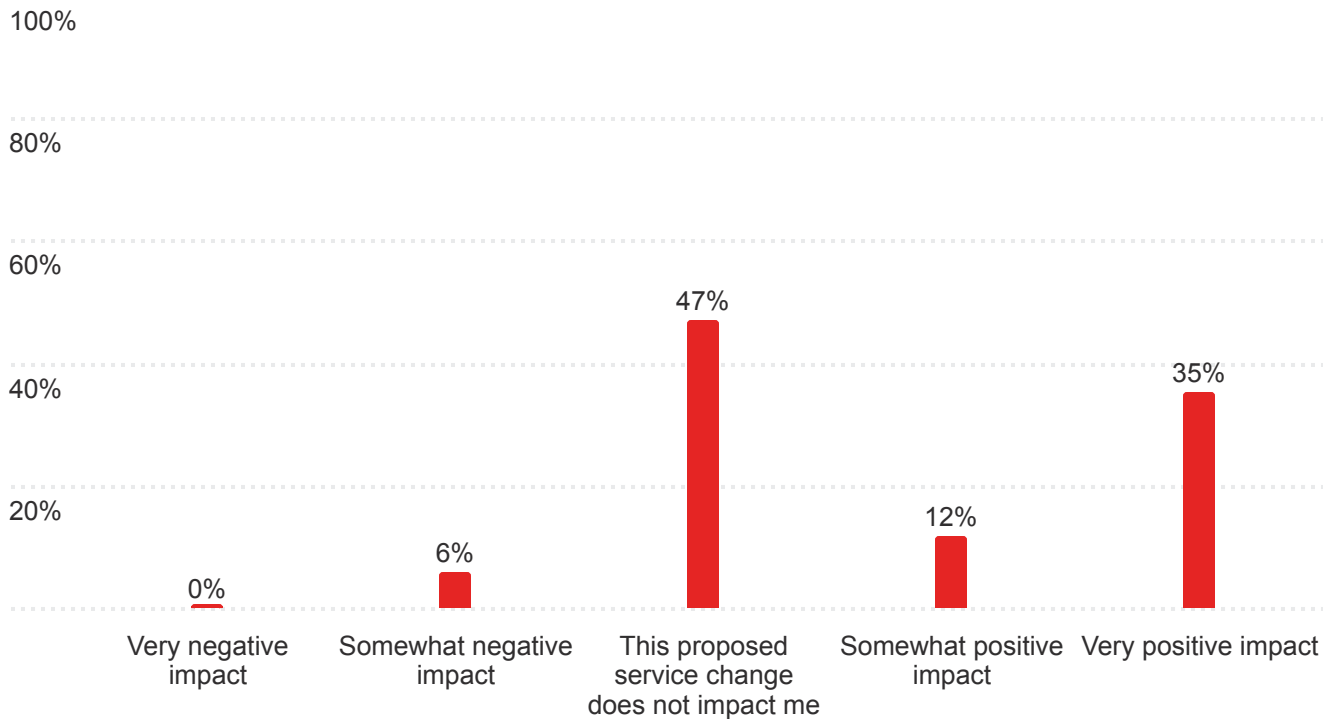
Wish it would go back to every half jour

Extend The 44 Toward I-25 & Broadway Station Interlined With 0 And With 60ft Buses As Permanent Vehicle Capacity

We very much need a stop right across the street. It would be on 42nd

Route BOLT - Boulder/Longmont - What kind of impact does this proposed service change to Route BOLT have on you?

17 Responses



Route BOLT - Boulder/Longmont - Please use this space to provide any comments you have about this proposed service change to Route BOLT:

9 Responses

The immediate changes to the BOLT service to reinstate the 8th and Coffman Park n Ride are good, but I am concerned about what will happen to BOLT service in 2027 when the 1st and Main station opens in 2027. Will there still be BOLT service in the 8th and Coffman area? Will BOLT service be available north of 1st Avenue?

While the Bolt is my main bus, the changes in Longmont would not immediately impact me. But I'm grateful to see this corridor in Longmont coming along with better service ahead.

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

It is good that RTD is being responsive to community input on this.

This change is very helpful to the neighborhoods currently affected by the bus detour and safety along 9th Ave at Gay St. Thank you!

Makes sense and seems appropriate with the reopening

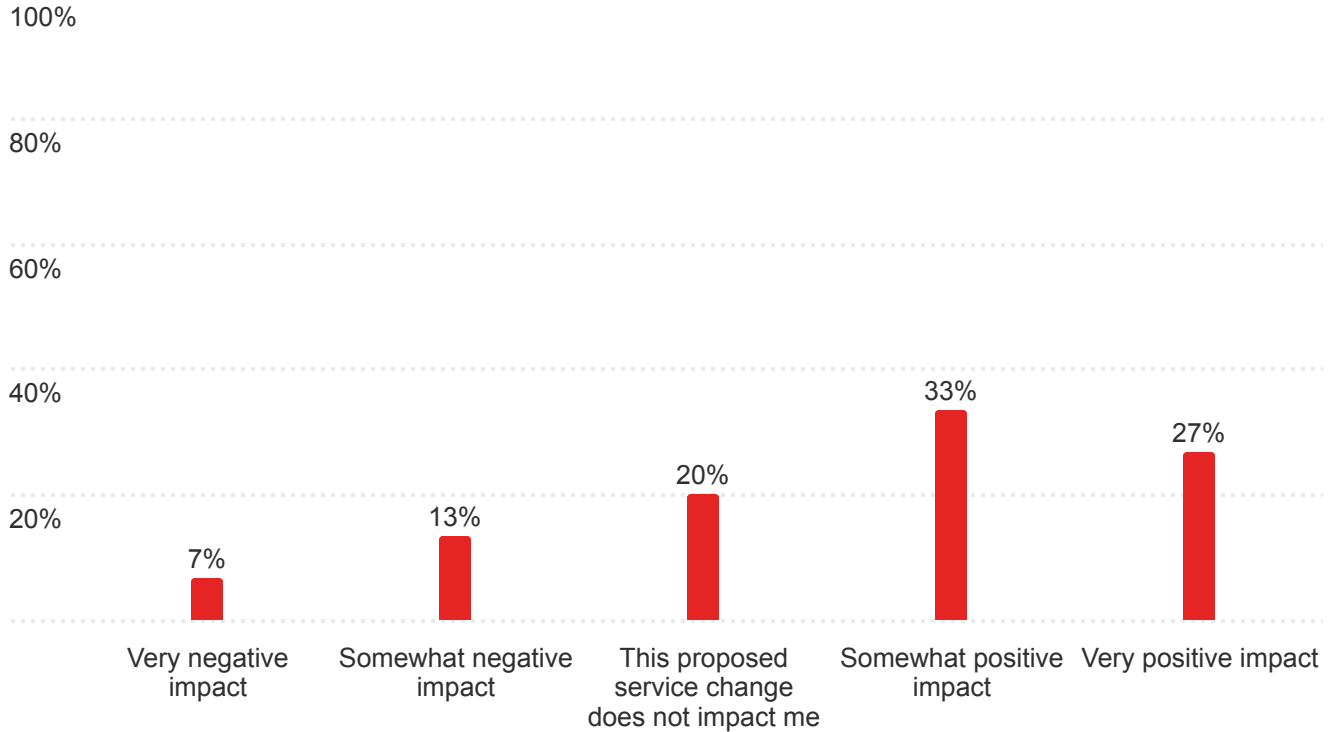
Should improve service times; would like to see service extend past Coffman/8th on weekends

I work at Ken Pratt/S Pratt, and have to be at work at 645 am. The only day I can take the bus is Sunday, because the BOLT start times from Boulder are too late for me

Bolt service is clearly picking up. I typically ride between Boulder and Niwot. I look forward to increased service along this route. I have yet to ride to Longmont and make the adjustment to the Coffman corridor but I am excited by this development.

Route 76 - Wadsworth Crosstown - What kind of impact does this proposed service change to Route 76 have on you?

15 Responses



Route 76 - Wadsworth Crosstown - Please use this space to provide any comments you have about this proposed service change to Route 76:

5 Responses

Improve route by extending 76 to Lafayette pnr.

I am hoping the 76 bus time will not be arriving at southwest plaza at the exact same time as the 35 and 59. It makes it incredibly difficult to catch a transfer and most of the time the 76 bus driver will not wait one moment for the 59 to get off. They immediately take off when the only other stop is for 7400 w long drive. It would be a huge benefit if they didn't all arrive at the exact same time. Thanks

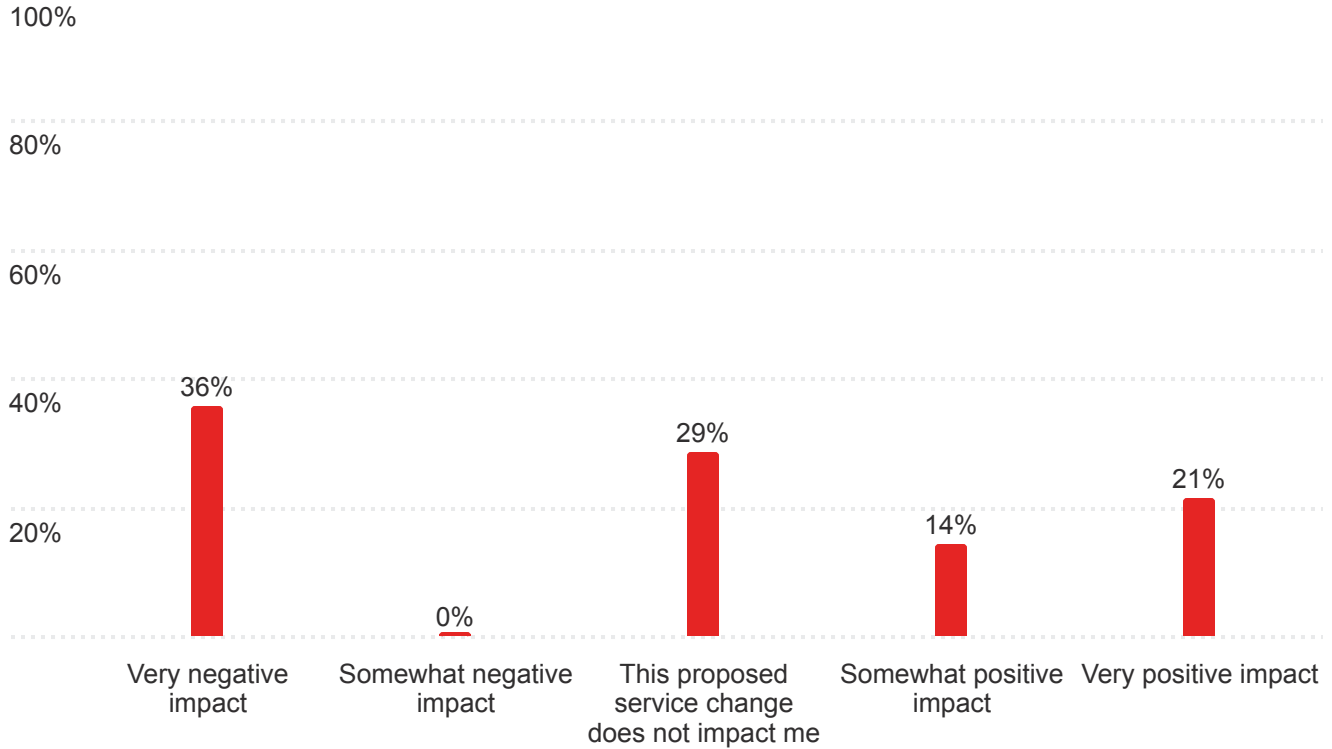
Because the 76 line operates only every 1/2 hour, stops at Wadsworth Station need to be optimized so that the W line does not arrive just as the bus is pulling away, and so that the 76 bus doesn't arrive just as the W line train is pulling away. A shift of 7 1/2 minutes would make the transfer much more efficient.

Frequency improvement and ultimately BRT needed

Split 76 Into 2 Patterns With Route 76A From Olde Town Arvada Station To Littleton With A Extension 2 Mineral Station Interlined With 77

Route 116X - South Simms Express - What kind of impact does this proposed service change to Route 116X have on you?

14 Responses



Route 116X - South Simms Express - Please use this space to provide any comments you have about this proposed service change to Route 116X:

10 Responses

The actual schedule for August is not yet posted so it's not possible to know if there will be an impact.

The route runs Monday to Friday only, not on weekends

What exactly are the minor changes? If off by 5 minutes I will not be able to catch my bus. Will there be any times after 5:45? I can get downtown but don't get off until 6pm and then have to find another way to get home.

The 116x is generally always late.

With just 3 departures in the morning and 3 in the afternoon, any change is an issue.

There needs to be more funding on this bus route. South metro Denver deserves more than two busses a day—I'd like to see funding go towards south metro bus lines

It is the only bus I can catch to get to the train so I can go work during the week. On the weekends when it doesn't run I understand there is a 2 mile walk to the closest store and I have accepted that

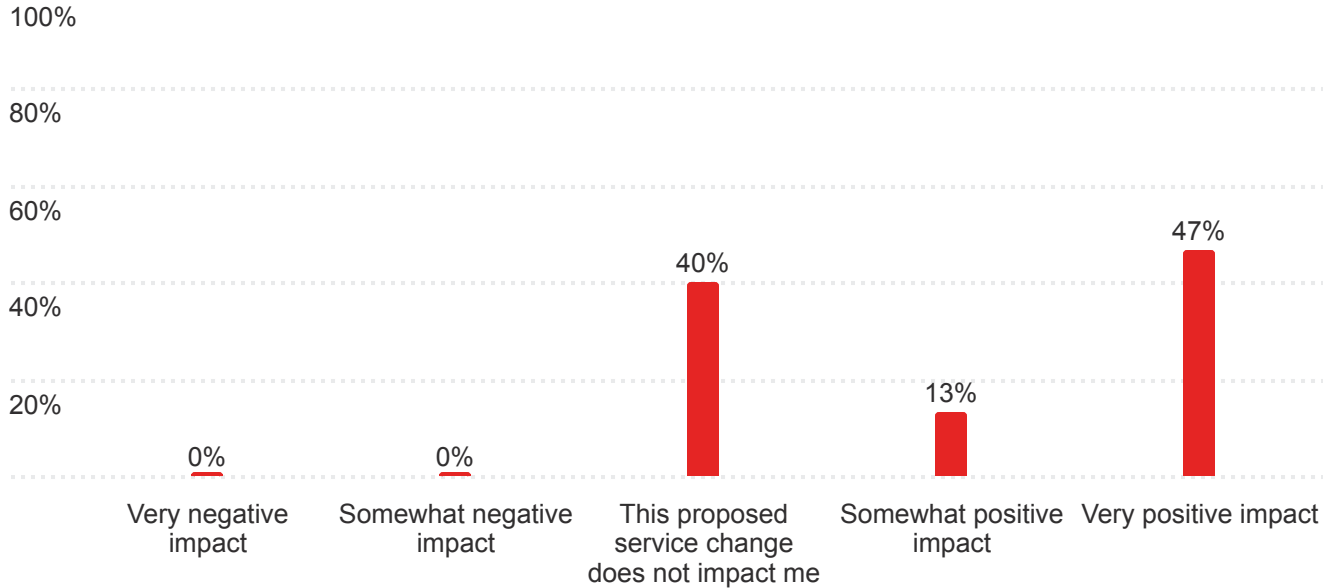
I use this route pretty regularly and having changes too often can impact my work schedule. Please make adjustments as needed for rider needs but also, please do not decrease the route.

This route is right near my house and it very rarely has any buses going. I want a bus to be there more frequently at least once an hour off of Sims and Quincy. It is very unfair that this is only an expressvuff that only goes in the morning and afternoon and has no other time that it connects

unclear on how this can occur. would prefer the similar timing of every 20 minutes from Fed Center

Route 104L - Wagon Road/DEN Limited - What kind of impact does this proposed service change to Route 104L have on you?

15 Responses



Route 104L - Wagon Road/DEN Limited - Please use this space to provide any comments you have about this proposed service change to Route 104L:

10 Responses

I wish the bus was on time

Thank you and more bus benches are needed.

My Uncle says his shift at DEN ends at 1 AM so adding a trip 1:25 would help

I agree with this service change. I would push for additional service on the 104L such as increased service, the early morning routes are almost standing room only

Good customer focus

Please do this! I work at the airport and several times I have been stranded there because operations required me to work later and I missed the last bus. This would really help many of us airline employees who depend on the 104L. I am strongly in support of this, thank you!

I use the 104L to get to the airport twice a month, maybe even 3 or 4, but however, I always take the A Line from DEN because the 104L Doesn't align with N Line Northbound trips. The North AND South N Line trips both depart 5 mins before the 104L Bus arrives at Thornton Crossroads. However if you think how would people get to Wagon Road, they could use the 120 Bus Line if they use the N Line to Eastlake. South N Line riders would now travel up to Eastlake and transfer their to get to Wagon Road. Thanks!!!!

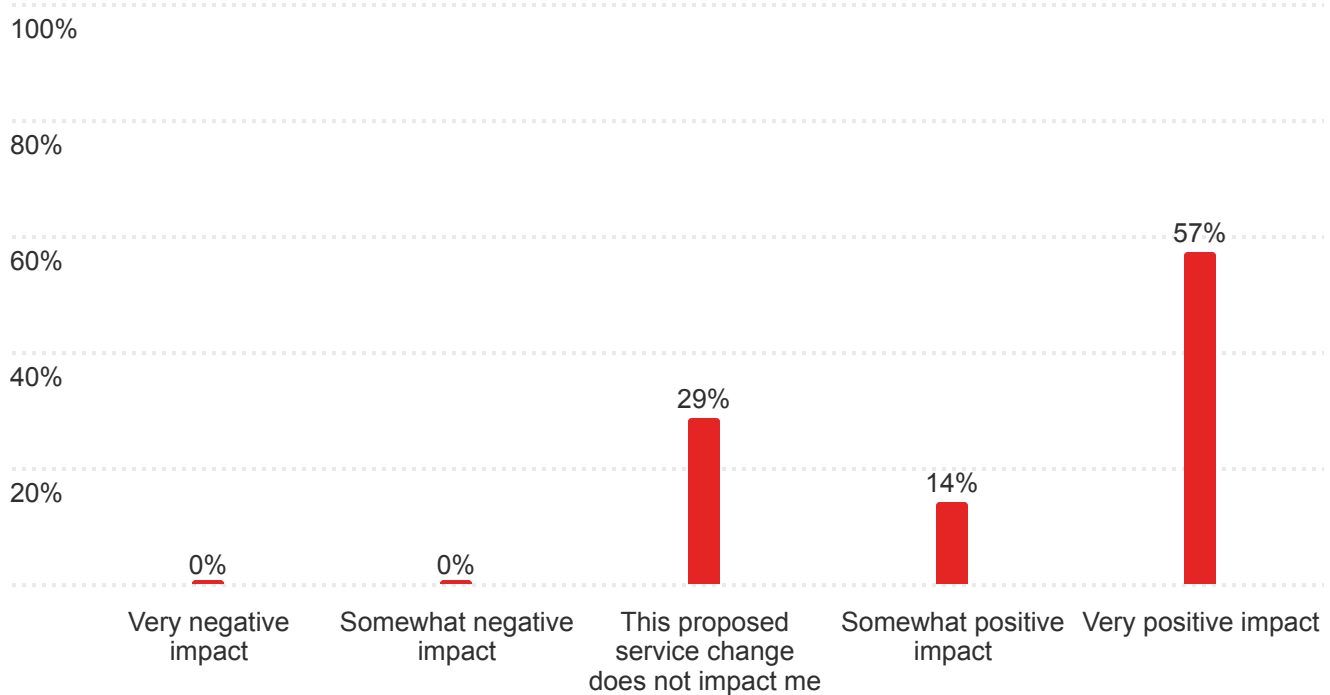
I only use to go to work

Please add more late night and early morning trips! I regularly take this route to the airport, and I worry about a flight getting delayed past the last bus and having to spend the night at the airport.

Please add this!!!

Route SKIP - Broadway (Boulder) - What kind of impact does this proposed service change to Route SKIP have on you?

14 Responses



Route SKIP - Broadway (Boulder) - Please use this space to provide any comments you have about this proposed service change to Route SKIP:

5 Responses

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

To my earlier point, it would seem that RTD is being purposely vague... what ARE the fall/winter service levels?!?! Overall, we need MORE service, not less.

This a core route in the city. It needs to be frequent.

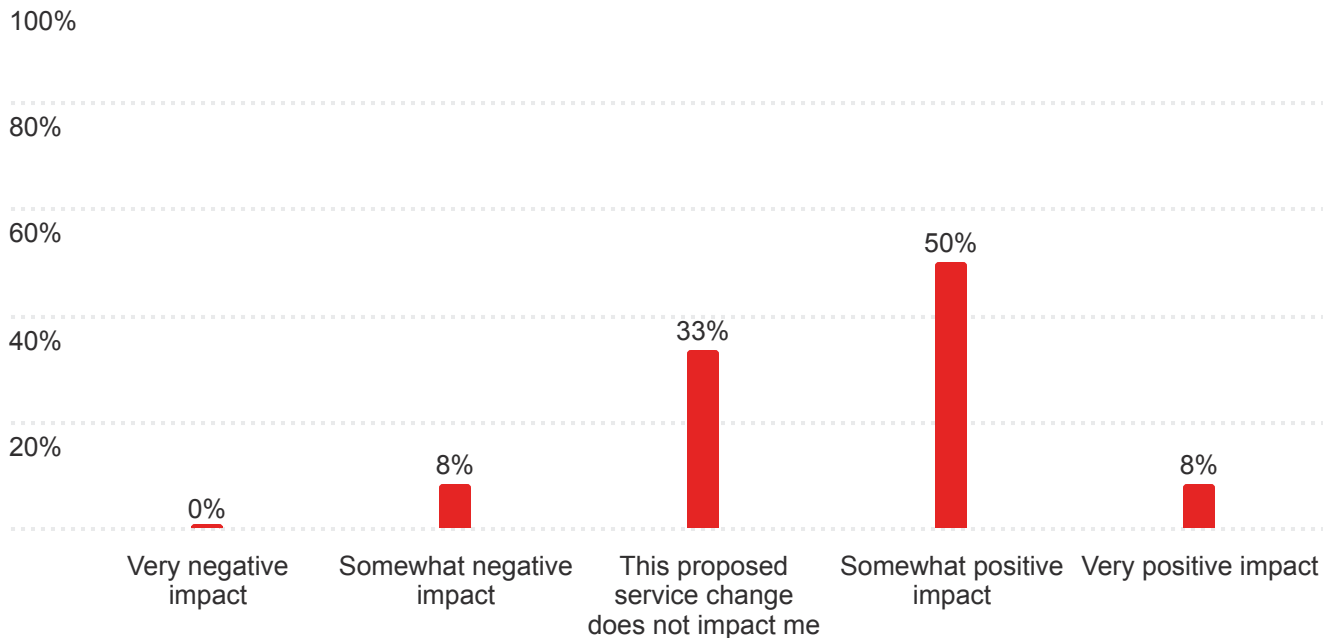
The survey did not provide an opportunity for input on other routes. The northbound GS afternoon service needs a 6:30 a.m. but and a 3:30 pm bus.

I would love to see more efforts put in to decrees bus bunching on this route. The existing scheduled frequency is great but if busses just end up nose to tail its not as useful and its a waist of valuable service hours. Infrastructure improvements on the Broadway corridor are much needed given the over 1 million riders this service carried in 2024.

Regularly ride the SKIP to connect to central and North Boulder from my home in South Boulder. Appreciate 15-10 minute frequencies. When connecting to the 30 and 28 street areas in Boulder I'd appreciate better schedule timing to connect with the Bound at Baseline and Broadway stop.

Route 120 - 120th Avenue - What kind of impact does this proposed service change to Route 120 have on you?

12 Responses



Route 120 - 120th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 120:

8 Responses

How am I supposed to provide feedback on a "minor" schedule change when it doesn't even show the changes made? Who made this?!? Lights are on but no one seems to be home...

Hope the changes would better chances of getting to the train and getting back home with less time waiting.

N line connections overdue and needed

Please don't ruin it like the 120L. The 120L transfer was good (N Line to 120L and vice versa) but it was ruined because the previous service change from 2024, said it would better align with N Line, but it didnt, made it worse in fact. The 120L bus now departs 2 mins before the N Train arrives so theres a connection lost. The 120L bus also arrives 5 mins AFTER the N train departs so i do NOT know how thats a better connection. Please fix the 120L and also still make it so the 120 Bus departs and arrives at the same time as the 120L at Eastlake so it matches with the N Line, AND 120L to 120 and vice versa. Thanks!!!!

The 120 should be at least 20-minute frequency to permit for ease of transfer from any FF1.

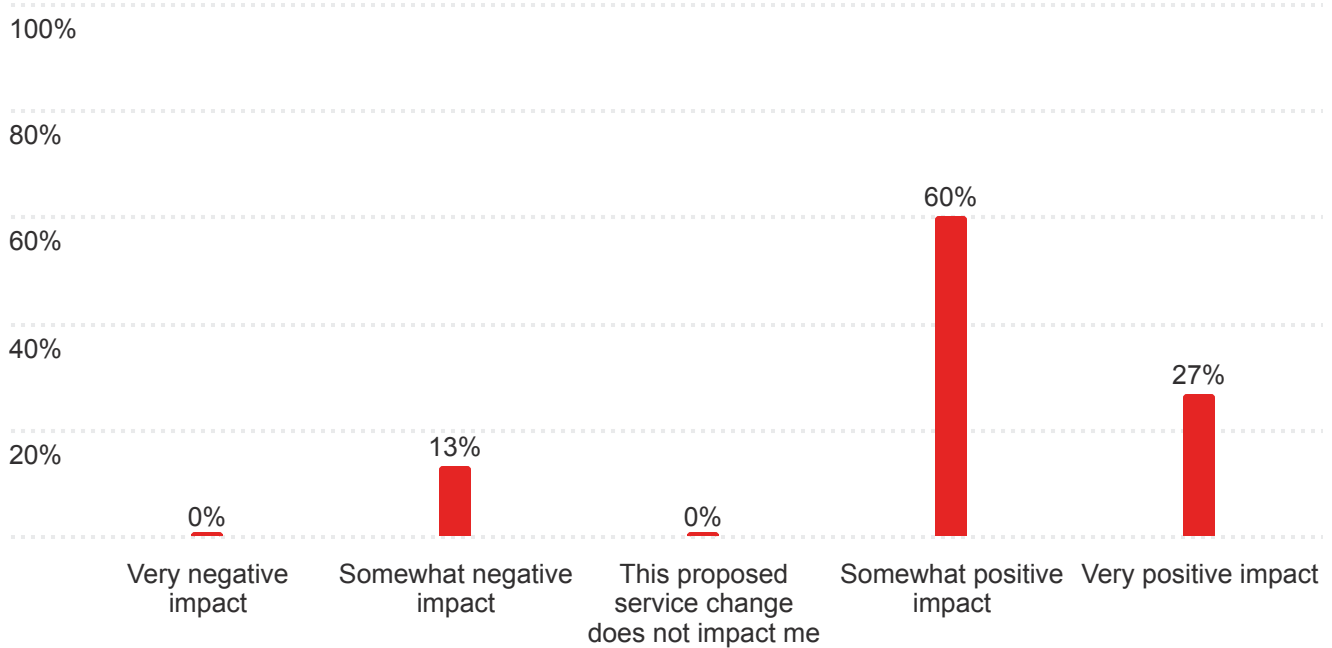
Adding earlier weekday westbound 120 line buses would help commuter traffic getting to the US 36 park n ride, as well.

It should run on Sundays

While it's good that you are going to fix the timing for the buses so that they can connect to the N-Line in time without having to wait 30 minutes for another, it's not enough. Route 120 also needs to be on a 30 minute interval all day on the whole route, because there's a lot of retail and business on 120th Ave and apartments and it would benefit people in that corridor to have more frequent bus service.

Route 32 - 32nd Avenue - What kind of impact does this proposed service change to Route 32 have on you?

15 Responses



Route 32 - 32nd Avenue - Please use this space to provide any comments you have about this proposed service change to Route 32:

7 Responses

would love to see frequency of buses increased to more than once an hour and for the bus to go to the zoo again and be staged in time, such as offset by 1/2 hour, with the 28 bus which runs close to the same time.

Route 32 has needed improvement out to the eastern part of the city, removing that service has been detrimental

Frequency changes most important

I hope that frequency is increased and it is still easy to transfer to Union Station, as well.

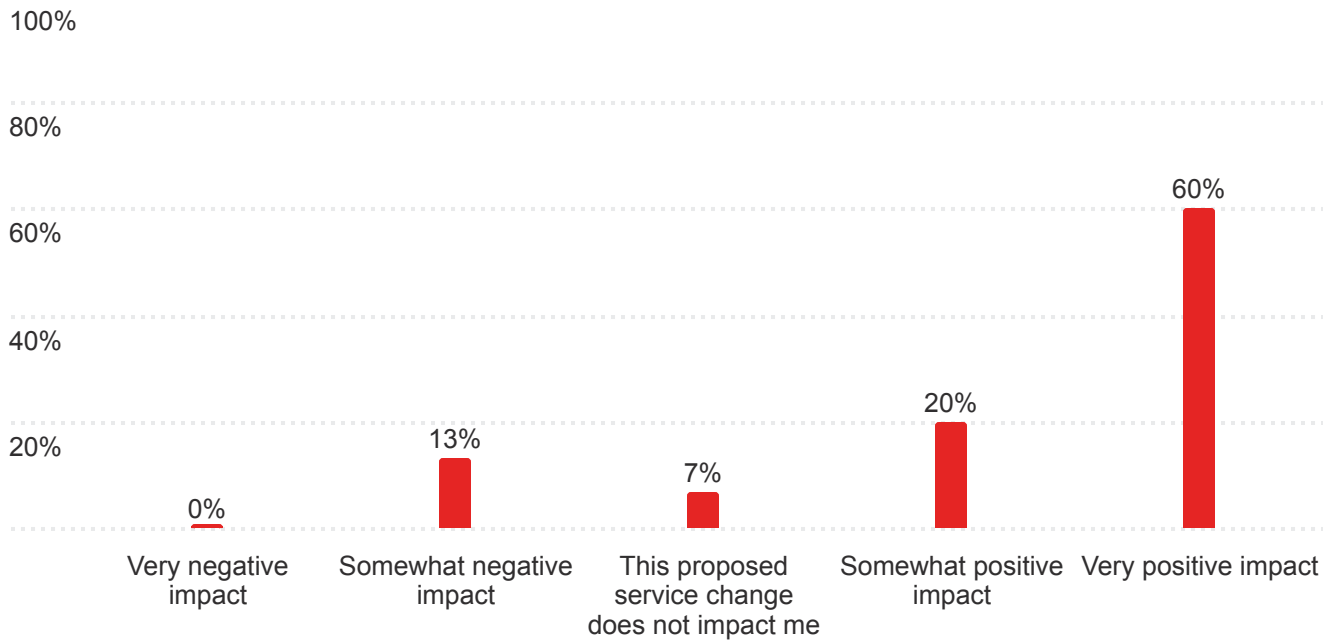
The ability to get to the east side of downtown and Uptown from the west side without having to transfer to the Mall Ride would be helpful sometimes

I was so annoyed when the route got cut back to stop at Union. I started walking to a further bus stop to take a route that actually went through downtown. Thanks for fixing!

This is long overdue. You need to increase the frequency of this route immediately. Once every hour is unacceptable.

Route LX2 - Longmont/Denver Express via CO 52 - What kind of impact does this proposed service change to Route LX2 have on you?

15 Responses



Route LX2 - Longmont/Denver Express via CO 52 - Please use this space to provide any comments you have about this proposed service change to Route LX2:

12 Responses

The LX2 expands my options in getting to Denver for meetings. While I need to get dropped off at Niwot Road and 287, it does offer the simplest, one stop ride to Denver from Niwot.

Very excited for this

I might use this 2-3 times per year, but I'm very skeptical of how people will be relying on this route. I hope I'm wrong, but I think a bus to DIA would be much more heavily used than this.

I miss the pre-covid express busses to and from Longmont. This will reduce my commute time.

Running during the proposed times southbound does not get me to work by 7:30am. I was hoping when the LXs started up again, they would be convenient as before.

More Express buses southbound are seriously needed later in the morning, afternoons, and in the evenings and northbound in the afternoon and into the evenings.

Thank you for restoring the direct Longmont/Denver express bus service!

The LX is another favorite bus

Better regional connectivity without a car

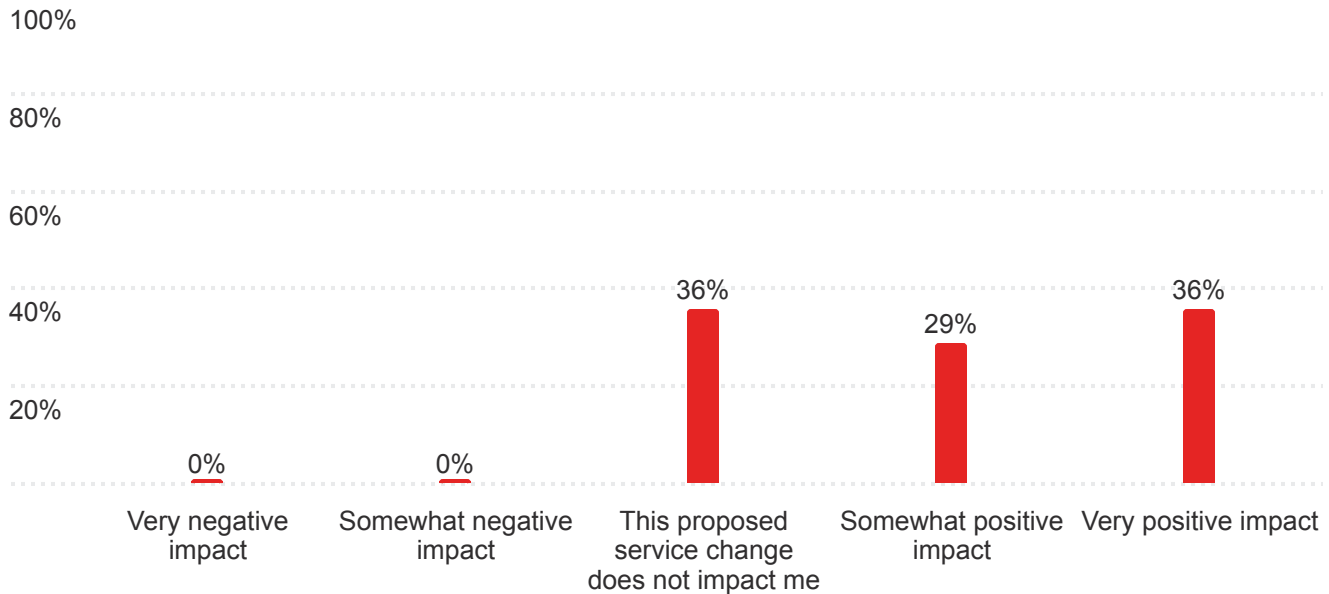
I was unable to find a list of stops for this route. Will riders from Lafayette have a nearby stop available to them?

As a resident of Niwot, I often get dropped off at 287 to take the LX to Denver. Having LX2 service as an option speeds up my commute to Denver. This will ease my commute for meetings and events in Denver and give me more options for travel. I wish it was a bit easier for me to bike or access the 287/Niwot Road bus stop but when I can get a ride it is such a good travel option

Why only 1 reverse peak trip in each direction?

Route LD1/LD3 - Longmont/Denver, Longmont/Bromfield (via US 287) -
What kind of impact does this proposed service change to Route LD1/LD3 have on you?

14 Responses



Route LD1/LD3 - Longmont/Denver, Longmont/Bromfield (via US 287) -
Please use this space to provide any comments you have about this proposed service change to Route LD1/LD3:

5 Responses

Best to move the busses off of residential streets as much as possible.

Longmont needs more daily express service from here to Union Station Denver.

Addresses safety concerns at 9th / Gay. Thank you for making these changes!

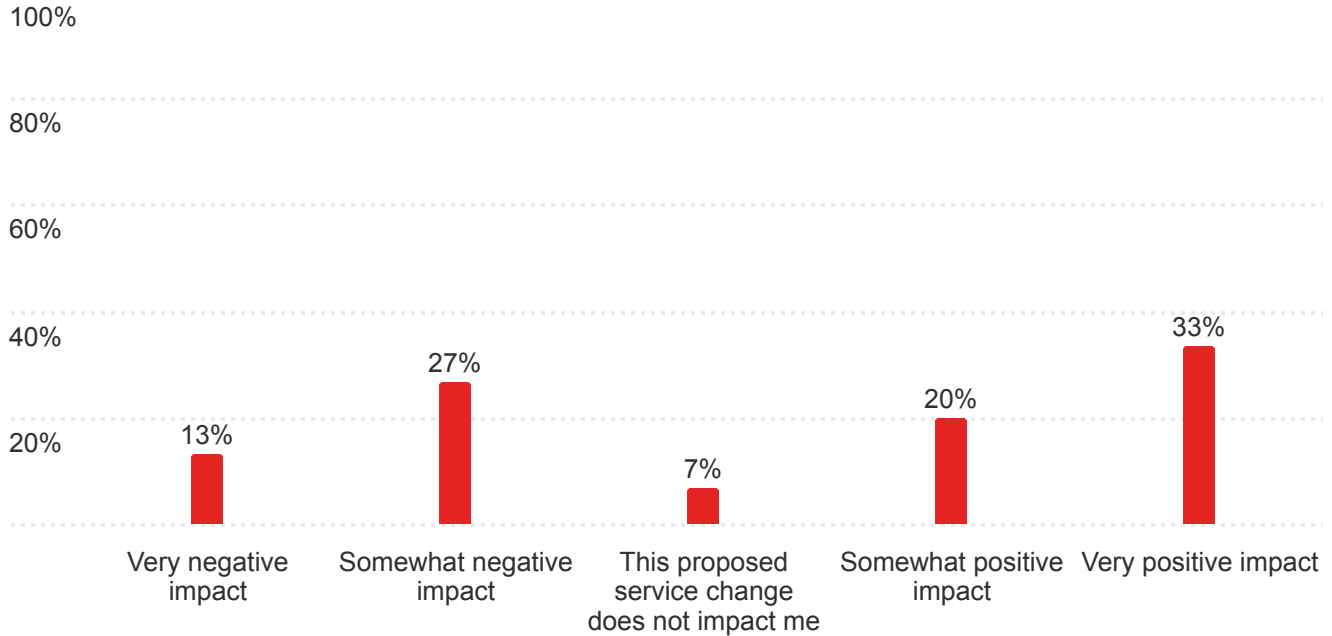
Again, makes sense and seems appropriate

I would like to see a service change that gets a guaranteed arrival to Union Station by 7:40 for people who need to be at work by 8:00. A couple of ways to do that: (1) return the start time to 5 minutes earlier like it was prior to the change in fall of 2024. Even though this was only a 5 minute change, we now get to Union Station 10-15 minutes later because of increased traffic at that time of day or (2) eliminate the 3 stops between South Public & Miner's and when the bus gets on 287. I ride the bus almost every weekday and rarely see people using those stops. Eliminating those and letting the bus get on 287 would cut minutes off the commute and residents from that area still have nearby stops to use (South Public & Miners or the stops on 287)

This route also needs an evening time around 6:00 or 7:00 pm for people who want/need to be in Denver later than 5:00

Route 35 - Hampden Avenue - What kind of impact does this proposed service change to Route 35 have on you?

15 Responses



Route 35 - Hampden Avenue - Please use this space to provide any comments you have about this proposed service change to Route 35:

9 Responses

Confusing

I ride south of Hampton an Wadsworth frequently.

I'm still confused what this change does. I take the 35 now from nine mile to hampden ave and pearl in the morning for work and back to nine mile. In the evening. I hope rtd doesn't change that route. Right now it only runs once an hour in the morning. If rtd is going to run that route every half hour. That will be very nice. But I'm confused still what this change means. Could someone contact me. Sharon at 720 939 5967. Thank you

Even greater frequency should be implemented especially in conjunction with coming Federal BRT and improve connections with light rail at Englewood

It is unfair that this line does not go all the way to Sims off of Hampden. It starts too far east

Increasing the frequency of this bus line would greatly improve the quality of access for individuals trying to travel up Hampden via the University and Hampden intersection

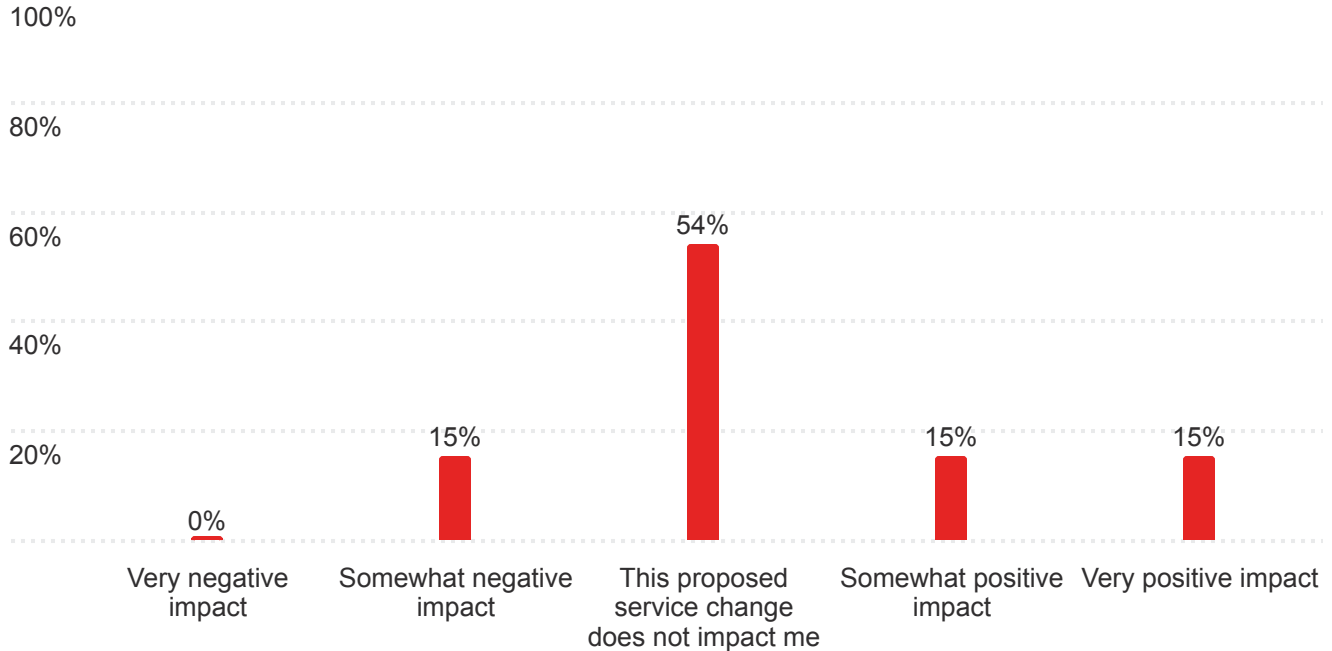
Okay, two things. First of all, like with how it's a bad idea to change up route 30 to serve Littleton, it's just as bad that route 35 is going to be taking over the existing path that route 30 takes between Federal Blvd and Wadsworth because by doing that, it means that the service along the frontage road on the south side of 285 is about to be eliminated thus removing the only bus service people over there have, likewise it will also no longer be possible to take route 35 to Fort Logan and people would be forced to transfer to route 51 at Sheridan Blvd which does not serve that stretch on Sundays, so again leave route 30 and 35 the way they are in that part of metro Denver. Second, for all the bus stops east of Englewood Station, you need to remove the black "No Weekends or RTD Holidays" labels you still have on the bus stop signs so that people know for certain that the buses are actually going to arrive on weekends and holidays, because people might be getting fooled by them and then it inadvertently lowers ridership when they walk away. I don't want to lose service because not enough people were riding thanks to getting misinformed by those leftover labels.

Rerouting the 35 seems like an unnecessary service reduction. The 35's service area and the Hampden frontage road has a lot of transit dependent people who will be left with no transit service.

I would advise against terminating at Wads & Hampden and instead continue the trip to SW Plaza due to many people who use that section.

Route 10 - East 12th Avenue - What kind of impact does this proposed service change to Route 10 have on you?

13 Responses



Route 10 - East 12th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 10:

5 Responses

I take this route often so appreciate any improved efficiency

I really wish that the 10 ran past Quebec more often instead of only once an hour. Us folks on the east side need that more than ever with all the BRT construction on Colfax clogging up the 15 & 15L and interrupting stops. Please and thanks!!!

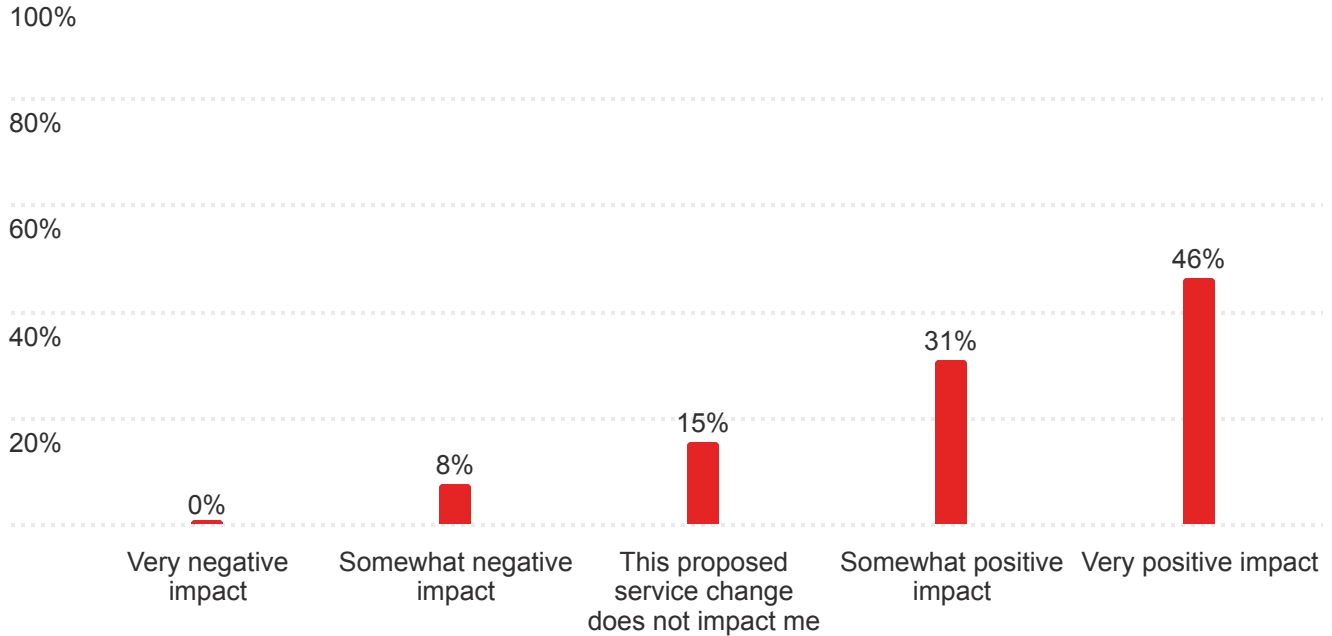
This bus should be a circular route that runs every 20 minutes once the BRT is finished. It feels redundant to have 10 15 and 20 all running parallel. How can folks on 12th get to Rino or give points?

I don't know what the exact changes are so I can't write to the extent of this change. I would like to see more frequency and more bus routes run more often on weekends though. I don't own a car so I often use the bus to run errands.

please increase the times that this bus runs , it only runs every hour , it serves areas that other busses do not serve , and having it run every 30mins would be extremely helpful especially around the lowery campus that has lots of facilities.

Route NB1/NB2 - Boulder/Nederland/Eldora - What kind of impact does this proposed service change to Route NB1/NB2 have on you?

13 Responses



Route NB1/NB2 - Boulder/Nederland/Eldora - Please use this space to provide any comments you have about this proposed service change to Route NB1/NB2:

7 Responses

Hi, I am struggling to find specifics on this change. Sorry if I missed something. I was hoping that the 5:10 bus service would come back to the NB. Thank you!

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

This is a great service; it is comfortable, reduces the number of cars in the canyon, and reduces the number of cars at Eldora. What is there not to like?

Making Eldora more accessible and reducing traffic on icy roads is great for everyone. I also really appreciate bus service in the summers for getting to trailheads along with the Hessie shuttle.

Related: Please make it easier to take transit from Boulder to Summit County ski resorts. I-70 is a mess and many people would love to take transit if it were available.

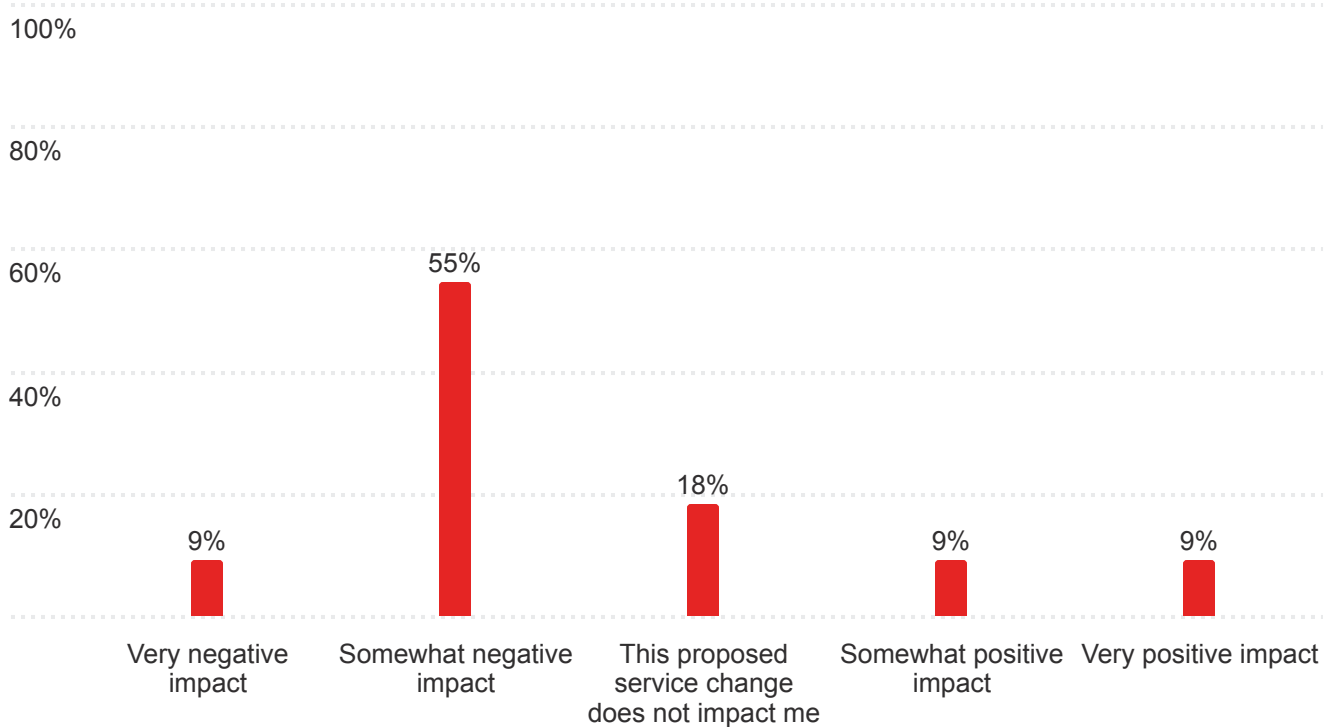
Restore the 8 am from boulder to Eldora. the 7:40 bus doesn't connect with any regional bus schedules and gets you to Eldora too early

Often drive through Boulder Canyon - usually to get to the Hesse trailhead. Very much support anything that expands bus service for drivers (and thus reduces traffic)

This is the only potential public transit from boulder to a ski resort and will reduce traffic, emissions, and parking challenges.

Route 31 - Federal Blvd - What kind of impact does this proposed service change to Route 31 have on you?

11 Responses



Route 31 - Federal Blvd - Please use this space to provide any comments you have about this proposed service change to Route 31:

3 Responses

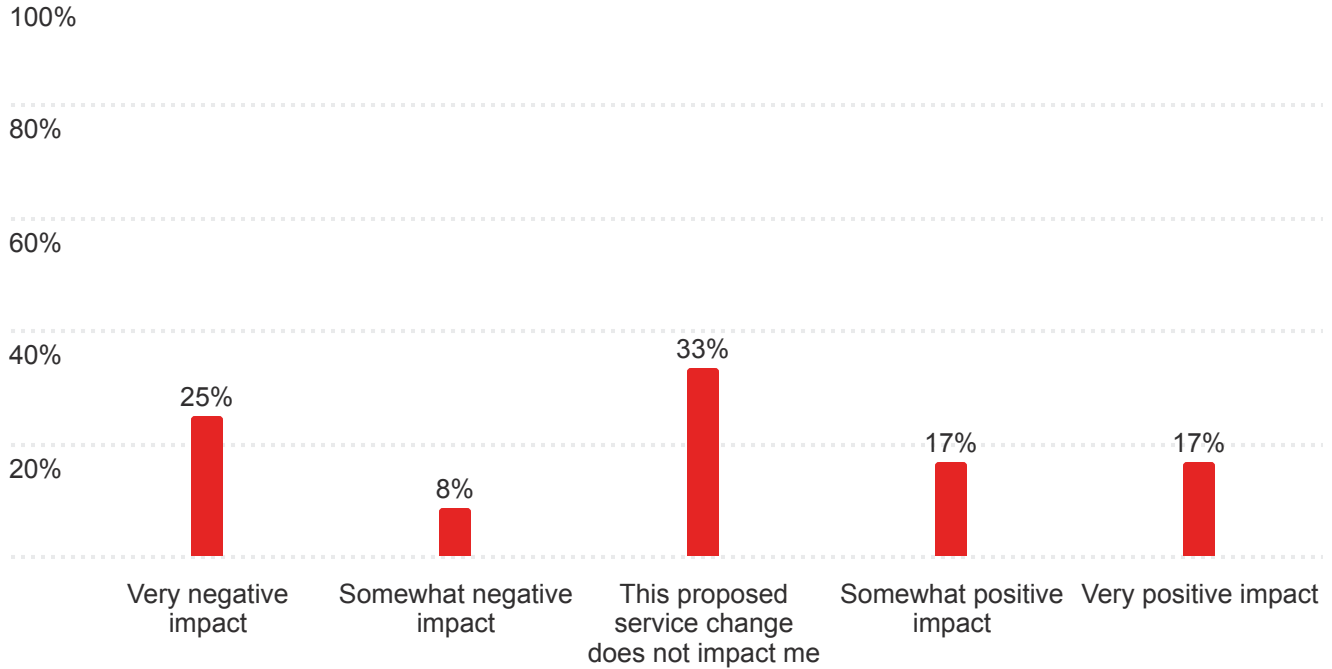
If the changes to the proposed schedule are only applicable to the southbound route, then services changes will not impact me. However, if service reduction is applicable to the northbound route, the elimination of routes on Sunday will affect my connecting commutes from the 15 / 15L and 16 as well as travel to / from the Clear Creek - Federal Station.

If I'm understanding correctly this will cut service north of Colfax on Sundays even further. The 31 is not usable on Sundays north of Colfax and this will worsen the issue

As long as the schedules of the 31 and 30 are aligned to allow for easy and convenient transfers.

Route 20 - 20th Avenue - What kind of impact does this proposed service change to Route 20 have on you?

12 Responses



Route 20 - 20th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 20:

6 Responses

I have no idea what "reinstate regional tripper service" means. How can anyone understand this?

Please reinstate service west of downtown on the 20 For years RTD has promised to return the 20 to pre pandemic levels west of downtown out to Golden. YOU HAVE NOT! People depend on the 20 and the increase in density along the 17 th avenue corridor has made the need only increase. Three times early in the morning and three times in the late afternoon are totally useless to people who are elderly or disabled and need to travel during off peak hours.

Even if students are no longer using this route to get to school during the summer months, the 20 buses during the day are always heavily utilized and minimizing service would impact commuters and other adults who don't have access to a car.

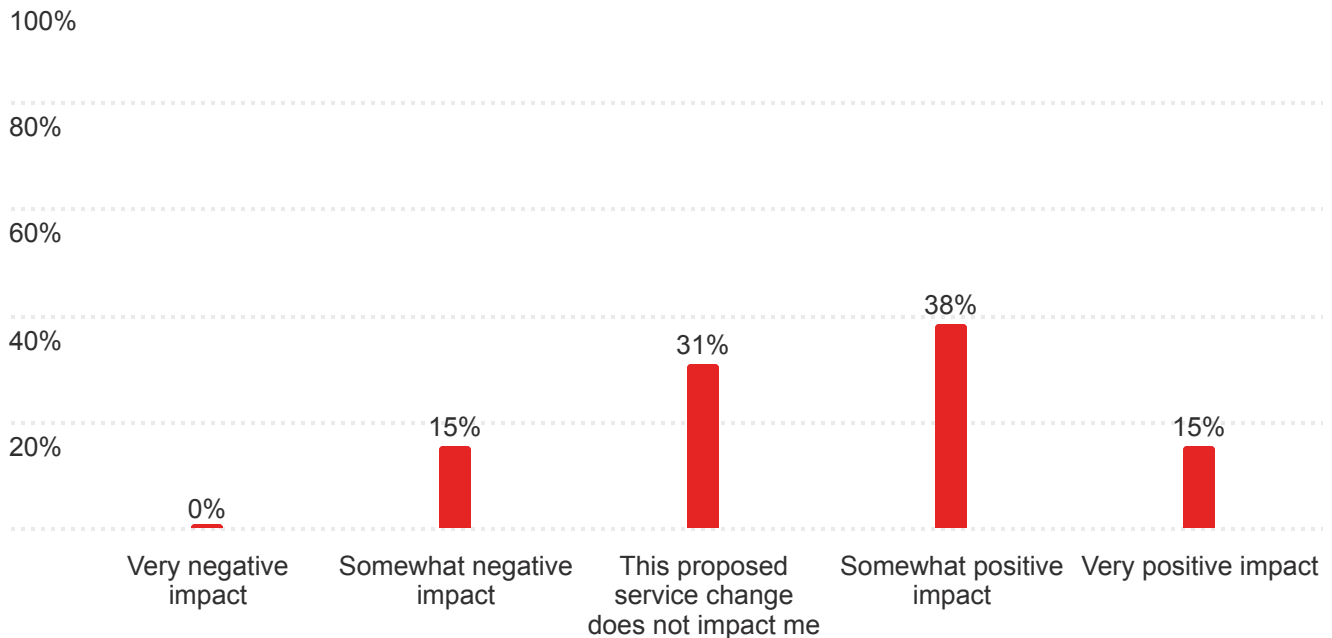
All that your website says is "Reinstate seasonal tripper service." I have no idea what that means. I have a copy of the 20 schedule, and the map, both from RTD and there is zero mention of what a "seasonal tripper service" is. I'm not sure how you expect feedback without making it more clear what you're even proposing. That's too vague, do better.

Don't know what service will be yet, but would appreciate more frequent runs on the 20 route.

The 20 needs to either increase number of trips/frequency of service or be divided into two lines between east and west.

Route 6 - East 6th Avenue - What kind of impact does this proposed service change to have on you?

13 Responses



Route 6 - East 6th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 6:

4 Responses

With so many routes serving Lincoln and Colfax, why can't the 6 directly serve Denver Health, down to Santa Fe?

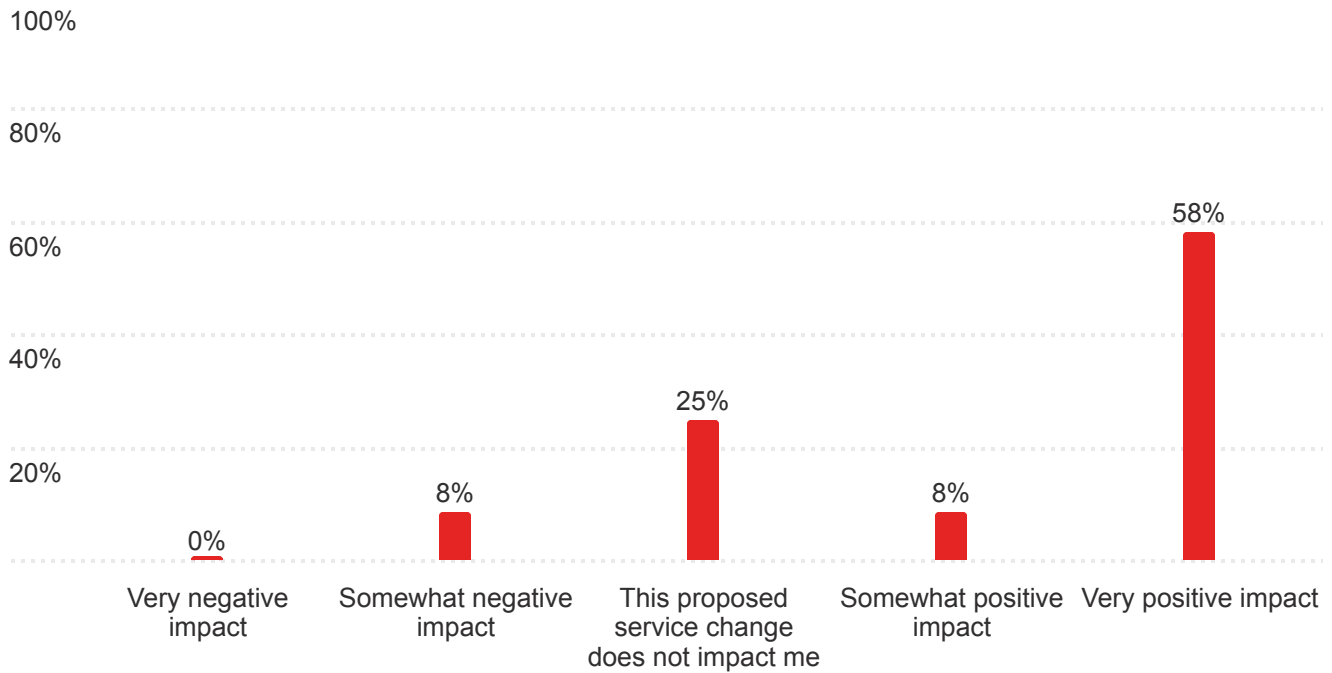
Makes much more sense.. good change for customer focus via feedback

While I applaud the extension of service to CCA, the routing should carefully balance circuitousness and utility. Buses should be routed from Aurora Metro Center on Alameda Drive and cross Alameda Parkway to stop directly at the Aurora Municipal Campus (in front of the library and city hall) so people do not have to walk from Alameda Parkway or Chambers to reach city services and attractions. From Chambers to CCA, buses should use 1st Avenue for the most direct route to CCA.

This is going to cost more resources for a service that needs more frequency in the peaks.

Route JUMP - Boulder/Lafayette/Erie - What kind of impact does this proposed service change to Route JUMP have on you?

12 Responses



Route JUMP - Boulder/Lafayette/Erie - Please use this space to provide any comments you have about this proposed service change to Route JUMP:

4 Responses

Essential for Boulder workforce

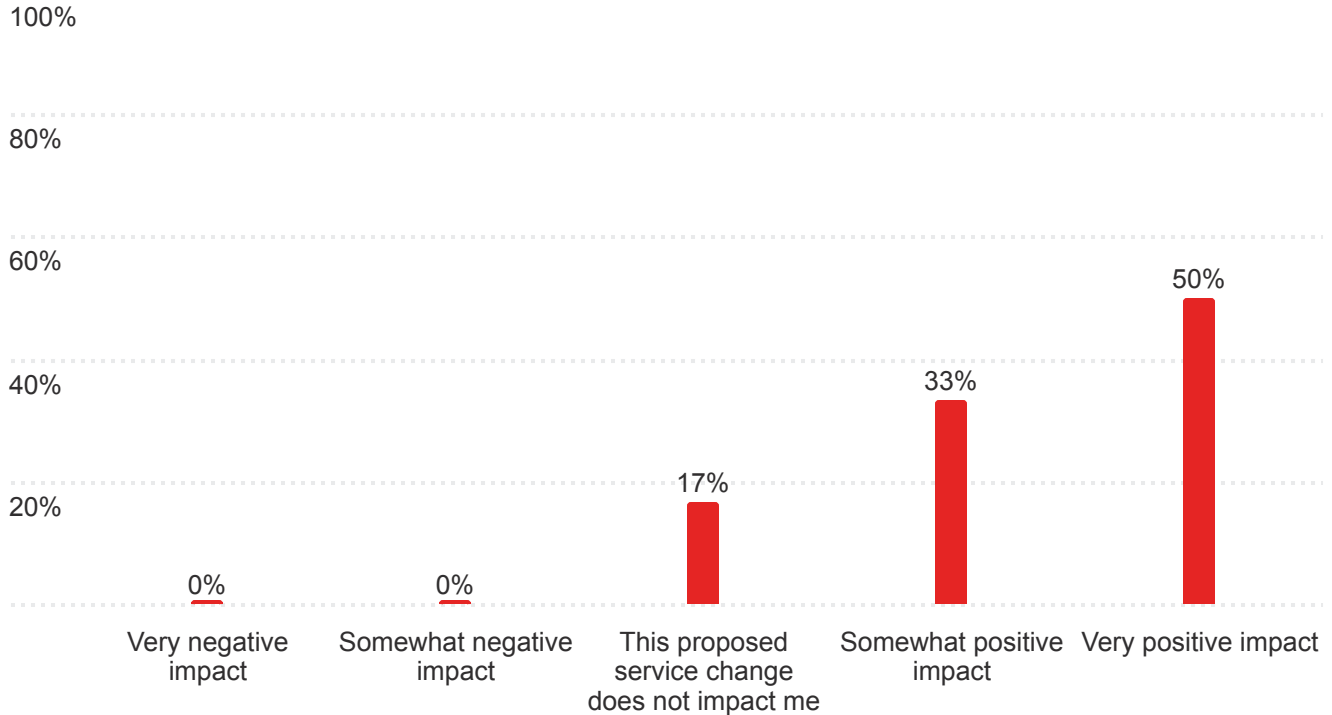
Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

Erie is under served. We need reliable, on time service that serves our community with many stops

Again, I don't know what impact this has on me - because the description of what the reinstatement entails is not clear. I will say that we need more frequent Jump buses, particularly on weekends. Just yesterday, I wanted out in the sun for half an hour because the buses were limited AND running late... Then, on my return trip, I wound up walking home nearly two miles in 90-degree heat because that was still going to involve less time out in the heat than waiting on the bus would involve.

Route AT - Arapahoe Station/Denver Airport - What kind of impact does this proposed service change to Route AT have on you?

12 Responses



Route AT - Arapahoe Station/Denver Airport - Please use this space to provide any comments you have about this proposed service change to Route AT:

6 Responses

LOVE THIS FOR GOING AND RETURNING TO FROM DIA - the rail line is a total JOKE! \$10 recently to ride 3 stops - told to get off and wait for a bus - RTD reason to drive

I frequently use the AT and an additional service would potentially aid my commute. Though the proposed route does not directly aid me, it could ease congestion on other times

Anything to increase this line is good. Best deal and service in Denver!

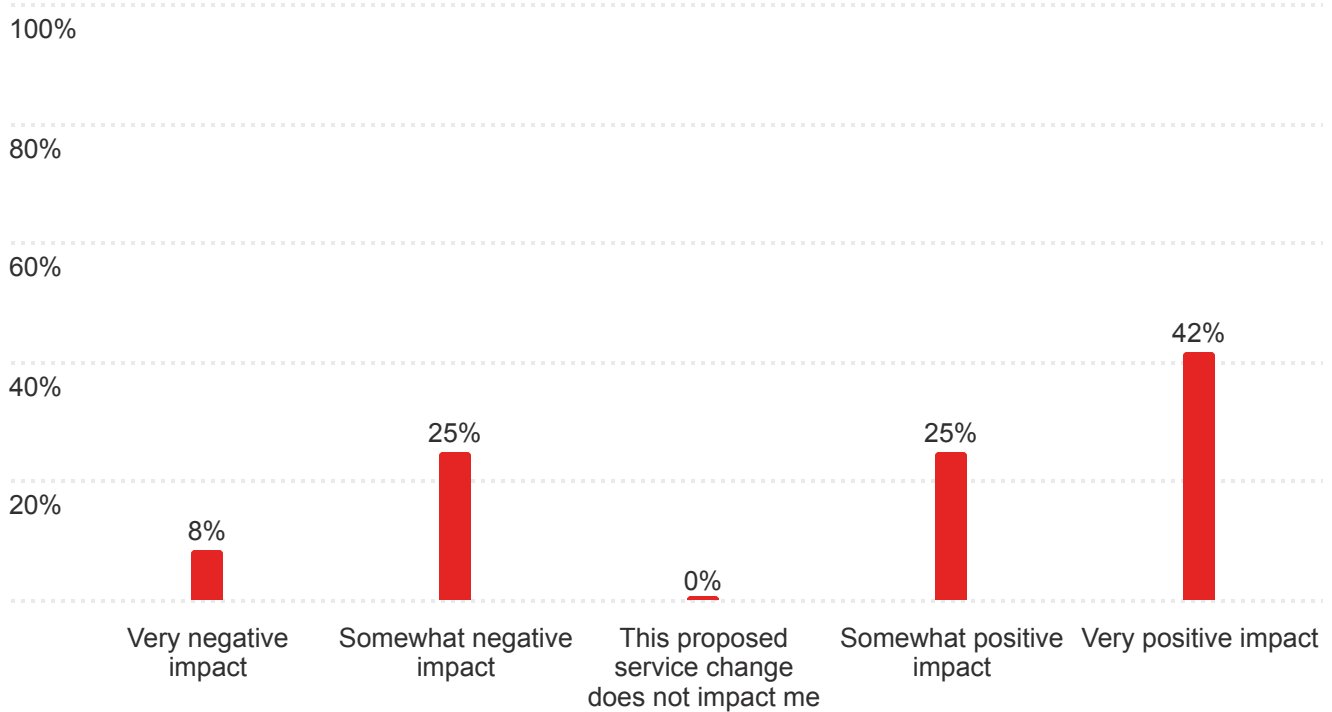
The added trip for the AT/ATA bus route will be very beneficial for getting from Aurora to the airport by providing more options to utilize RTD to get to DIA

This bus needs to run every 30 minutes. It is very convenient going to the airport but if you just miss it returning home you have to wait a whole hour. If it ran every 30 minutes we would take it every single trip.

Please decrease fares to the airport. \$10 is too expensive compared to taking E470 toll road from south Denver to the airport. When it costs \$8 to take the toll road and save nearly an hour in total journey time, no one has incentive to use RTD.

Route 30 - South Federal - What kind of impact does this proposed service change to Route 30 have on you?

12 Responses



Route 30 - South Federal - Please use this space to provide any comments you have about this proposed service change to Route 30:

6 Responses

Would make federal easier to navigate

I would like to propose an increased schedule during peak hours. Every 30 minutes during high ridership hours.

It makes it so much easier without transferring.

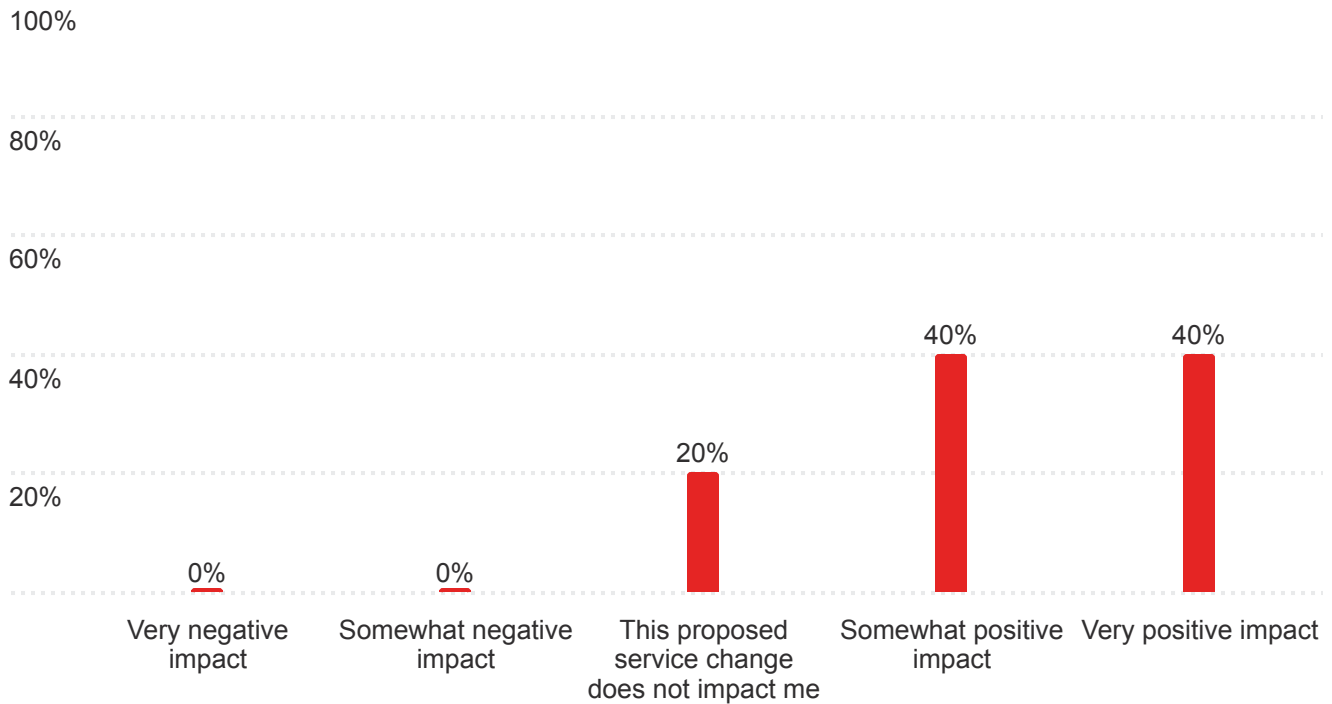
If the line is being extended, so should the service coverage.

For this one I speak less for myself as I do for people who rely on this route to go from Federal Blvd west to Sheridan Blvd or Wadsworth. While it's good that you want more continuous service north of Evans from downtown Littleton that route 29 does not currently provide, re-routing route 30 is the wrong way to go about this because it will mean that people who rely on this route as a means of going to places like Bear Valley to connect with route 51 or Wadsworth to connect with route 76 would now have to make an additional transfer to route 35 to keep going where they want to go and adding more time to their trip, and same thing from the other direction. I think it's better to leave route 30 alone and instead turn route 31 into a Federal Blvd Crosstown route that starts at Littleton Blvd on the south end and then will go as far north as Westminster Station, it could be at least a half-hour interval between downtown Littleton and Evans, with more frequent service starting at Evans as it currently exists. It will give people in Littleton, Sheridan, and southwest Englewood more continuous service north of where they live but not impact people relying on another route to go places they need to go.

Rerouting the 30 seems like an unnecessary service reduction. The 30's service area has a lot of transit dependent people who will be negatively affected by this change.

Route DASH - Boulder/Lafayette via Louisville - What kind of impact does this proposed service change to Route DASH have on you?

10 Responses



Route DASH - Boulder/Lafayette via Louisville - Please use this space to provide any comments you have about this proposed service change to Route DASH:

4 Responses

we are reliant on the Dash and FF4 to survive.

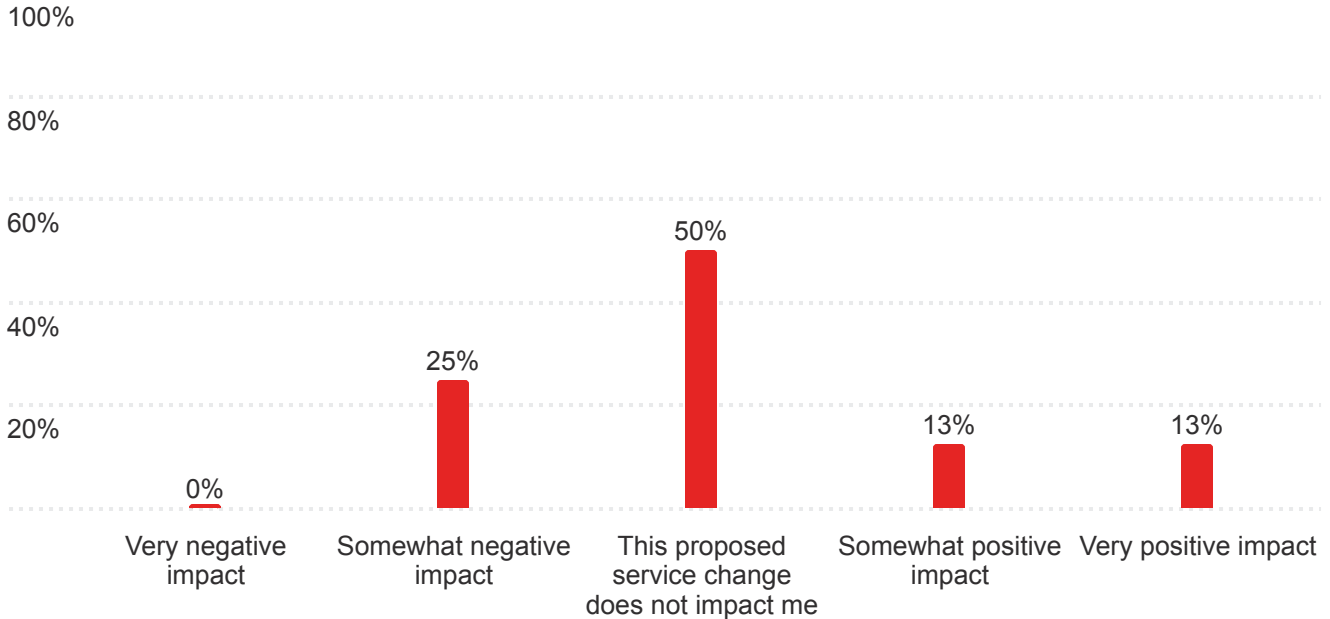
Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

Please increase bus service in the evenings to allow people to go out in Boulder in the evenings and still get home afterwards. It's hard to choose to ride the bus from Louisville to Boulder if you think you will get stranded at night.

I don't know what impact this has... because the description doesn't identify what is meant by "Reinstate fall/winter service levels." Is RTD just trying to avoid accountability by being vague...?

Route CV - Pine Junction/Conifer/Denver - What kind of impact does this proposed service change to Route CV have on you?

8 Responses



Route CV - Pine Junction/Conifer/Denver - Please use this space to provide any comments you have about this proposed service change to Route CV:

7 Responses

I can't find any details on what's changing so I can't provide feedback on how it might impact me. I take the CV from the mountains to downtown once or twice a week.

The afternoon trips from Denver to Pine are nice, but I don't understand why buses aren't scheduled to bring afternoon riders back to Denver. The buses have to go back to Denver anyway, couldn't they offer return trips for riders? To any transit center, doesn't have to be civic center. Just a way back.

Frequency expansion of this route and look at alternative additions would be helpful

I use this route pretty regularly and having changes too often can impact my work schedule. Please make adjustments as needed for rider needs but also, please do not decrease the route.

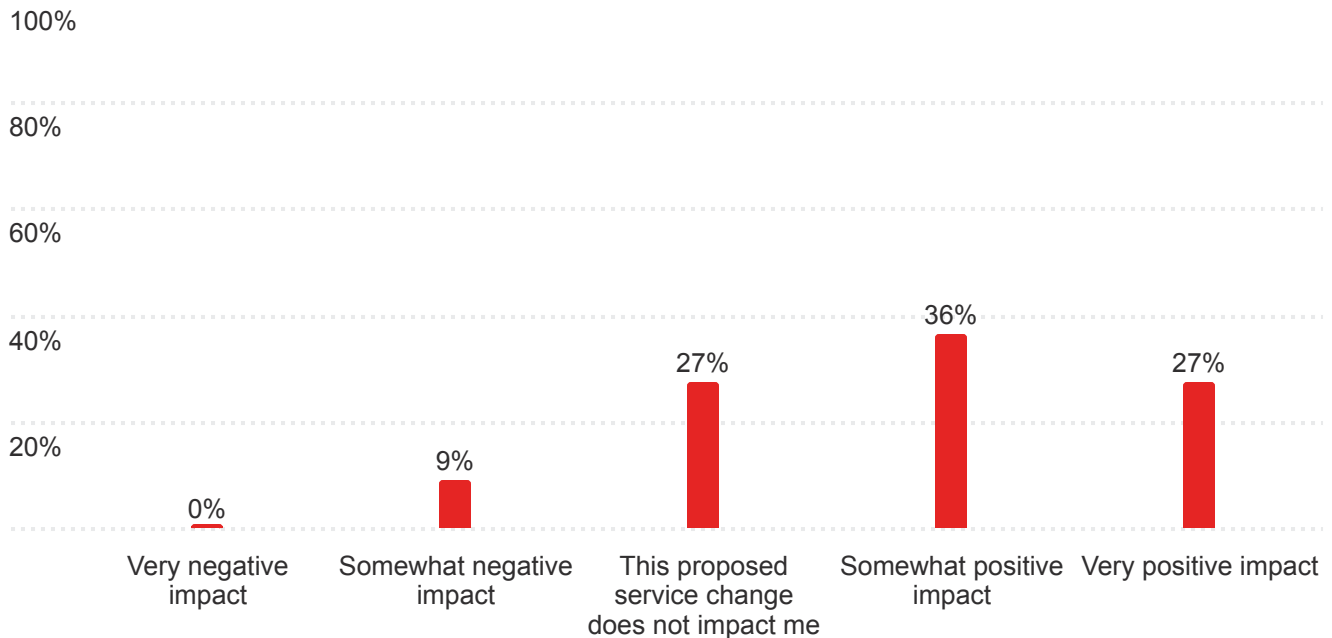
I want this bus to run more frequently please and join up with the 116x so people can go to conifer more frequently from Denver Metro

It doesn't say what minor changes. Without knowing, I can't say if it will impact me very negatively or not at all

unclear on how this can occur. would prefer the similar timing of every 20 minutes from Fed Center

Route ART - Art District Connector - What kind of impact does this proposed service change to Route ART have on you?

11 Responses



Route ART - Art District Connector - Please use this space to provide any comments you have about this proposed service change to Route ART:

7 Responses

The ART route connects me in Globeville to the southern part of the city!

More frequent service please! once an hour is too little.

Logical operational and customer focused improvement

RiNo needs a frequent bus connecting it to LoDo and other neighborhoods. If RTD insists on continuing with the ART, it should actually be convenient and reliable for residents and tourists alike.

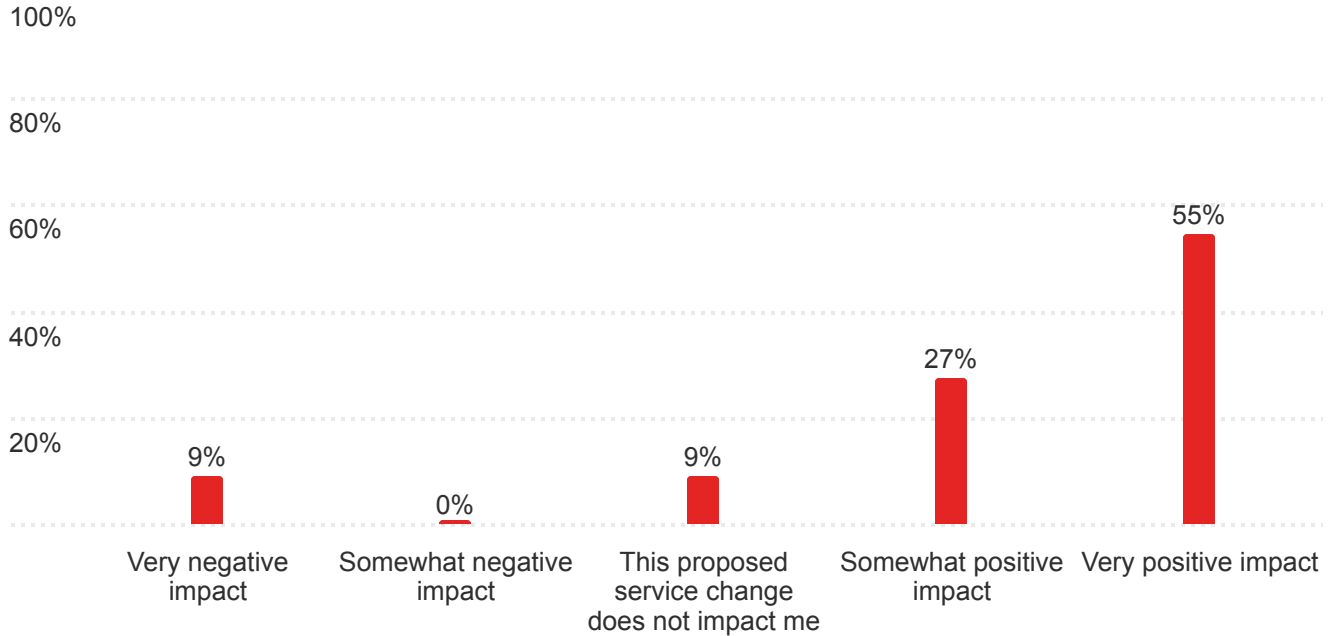
Route ART should have frequencies increased to account for temporary closure of Theatre District-Convention Center Station.

Would like to also see more frequency on this route

I believe for people to actually take the ART bus that it should be every 15-20 minutes instead of an hour like current time . I have taken the ART before but I was the only passenger.

Route 225/225D - Boulder/Lafayette via Baseline - What kind of impact does this proposed service change to Route 225/225D have on you?

11 Responses



Route 225/225D - Boulder/Lafayette via Baseline - Please use this space to provide any comments you have about this proposed service change to Route 225/225D:

5 Responses

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

Please reinstate the earlier bus that arrives at Downtown Boulder around 6:30 AM. We had this earliest bus till the current summer schedule took effect till May 25th. The current earliest Westbound bus won't arrive until 7:45 AM. It affects my commuting negatively. If the first Westbound bus starts earlier is reinstated, it will help me and my fellow passengers tremendously. Thank you!

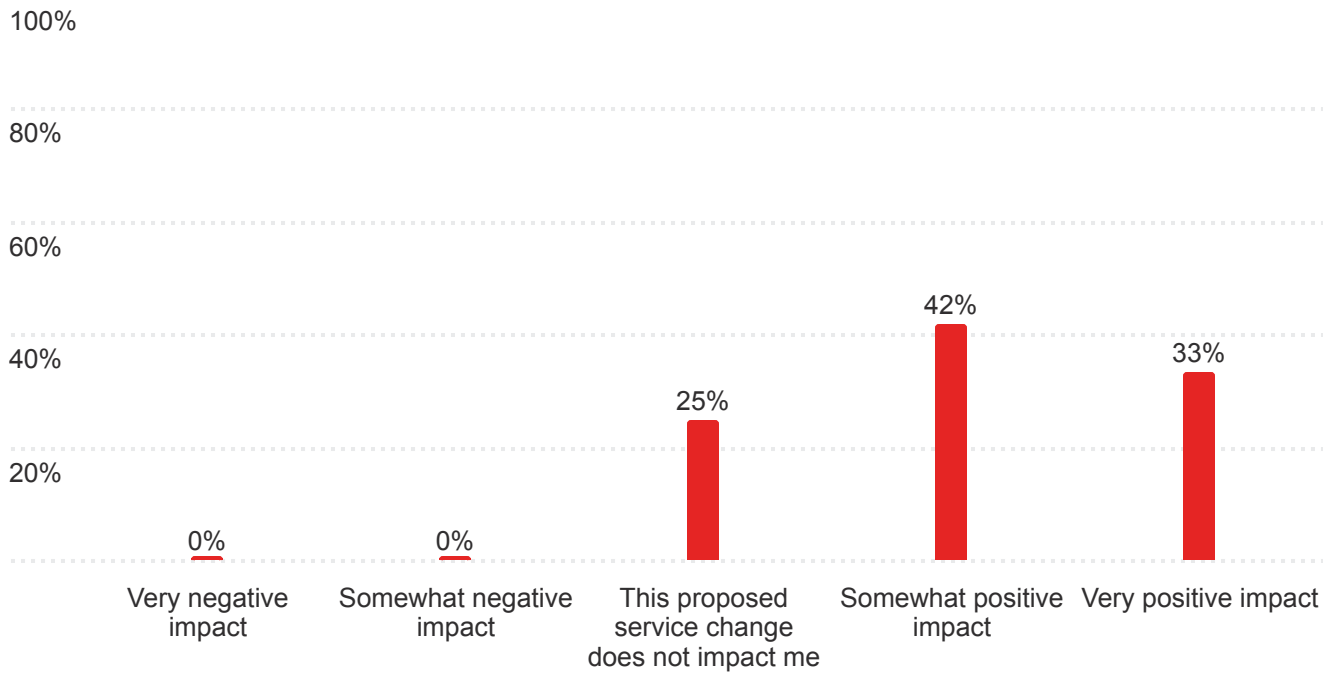
Im glad the service span will be increased to the regular levels as during the summer my partner is not able to get to her job in downtown boulder at 7AM due to the lack of service span. I would encourage keeping the school year span during the summer and adding additional later evening trips so folks can go to downtown boulder for late nights on Friday's and weekends. Thanks!

the first route from Boulder to Lafayette was changed to end and Willoughby, but I work at the SE Hub of Boulder county, don't have a car, and I can't make it to my job on time at 7:00am. I would love that the first bus from Boulder to Lafayette ends at the Park and Ride.

225T coming back and serving both Willoughby and Lafayette PnR is going to be great.

Route 204 - Table Mesa/Moorhead/North 19th - What kind of impact does this proposed service change to Route 204 have on you?

12 Responses



Route 204 - Table Mesa/Moorhead/North 19th - Please use this space to provide any comments you have about this proposed service change to Route 204:

4 Responses

Every year the service changes for the Boulder school routes take place at the end of August. School starts August 13. So for the first two weeks of school, when you want the kids to get used to their schedule before school gets too intense, they can't catch a bus at a reasonable time. This happens EVERY YEAR. How has RTD not figured this out yet?

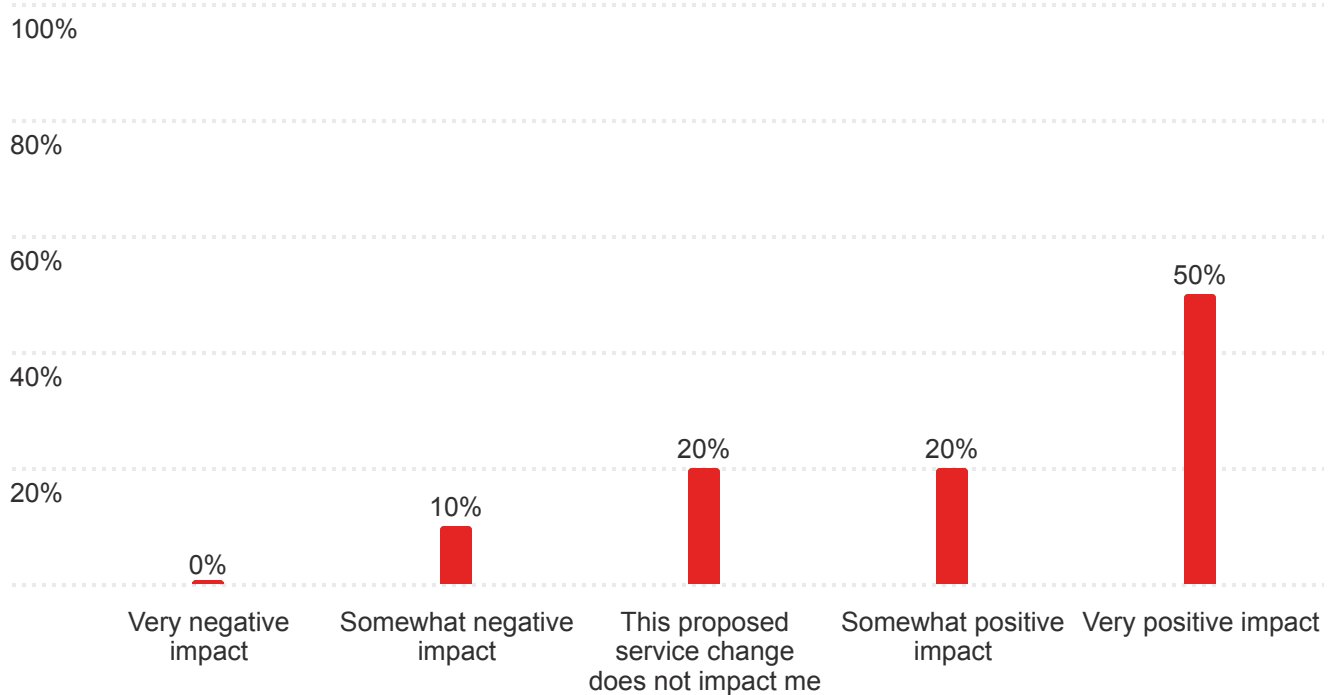
Yes, this does help support student movement by transit. Good decision.

The scheduling of the 204 service should be corrected to better connect with transfers at Downtown Boulder Station. For example, there is currently a southbound bus that arrives at DBS at 7:06 AM on weekdays - exactly when the FF2 departs for Union Station. This is a missed connection that I would for sure use if it was better planned.

While I appreciate adding an additional route to this bus route, I'd like to see weekend service along the southern portion of this route. The 204 route runs closer to the greatly underserved 28th street corridor than the skip. As a south boulder resident, I'd appreciate being able to ride the 204 on weekends and get better connections to Downtown Boulder station, the 205, and the 28th street corridor.

Route 228A/228F - Lafayette/Louisville/Broomfield - What kind of impact does this proposed service change to Route 228A/228F have on you?

10 Responses



Route 228A/228F - Lafayette/Louisville/Broomfield - Please use this space to provide any comments you have about this proposed service change to Route 228A/228F:

4 Responses

Please increase service this will help many access essential services, especially youth, low-income households, and people with disabilities

More connections to/from the same sides of the Park and Ride are great, especially when dealing with luggage and making it easier to make connections closer to Louisville/Superior without going to Table mesa.

Needed and overdue

Since the May 2025 service changes, transfer timings between DASH and 228 have become flaky. The transfers used to be well timed such that you could transfer between DASH and 228 going any direction, and the new route for the 228 has made vehicles have reduced schedule adherence at the select transfer stops (S Boulder & Main, Via Appia & S Boulder, W Pine & Via Appia).

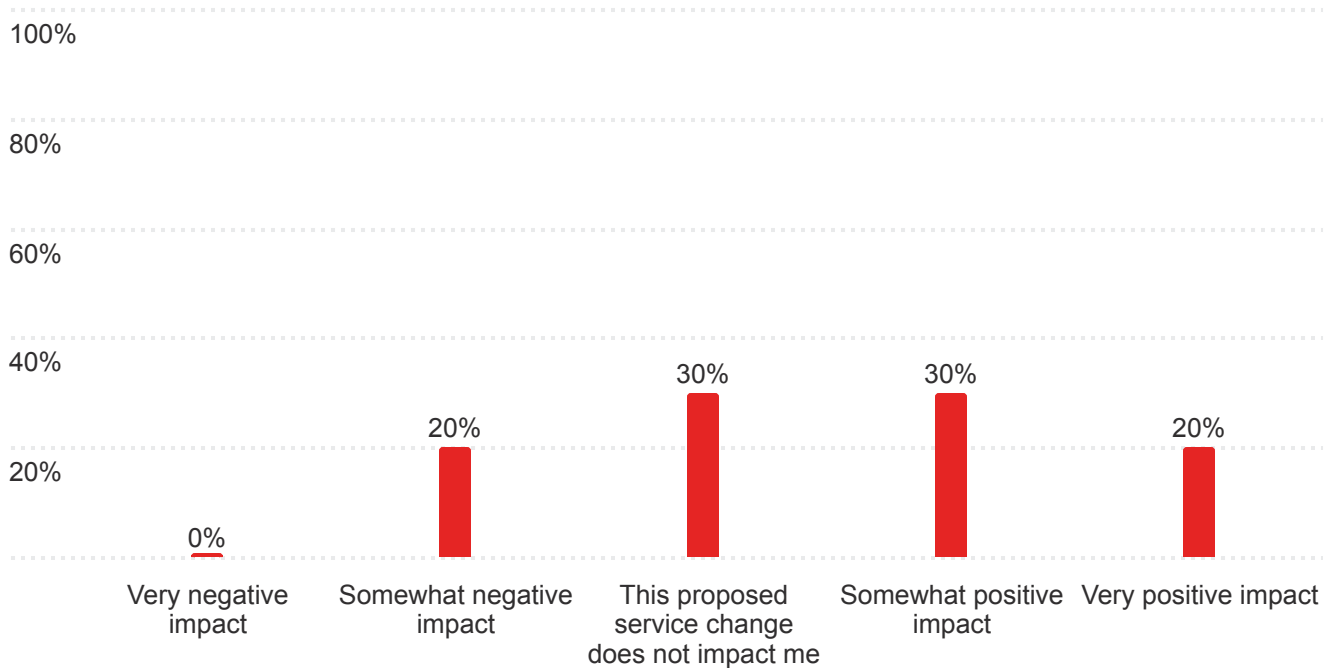
That being said, I do think the stop at Mcaslin Station Gate C is an important stop, and an overall improvement. Due to the DDI configuration, the bridge stops have poor pedestrian accessibility, and this helps a lot. I'd like to see service routed here in a pattern which results in better schedule adherence for DASH transfers.

Finally, a little bit of feedback on the latest May 2025 changes, since I think it's relevant to making more changes here: the southbound 228 service pattern is extremely confusing. There's two abandoned stops along Mcaslin which people are still using for boarding & alighting, although one of them sends you a wrong way. These are fairly nice stops with good shelters and space to wait. The new stops in Downtown Superior have no amenities and are far worse.

Ultimately I'd recommend abandoning the new stops in Downtown Superior. Downtown Superior has great pedestrian accessibility from Mcaslin Boulevard already, and I didn't mind walking there from the old stops, but the new route has caused a total mess. As someone who goes to Downtown Superior, the new alignment has not been helpful to me.

Route 28 - 28th Avenue - What kind of impact does this proposed service change to Route 28 have on you?

10 Responses



Route 28 - 28th Avenue - Please use this space to provide any comments you have about this proposed service change to Route 28:

5 Responses

Hopefully you will bring Saturday and Sunday to Central Park

Seasonal adjustments in the past have worked well, expect the same with current proposal

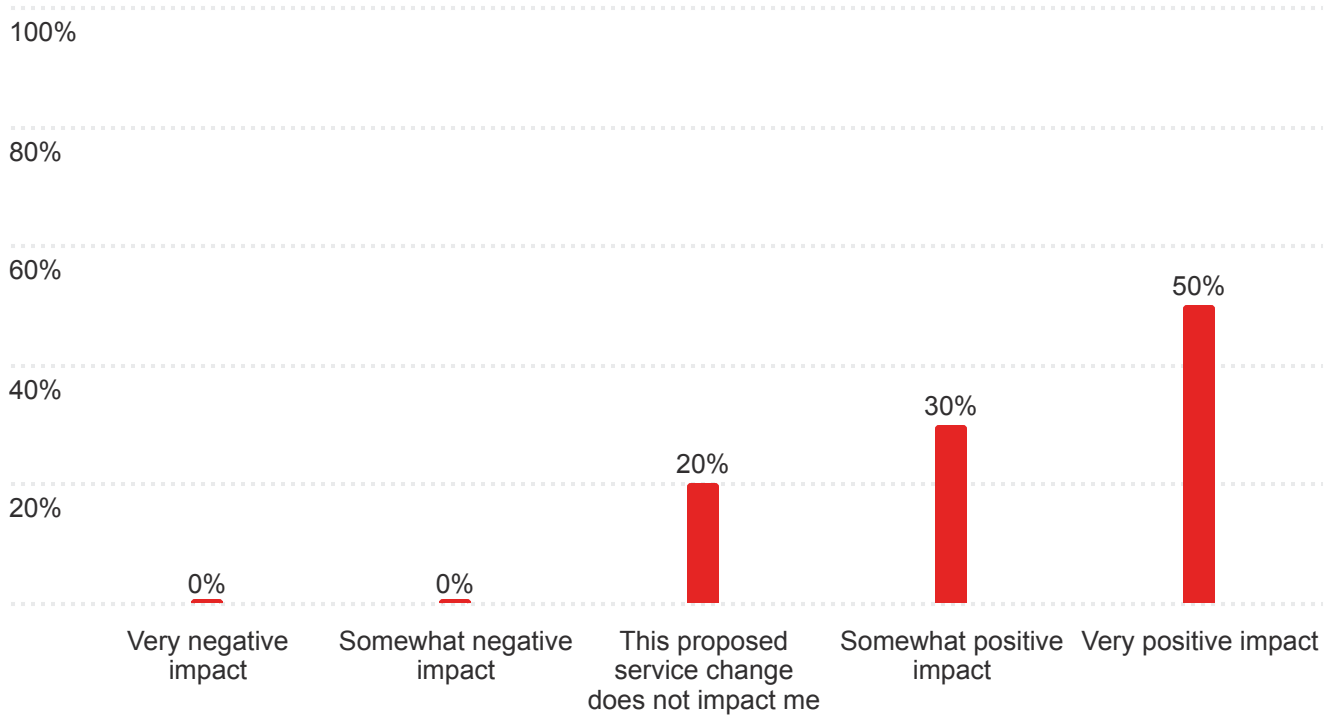
Like the change

Instead of making minor changes, can the bus come more than once per hour?

You need to increase the frequency of service

Route 323 - Skyline Crosstown - What kind of impact does this proposed service change to Route 323 have on you?

10 Responses



Route 323 - Skyline Crosstown - Please use this space to provide any comments you have about this proposed service change to Route 323:

5 Responses

I appreciate the changed and am excited to hopefully see more on time busses. However the frequency of only once an hour is not feasible for commuting outside of Longmont. If on bus is delayed, there is no change you will make it to your destination on time. I would like to see the busses run more frequently, that is the only Amway commuters will feel comfortable relying on the buses

It would be much more helpful if the time could be extended to 8 and or if the bus could also run on sundays :)

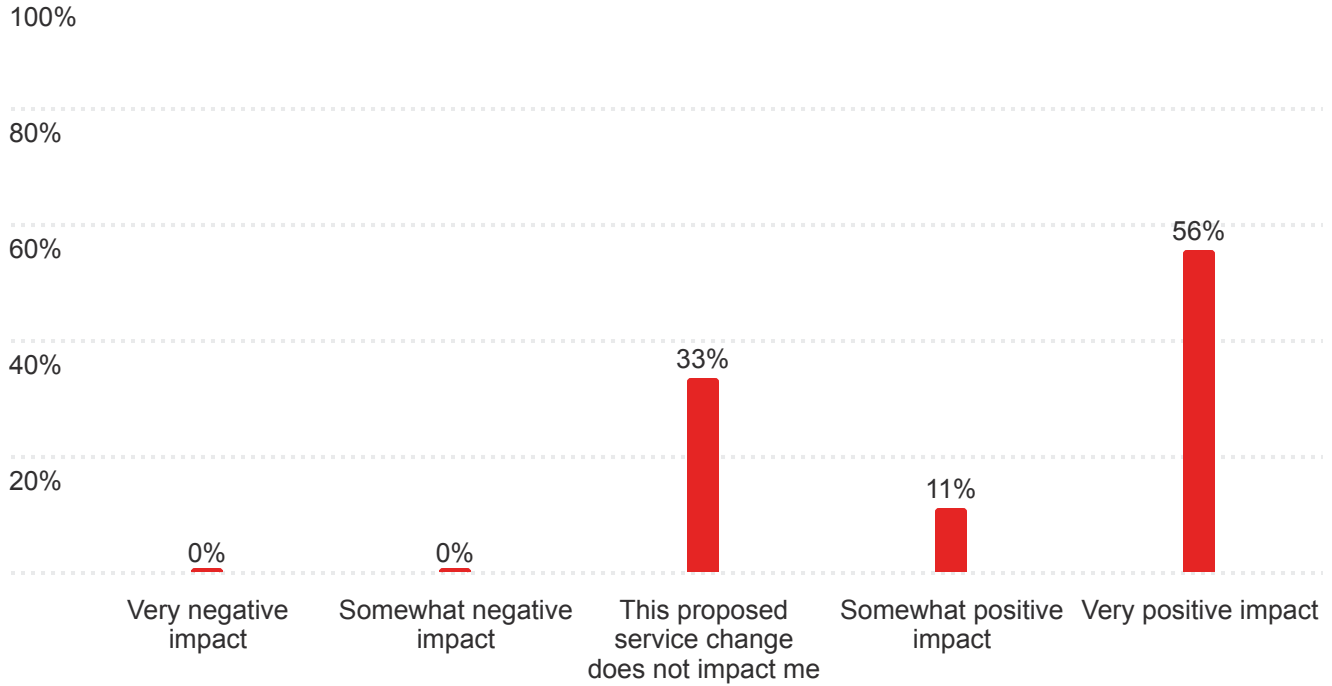
All buses in Longmont should be available until 10 pm for M-S. Sunday's until 8pm.

Aligns better with work schedule, provides greater transit options; Sunday service would be even better

This would make my life so much easier I'm always saying that I wish the 323 either ran a little earlier or a little later. I take this bus twice a day four or five times a week.

Route 206 - Conestoga/Arapahoe/Fairview High School - What kind of impact does this proposed service change to Route 206 have on you?

9 Responses



Route 206 - Conestoga/Arapahoe/Fairview High School - Please use this space to provide any comments you have about this proposed service change to Route 206:

4 Responses

See above: school route changes need to take place *when school starts*, not two weeks into the semester. School district calendars are posted a year in advance so this should not be a surprise.

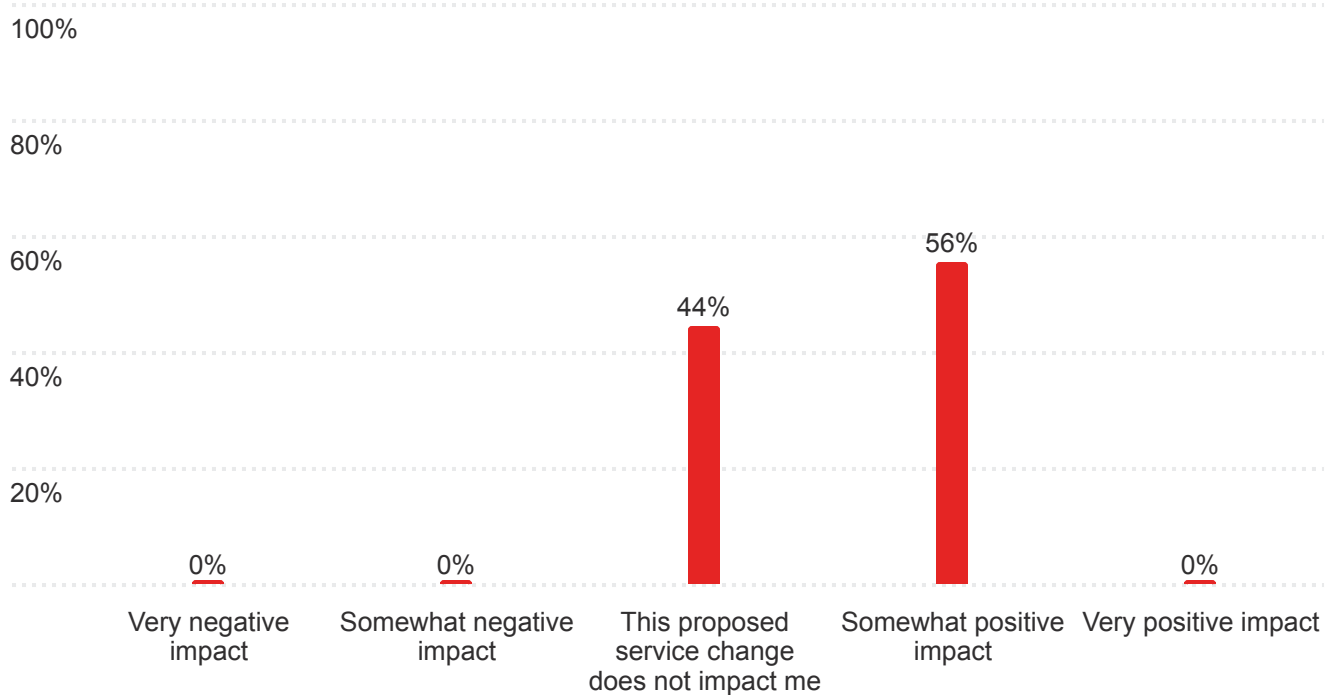
This addition is very needed for students going to Fairview in the morning and coming home in the afternoon.

Adding an extra morning and afternoon trip greatly improve my commute to work. I ride the 206 just about daily during the week to get to work. With the reopening of Boulder Junction will the 206 serve that station like it used to? Would appreciate greater connections to Boulder Junction and the 30th street corridor from South Boulder

If the FF4 does indeed come back to Boulder Junction, then so does the 206.

Route 3L - East Alameda Limited - What kind of impact does this proposed service change to Route 3L have on you?

9 Responses



Route 3L - East Alameda Limited - Please use this space to provide any comments you have about this proposed service change to Route 3L:

4 Responses

We'll make limited lines easier to use

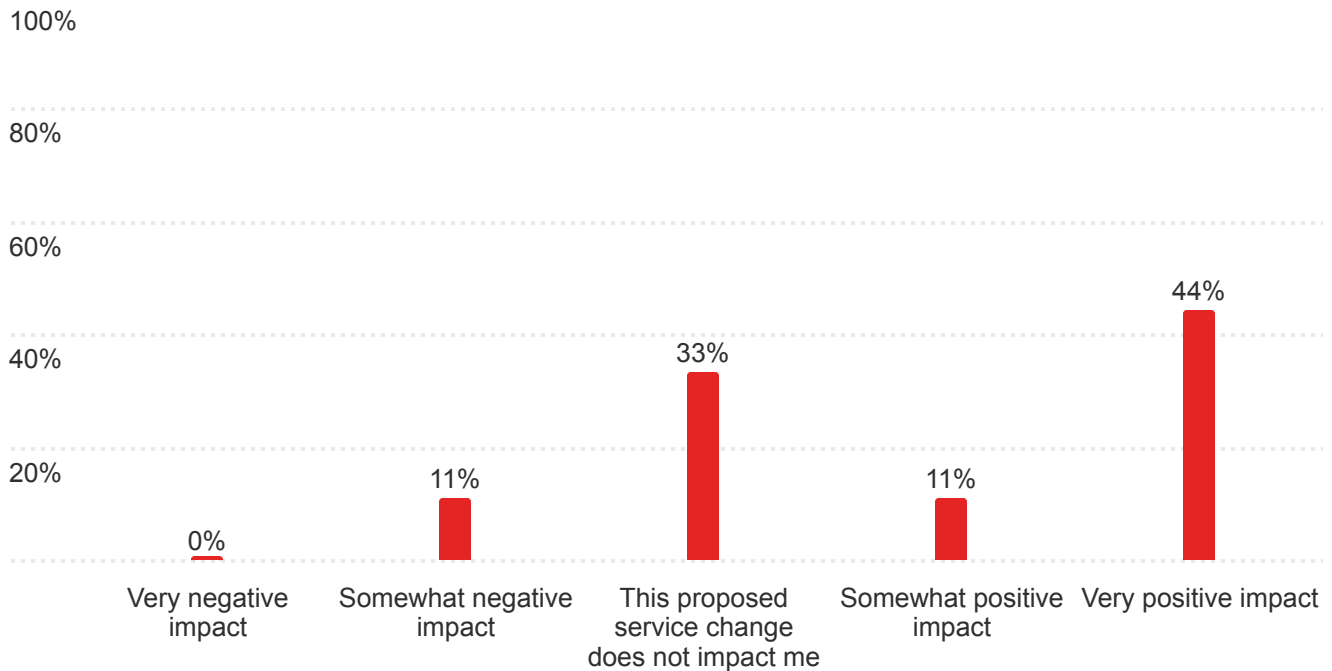
I don't know what the exact changes are so I can't write to the extent of this change. I would like to see more frequency and more bus routes run more often on weekends though. I don't own a car so I often use the bus to run errands.

Please increase Route 3 to 2X an hour

The 3L should increase the the number and frequency of trips.

Route 205 - 28th Street/Gunbarrel - What kind of impact does this proposed service change to Route 205 have on you?

9 Responses



Route 205 - 28th Street/Gunbarrel - Please use this space to provide any comments you have about this proposed service change to Route 205:

4 Responses

This is great and provides just the right amount of time for students to arrive at the station

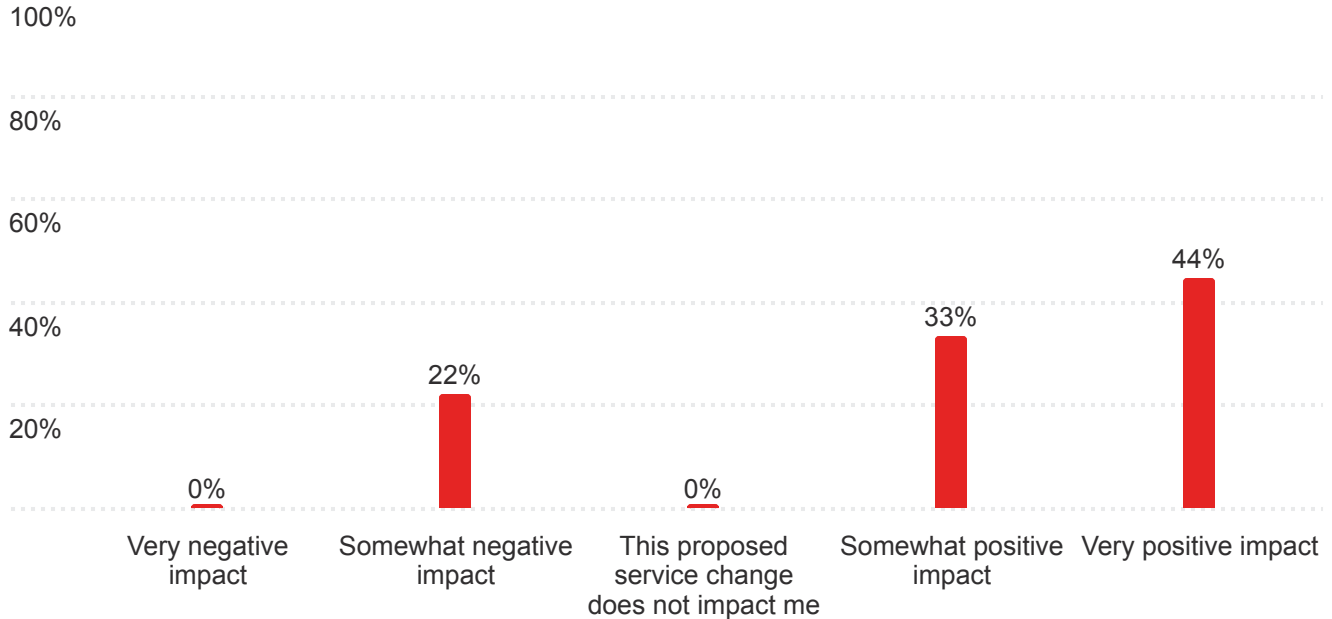
I hope with additional service that more students will take the 205 within Boulder. Many ride the Bolt which slows the service down. These are people getting on downtown and getting off at 28th and Valmont. Sometimes this forces a stop that would not otherwise happen

The 205 route should eliminate running along 63rd to Jay Rd and instead take Gunbarrel Rd. to Spine to Jay. The route currently goes where no one lives - whereas the proposed route actually passes next to multiple apartment buildings and in between to large neighborhoods. Passengers from twin lake can walk one addition block and PU the bus at 63rd and Gunbarrel Rd.

I think there should be one more bus in the evenings, my daughter doesn't get off work until 915-930 at 28th street,, and if she misses the bus and I'm still at work, it's difficult for her to find a ride home.

Route 135 - Smokey Hill Road - What kind of impact does this proposed service change to Route 135 have on you?

9 Responses



Route 135 - Smokey Hill Road - Please use this space to provide any comments you have about this proposed service change to Route 135:

6 Responses

Changing the 135's frequency during peak hours is really helpful to me, but I feel like it should be 30 minutes all the time, unless it's 30 minutes from 8am-8pm, or around that time. I've avoided taking public transit in the areas it serves purely because of the hour long frequency, and making it 30 minutes during peak is helpful, but I would ride a lot more of it was 30 minutes all of the time.

I also think the 169 should be increased alongside this. It is a very important route and there's no reason why it should only be every 60 minutes. A lot more people (including myself) would ride it if it came at least every 30 minutes.

Once an hour makes it hard to rely on taking the bus when connecting from the lightrail. The 30 min interval would be much better. Thank you!

Thank you needed for students in summer and fall. Thank you

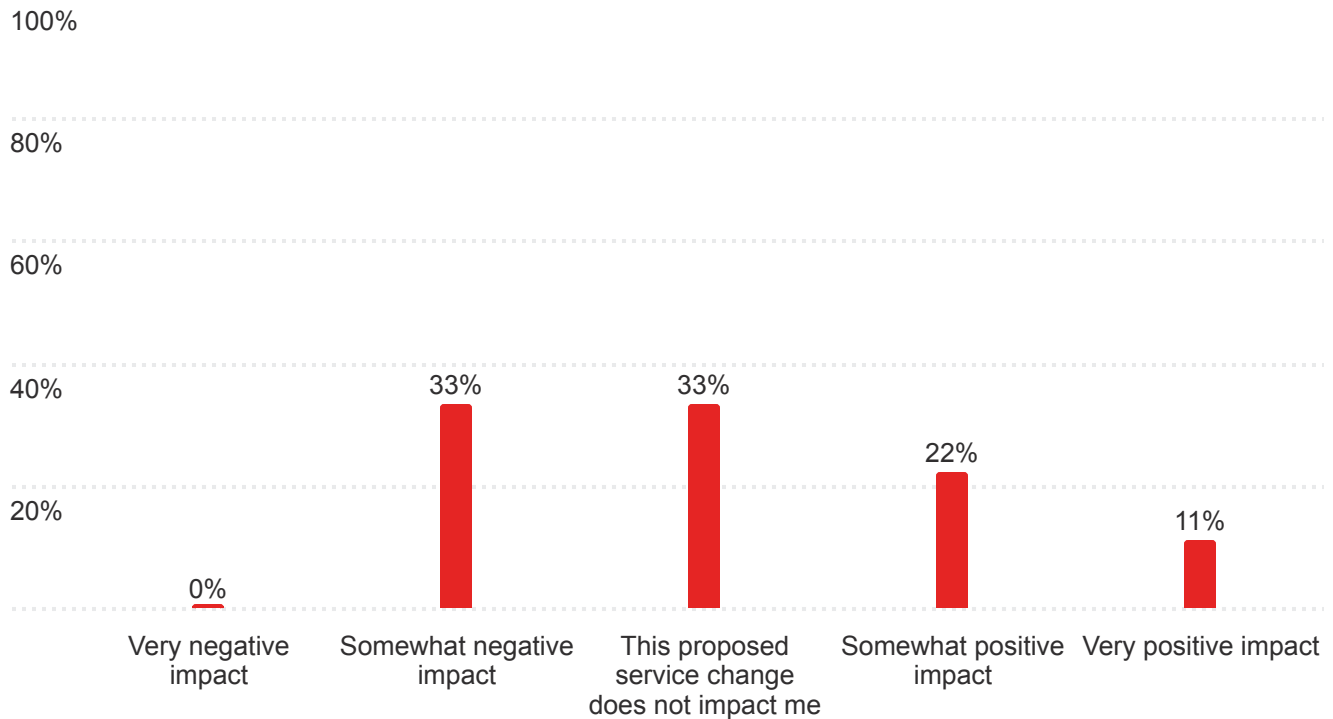
Why increase service on the 135 and not on its sister bus the 139. Why do those who ride 139 continue have ridiculous one hour service and not be able to profit with similar changes

Positive but this should be 30 minutes at all times

The schedule for the 135 should provide an extra buffer for the arrival of the 83D to avoid missed transfers.

Route 65 - Monaco Parkway - What kind of impact does this proposed service change to Route 65 have on you?

9 Responses



Route 65 - Monaco Parkway - Please use this space to provide any comments you have about this proposed service change to Route 65:

4 Responses

The 65 BUS needs to run consistently, on the 30 min mark so I can use it to commute to downtown.

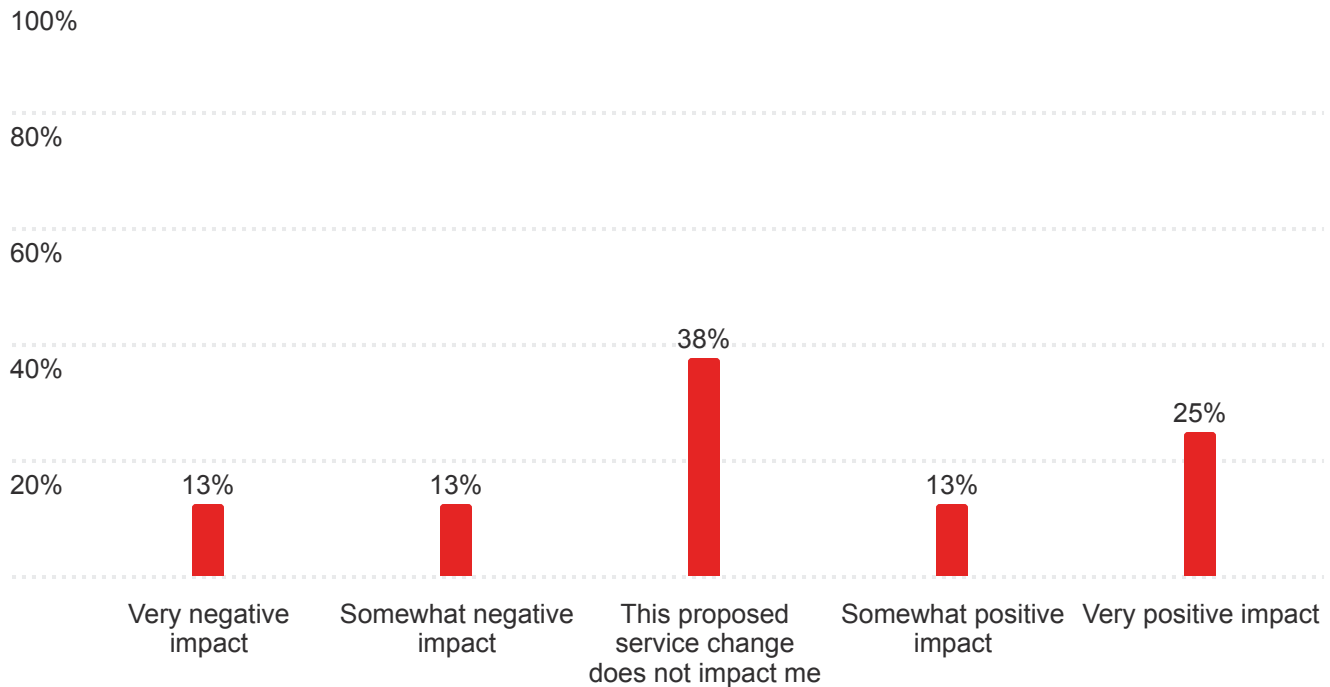
Reinstate service to Monaco between Belleview and Quincy. The bus stop shelters still are in place.

I'm curious also why you decided after 20 some years of me writing the 105 directly from my house in Aurora [which I no longer have, rest in peace mom] to Short change people on Havana for being able to get to Ulster and tufts. Why is the 65 now the only bus that goes here once per hour and yet the 105 now goes to only stupid Southmoor, it does no longer go past the Denver public housing on quincy, it no longer goes past multiple apartment complexes, and no longer goes past the shopping center, and it screws up my schedule almost every day because I have to make precisely one bus an hour to get to micro center from the W line without waiting an entire stupid hour. Why have you decided to do this? What in God's name made you decide to change something that worked perfectly, the 105, into the 65 that sucks?

Since you don't actually show timing for these proposed changes which would be _EXTREMELY USEFUL_ I have no idea whether your changes will impact me or not. I must make connections between the 65 and the E line without waiting an entire hour at southmoor. Figure out how I can make a proper southbound connection within 5 minutes, and a proper northbound connection within 5 minutes from the bus and the train at southmoor.. Because this SHOULD ABSOLUTELY BE ABLE TO HAPPEN SO FIGURE IT OUT

Route 52 - West 52nd Avenue/South Bannock - What kind of impact does this proposed service change to Route 52 have on you?

8 Responses



Route 52 - West 52nd Avenue/South Bannock - Please use this space to provide any comments you have about this proposed service change to Route 52:

4 Responses

I don't know what the exact changes are so I can't write to the extent of this change. I would like to see more frequency and more bus routes run more often on weekends though. I don't own a car so I often use the bus to run errands. Especially this route doesn't run often enough as it is.

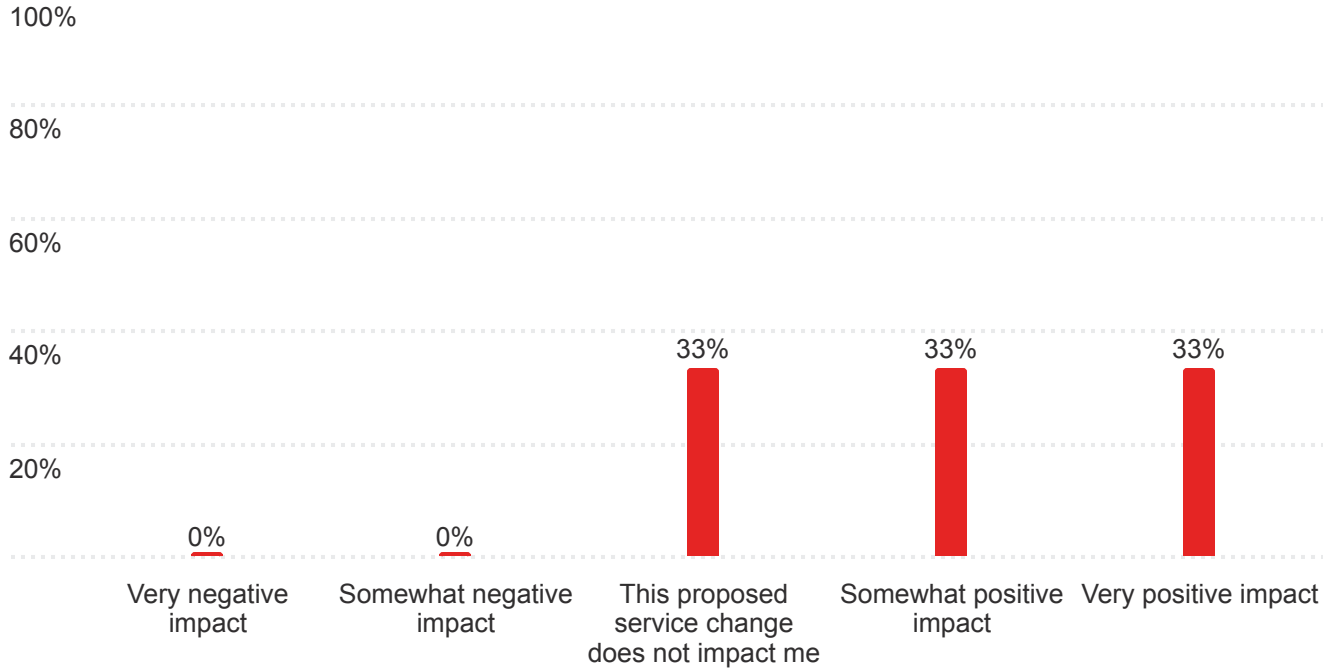
The 52 running between 50th and federal and olde town arvada is very important for my grocery shopping and work commute

I can't see exactly what the change is. It seems like there should be links to a map to see exactly how the reroute will look.

How can I be expected to comment on this without a map of the new route?

Route 51 - Sheridan Blvd - What kind of impact does this proposed service change to Route 51 have on you?

6 Responses



Route 51 - Sheridan Blvd - Please use this space to provide any comments you have about this proposed service change to Route 51:

4 Responses

Not sure what all this means. I take the 51 from. The englewood station to fort Logan cemetery periodically and to evans and Sheridan to the 21 going back I hope this doesn't change I get off going on Sheridan and kenyon. Could I get a response on this. 720 939 5967 thank you

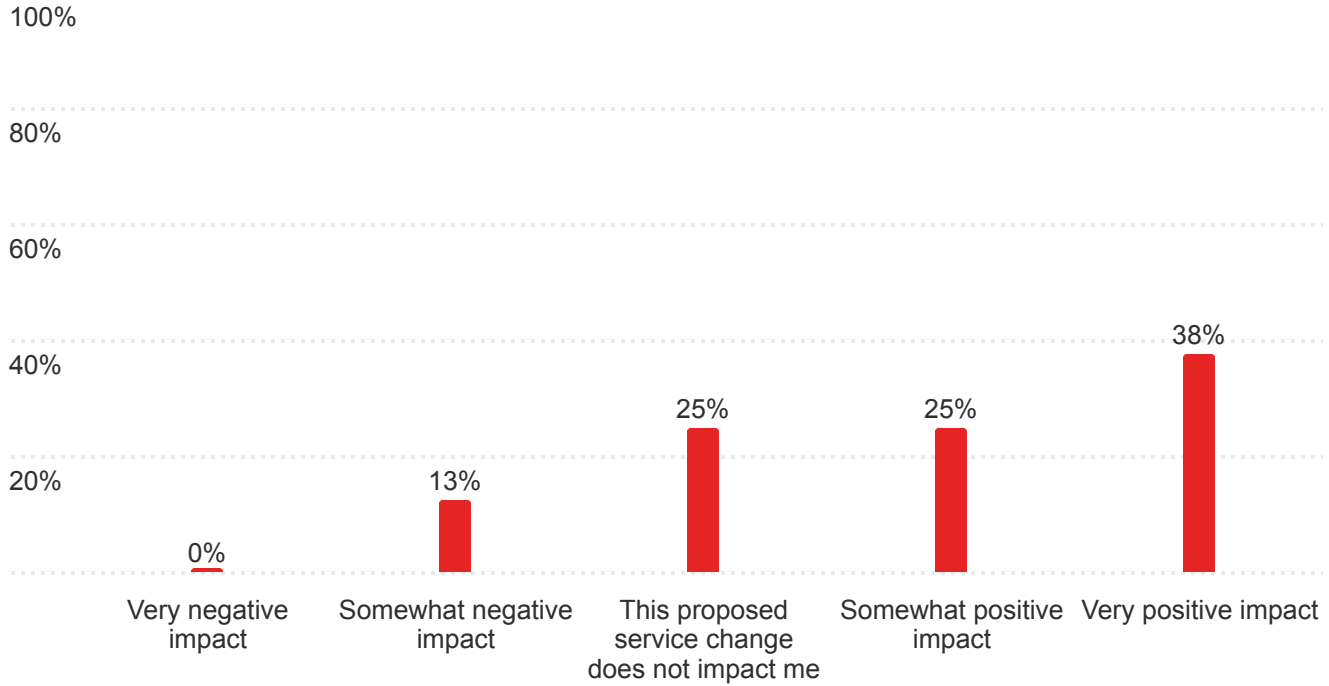
Frequency improvement needed

The 51 should be at 15 minute frequency.

There wasn't ever a suspension. 51 trips to Kennedy HS and to Alameda Ave haven't been suspended.

Route 36 - Fort Logan - What kind of impact does this proposed service change to Route 36 have on you?

8 Responses



Route 36 - Fort Logan - Please use this space to provide any comments you have about this proposed service change to Route 36:

4 Responses

I would like to propose an increased schedule during peak hours. Every 30 minutes during high ridership hours.

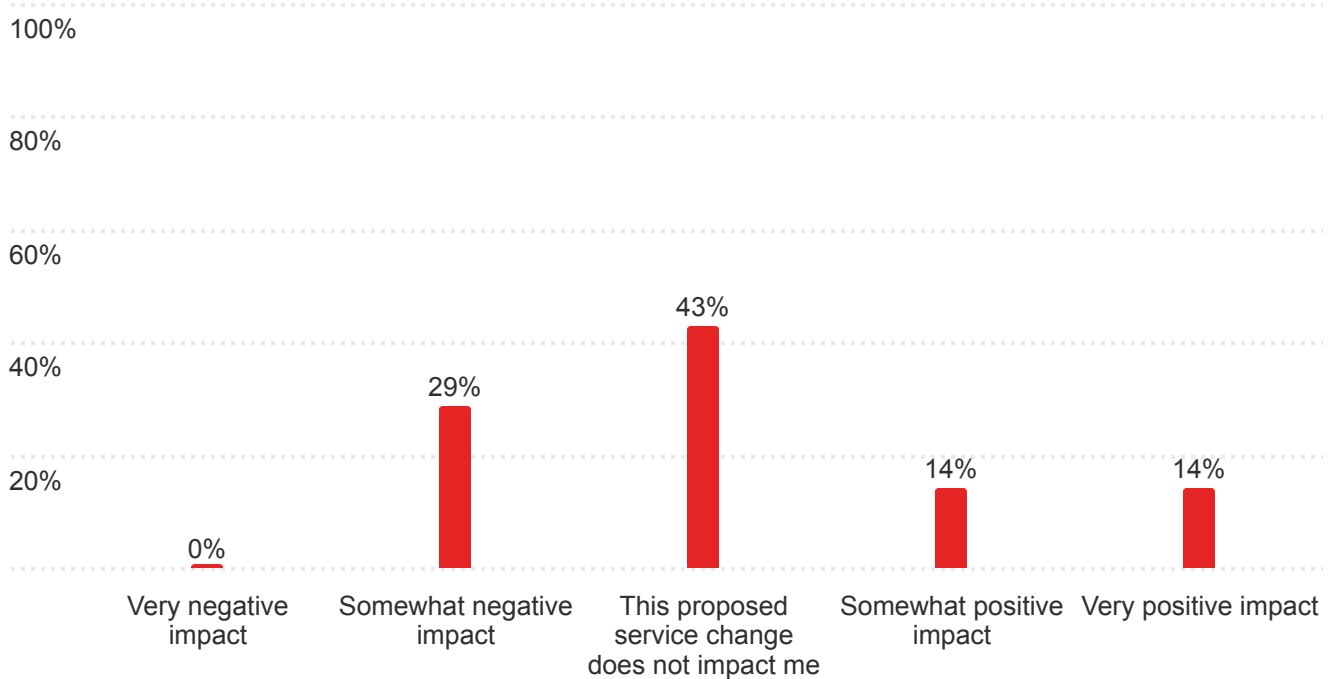
It's nice not having to transfer to an extra bus.

I didn't know the 36 went to fort Logan. I go to fort Logan cemetery. So if it doesn't go there. It doesn't help me. Could I get a response. 720 939 5967 thank you

Not a negative impact but 60 minute frequency is not acceptable it should be moved to 30

Route EV - Evergreen/Denver - What kind of impact does this proposed service change to Route EV have on you?

7 Responses



Route EV - Evergreen/Denver - Please use this space to provide any comments you have about this proposed service change to Route EV:

5 Responses

More buses to Evergreen!! Some that just go from federal center

I use this route pretty regularly and having changes too often can impact my work schedule. Please make adjustments as needed for rider needs but also, please do not decrease the route.

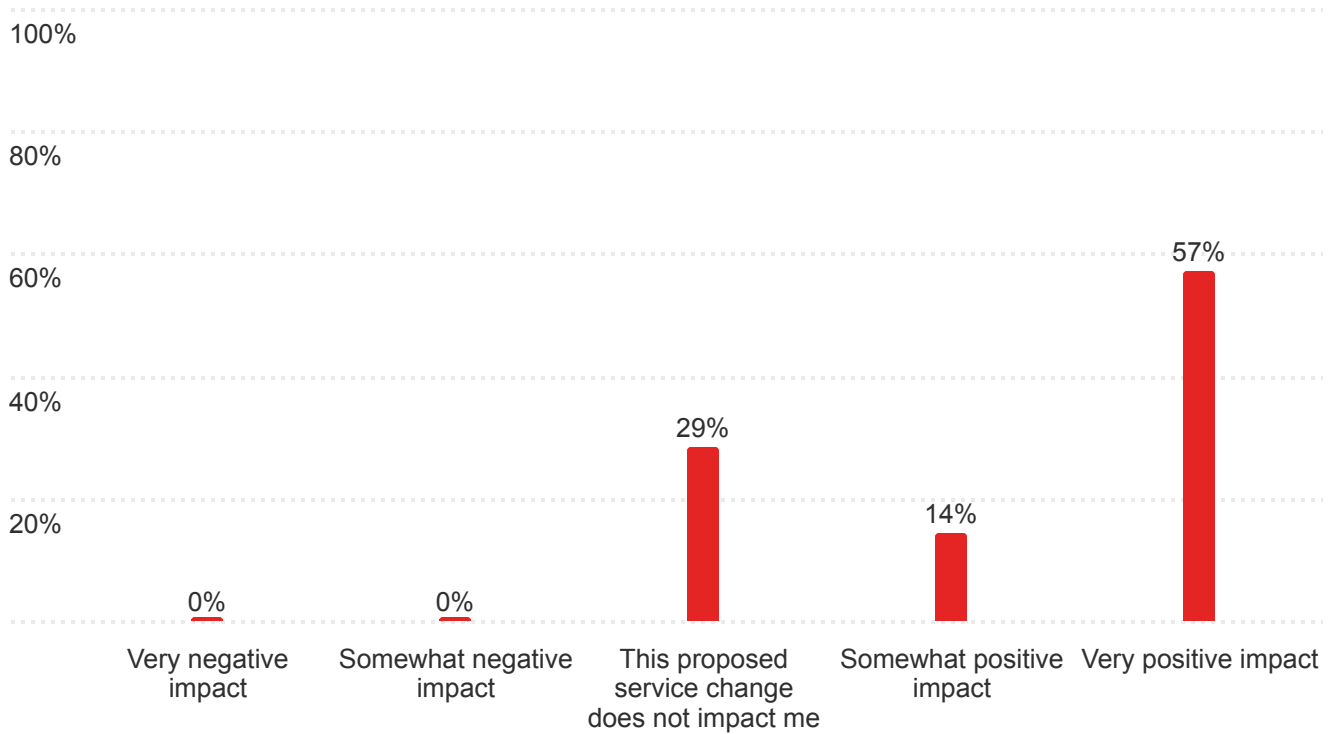
This route does not go frequently enough to other areas of the Denver Metro like South Sims off of the 116x. There needs to be more times where this can meet up so that people can go to evergreen easier

unclear on how this can occur. would prefer the similar timing of every 20 minutes from Fed Center

Why has EV been renamed to ES going Eastbound in the mornings?

Route 327 - Eastside Crosstown - What kind of impact does this proposed service change to Route 327 have on you?

7 Responses



Route 327 - Eastside Crosstown - Please use this space to provide any comments you have about this proposed service change to Route 327:

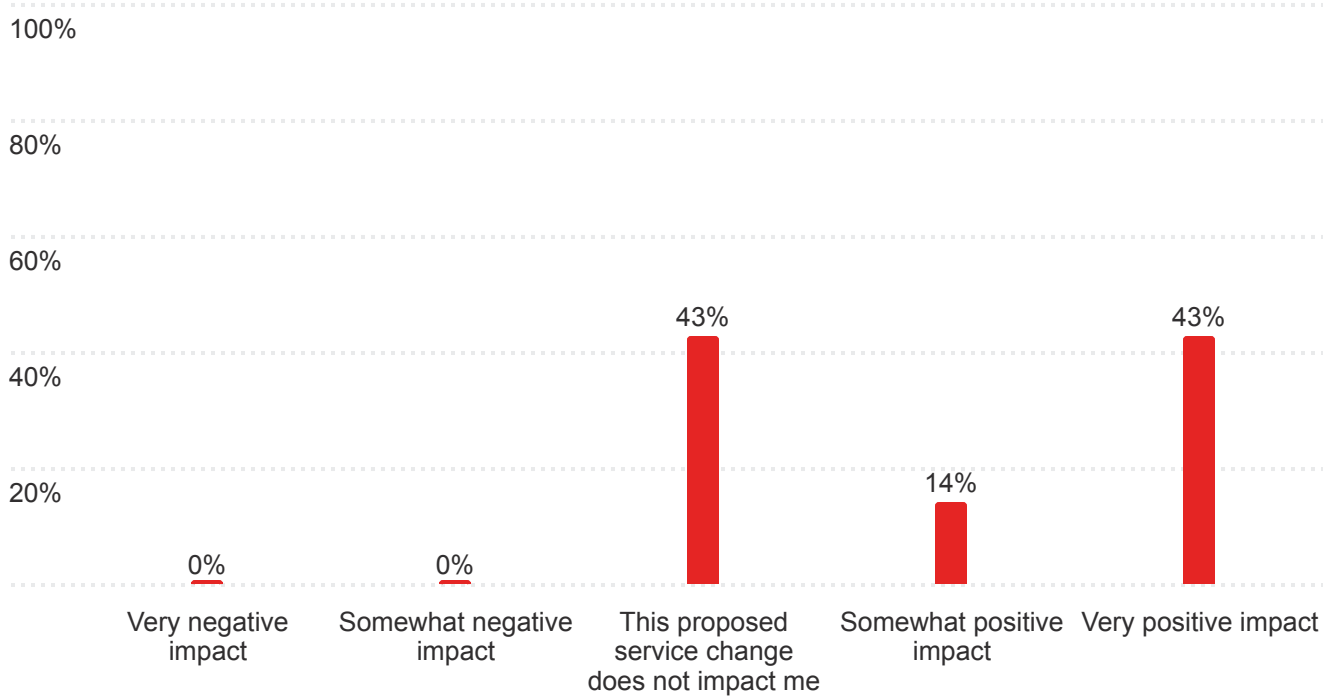
2 Responses

All buses should n Longmont should be available until 10 pm M-S. Sunday's until 8 pm. Through the summer

Aligns better with work schedule, provides greater transit options - Sunday service would be even better

Route 208 - Iris/Valmont - What kind of impact does this proposed service change to Route 208 have on you?

7 Responses



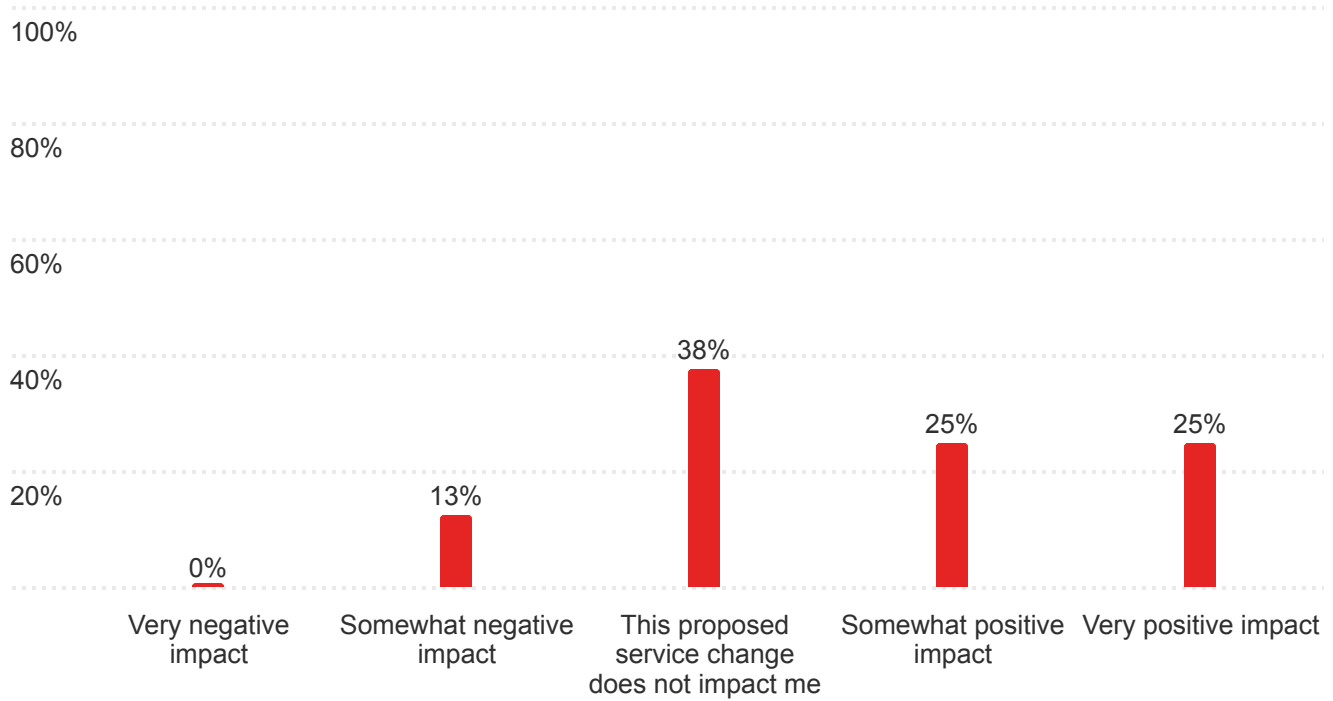
Route 208 - Iris/Valmont - Please use this space to provide any comments you have about this proposed service change to Route 208:

1 Responses

Yes, this does support student movement by transit. Good choice.

Route 11 - Mississippi Avenue - What kind of impact does this proposed service change to Route 11 have on you?

8 Responses



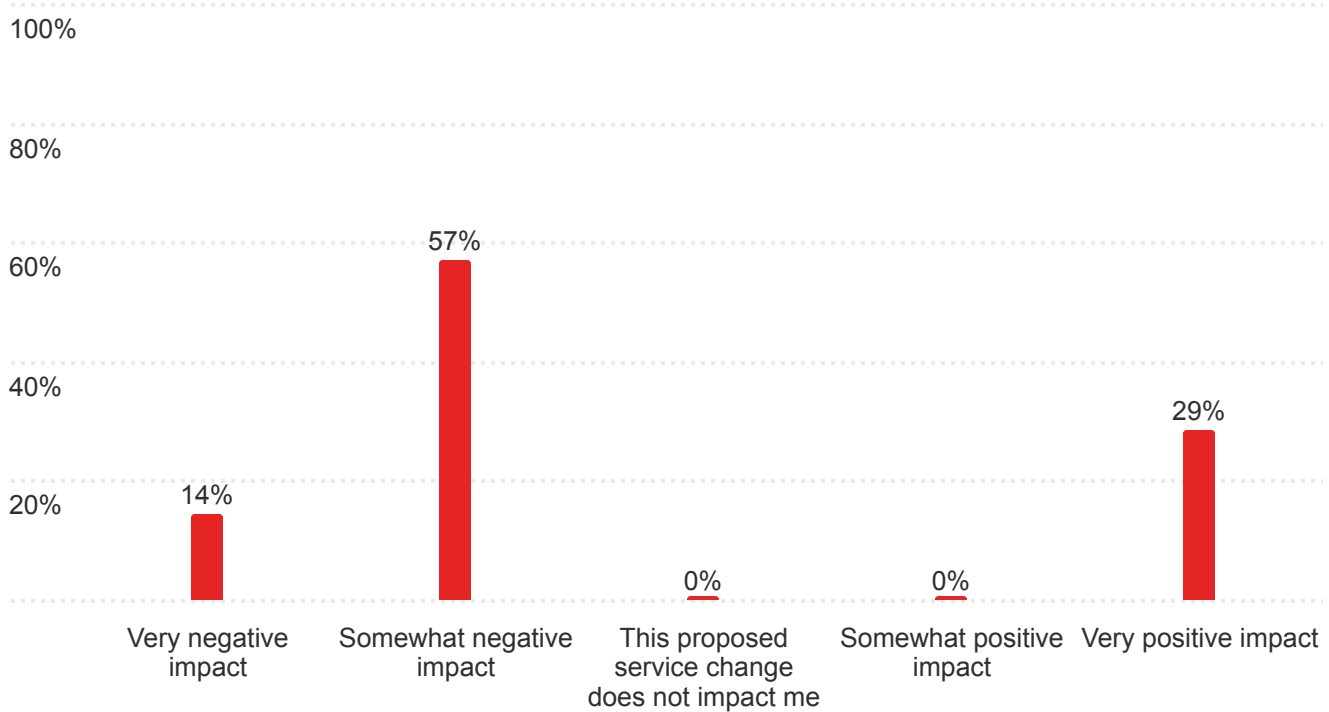
Route 11 - Mississippi Avenue - Please use this space to provide any comments you have about this proposed service change to Route 11:

1 Responses

Please run this route more often. Even in the winter.

Route 29 - Riverbend - What kind of impact does this proposed service change to Route 29 have on you?

7 Responses



Route 29 - Riverbend - Please use this space to provide any comments you have about this proposed service change to Route 29:

3 Responses

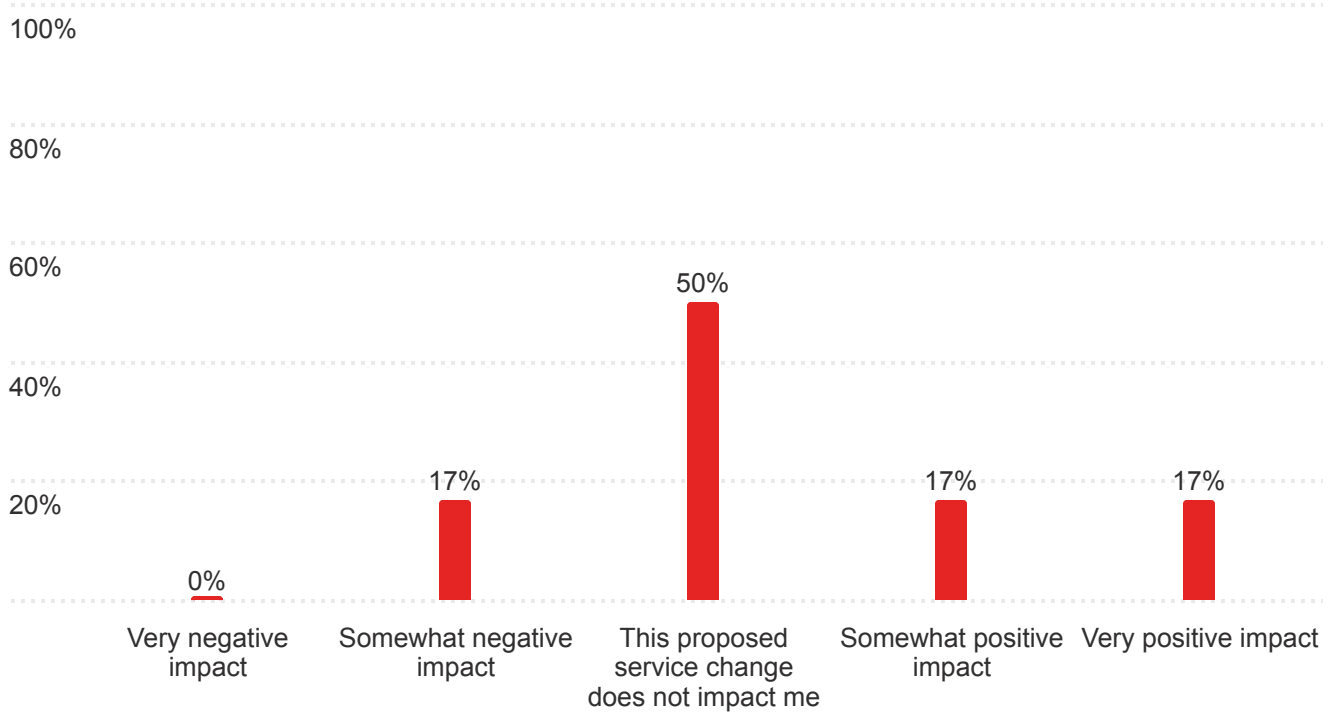
As long as the coverage is there

It has been difficult enough with service reductions but losing this route will make getting to b work extremely difficult.

Suspending the 29 seems like an unnecessary service reduction. The 29's service area has a lot of transit dependent people who will be negatively affected by this change.

Route 73 - Quebec Street - What kind of impact does this proposed service change to Route 73 have on you?

6 Responses



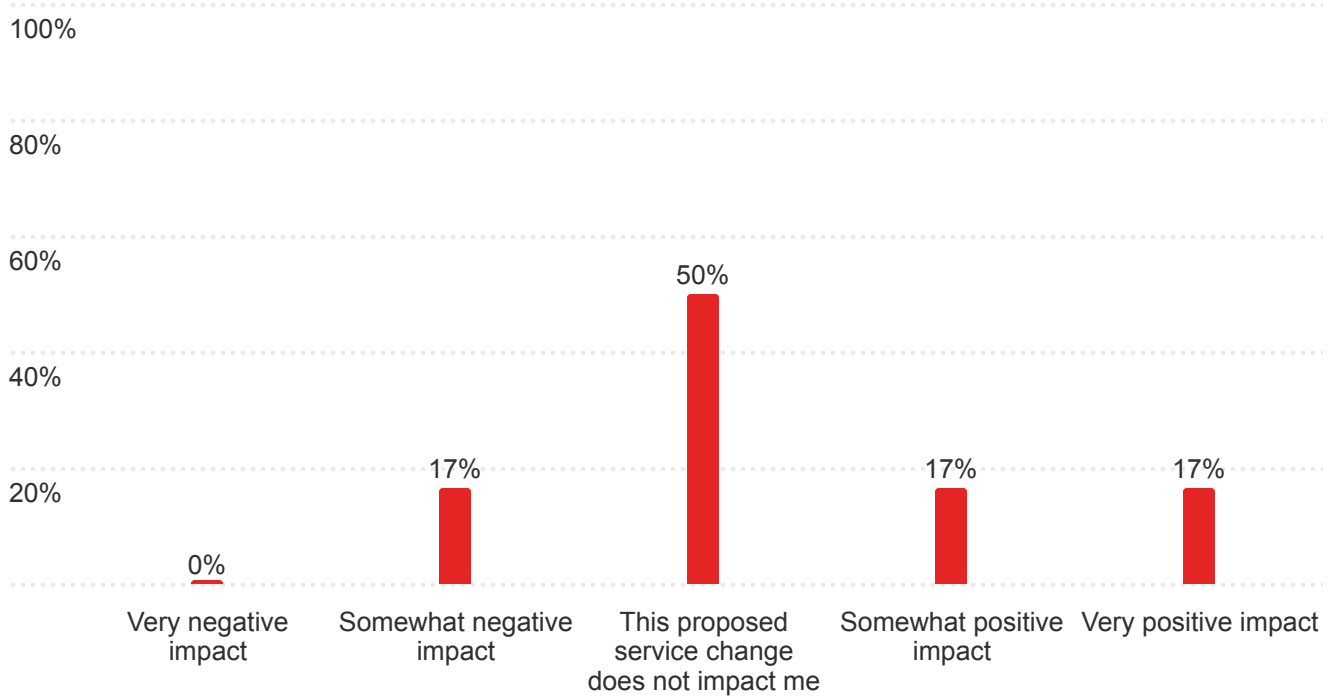
Route 73 - Quebec Street - Please use this space to provide any comments you have about this proposed service change to Route 73:

1 Responses

BUS needs to run consistently, on the 30 min mark so I can use it to commute to downtown.

Route 45 - Montbello via 51st/GVR - What kind of impact does this proposed service change to Route 45 have on you?

6 Responses



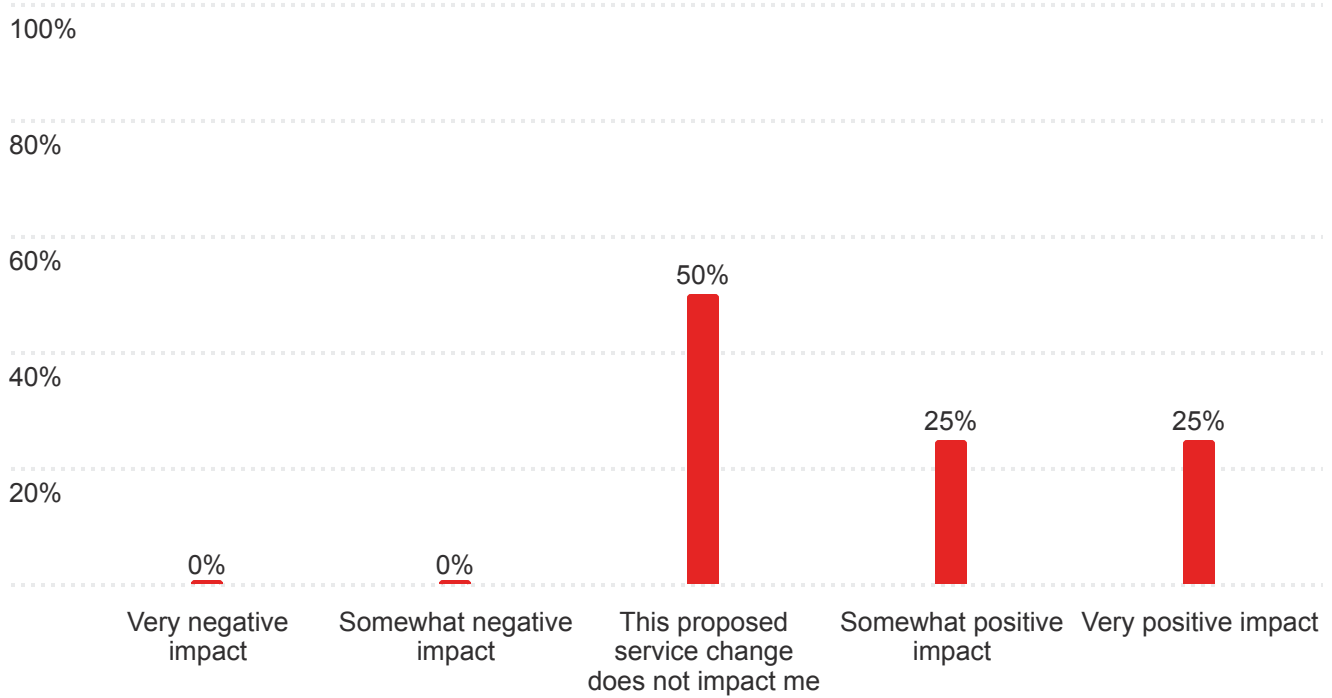
Route 45 - Montbello via 51st/GVR - Please use this space to provide any comments you have about this proposed service change to Route 45:

1 Responses

It would be great if this route extended north to the High Point at DIA neighborhood for workers commuting to work..

Route 42 - Montbello via Albrook/GVR - What kind of impact does this proposed service change to Route 42 have on you?

4 Responses



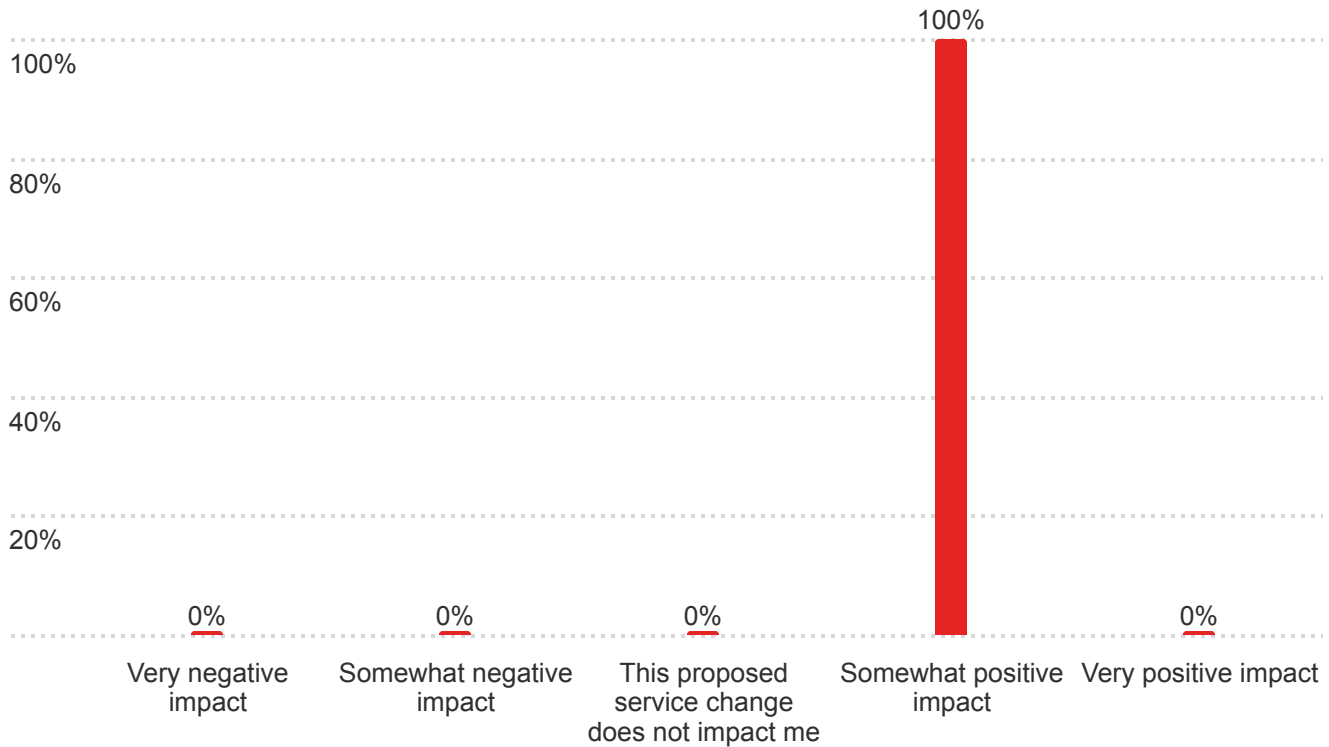
Route 42 - Montbello via Albrook/GVR - Please use this space to provide any comments you have about this proposed service change to Route 42:

1 Responses

Quisiera entender a que SE refieren con pasajeros estacionales./Ajuste estacional

Route FF5 - Boulder/Anschutz - What kind of impact does this proposed service change to Route FF5 have on you?

1 Responses



Route FF5 - Boulder/Anschutz - Please use this space to provide any comments you have about this proposed service change to Route FF5:

No data found - your filters may be too exclusive!

BOARD CHAIR REQUESTED AGENDA ITEM

Ratification of Appointment of Director O’Keefe to the Operations, Safety, and Security Committee

Committee Meeting Date:

July 24, 2025

Board Meeting Date:

July 29, 2025

Added to Committee Agenda by the Chair pursuant to RTD Board Bylaws Article VI., Section 1(b). Requires formal motion and second at Committee meeting.

MOTION

For the Board of Directors to ratify Director Patrick O’Keefe’s appointment to the Operations, Safety, and Security Committee.

REPRESENTATIVE

Chair Bouquet

PRESENTATION LENGTH

5 minutes

BACKGROUND

Board Bylaws Article VI: Committees of the Board, Section 1: Standing Committees, states: “Each year the newly elected Executive Committee will appoint between five and seven Directors to the other standing committees based upon Director’s stated interest in serving on standing committees, and the Board will ratify the selections.” Article VI Section 1 of the Bylaws was amended on July 30, 2024, to provide: “In the event a committee vacancy arises after the Board’s ratification, the Chair of the Board shall appoint a Director to fill the vacancy, subject to the ratification by the full Board. This appointment shall take effect upon notification to the Board.”

A vacancy on the Operations, Safety, and Security Committee arose in late June and on July 10, 2025, Chair Bouquet notified the Board that he had appointed Director Patrick O’Keefe to that Committee.

DISCUSSION

The Board is asked to ratify the Chair’s appointment of Director Patrick O’Keefe to the Operations, Safety, and Security Committee for the remainder of 2025.

FINANCIAL IMPACT

There is no financial impact associated with this recommended action.

Prepared by:

Jack Kroll, Executive Manager, Board Office

Approved by:

A handwritten signature in black ink, appearing to read "Julien Bouquet", is written over a horizontal line.

Julien Bouquet, Director, District G

7/15/2025

BOARD OF DIRECTORS REPORT

2026 GM-CEO Short-term Goals

Committee Meeting Date:

July 7, 2025

Board Meeting Date:

July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to approve, pursuant to the General Manager and CEO (GM/CEO) performance framework adopted in January 2024 in alignment with the Board's employment agreement with the GM/CEO, the proposed short-term SMART goals for the performance period commencing January 1, 2026, and continuing through November 8, 2026.

STAFF REPRESENTATIVE

Michael Guzman, Chair, Performance Committee

Debra A. Johnson, GM/CEO

PRESENTATION LENGTH

15 minutes

BACKGROUND

Pursuant to the performance assessment framework adopted by the Board during the monthly Board meeting held on January 30, 2024, the Board is responsible for motivating, assessing, and rewarding the agency's GM/CEO in relation to short-term and long-term performance. The GM/CEO's short-term performance has been assessed on an annual basis.

The attainment of short-term goals directly tied to agency Strategic Initiatives is a critical element of the GM/CEO's annual performance, as is performance related to core job duties and values.

On December 4, 2023, the Board adopted a fifth amendment to the contract to adjust the Board's annual deadline to adopt the goals and metrics upon which the GM/CEO will be evaluated in the coming year from December 31 to January 31.

On December 10, 2024, the Board adopted an eighth amendment to the contract, which included the following terms, among other provisions:

- For the annual performance periods beginning January 1, 2025, and through the Term Extension, GM/CEO Johnson is eligible for an increase to the Adjusted Base Salary between 1 and 7% as set by the Board
- By January 31 each year, after consultation with GM/CEO Johnson, the Board must adopt the Agency Values, Short-term Goals, and performance assessment outcome ratings with corresponding point distribution for Core/Base Job performance, demonstration of Agency Values,

and Attainment of Short-term Goals and associated Adjusted Base Salary percentage increase for which GM/CEO Johnson is eligible for that year's performance period

- Beginning January 1, 2025, the Board must meet with GM/CEO Johnson each quarter to discuss her performance, including her progress toward the Short-term Goals
- For the annual performance periods beginning January 1, 2025, and through the Term Extension, GM/CEO Johnson is not eligible for a Cost-of-Living Adjustment; however, the Board will endeavor to continue to be guided by the total compensation principles in the Compensation Philosophy

In May 2025, upon request from Chair Bouquet, the Board Office solicited from Board members their feedback regarding their thoughts on potential agency priorities for the short-term planning horizon. During the Board's retreat held on Saturday, June 7, 2025, the Board and GM/CEO Johnson discussed several themes derived from the feedback garnered, which subsequently informed the short-term goals identified in this Recommended Action.

DISCUSSION

In alignment with the Strategic Priorities of Community Value, Customer Excellence, Employee Ownership, and Financial Success, the purpose of this Recommended Action is to align the committee around the proposed short-term SMART goals for the performance period commencing January 1, 2026, and continuing through November 8, 2026 (2025-26 performance period).

The proposed goals for the 2025-26 performance period are as follows:

Short-term Goal 1 – Customer Experience/Welcoming Transit Environment: No later than October 2, 2026, **increase overall customer satisfaction by 5%** for both RTD's fixed-route bus service and fixed-route rail service (33% of goal); to **increase favorable customer survey responses by 5%** from CY2025 to CY2026 in relation to survey questions pertaining to customers' perception of **feeling safe and secure aboard light rail vehicles** (33% of goal); to **develop and launch by June 30, 2026, a mystery transit customer program** to evaluate and enhance elements of the **overall customer experience** utilizing transit, including but not limited to service quality, employee courtesy, accuracy of information provided, and vehicle cleanliness and to provide at least three months of baseline performance data with respect to these criteria (33% of goal).

Background: This goal aligns with agency efforts to consistently deliver high-quality customer service and improve performance metrics related to overall customer satisfaction as well as to promote a welcoming transit environment.

According to customer survey data garnered in April 2025, overall satisfaction with RTD's service delivery stood at 76% for bus and 75% for combined rail service. Paratransit service received very high customer satisfaction ratings, 86% and 96% for Access-a-Ride and Access-on-Demand, respectively.

Leveraging data from the 2025 Customer Excellence survey for fixed-route services, 69% of light rail customers reported feeling safe and secure while aboard rail vehicles, up from 62% in 2024. A key

driver analysis of the survey responses identified perception of personal security aboard light rail vehicles as a key opportunity area to increase overall satisfaction with RTD's services.

In comparison, a significantly higher proportion of commuter rail customers, 82%, reported feeling safe and secure while aboard rail vehicles, up from 62% in 2024, indicating that prior efforts to create and maintain a welcoming transit environment have yielded significant improvements.

RTD has historically leveraged customer and community surveys to garner qualitative data related to customer-facing aspects of service delivery. Mystery customer programs in the public transit space typically gauge elements such as service quality, safety, cleanliness, and efficiency of the transportation system objectively from a customer's perspective.

Short-term Goal 2 – Ridership: To **increase systemwide boardings by 3%** from the period commencing October 1, 2025, and continuing through September 30, 2026.

Background: This goal aligns with agency efforts to improve performance metrics tied to community perceptions of the value RTD provides to the Denver metro region and of RTD's provision of service to major activity centers, as well as the State's visionary ridership increase goal of 6%.

RTD continues to optimize service levels and is incrementally approaching the level of service delivery contemplated in the System Optimization Plan (SOP), with a planning horizon running 2022-2027.

Annual boardings totaled 65,230,065 in 2024, a slight increase from the 65,175,290 boardings seen in 2023. The Board has established a 2025 short-term performance goal for the GM/CEO to increase boardings by 3% from the period commencing October 1, 2024, and ending September 30, 2025. The goal for the 2025-26 performance period builds upon the GM/CEO's performance goal related to increased ridership for the performance period commencing January 28, 2025, and continuing through October 15, 2025.

Short-term Goal 3 – Reliability: No later than October 1, 2026, to **complete rail reconstruction work** within budget for the rail segment between the West Colfax Avenue and 7th Street intersection and the Denver Convention Center (50% of goal); to **achieve 98% systemwide service availability** for bus, light rail, commuter rail, and complementary paratransit modes (50% of goal).

Background: This goal aligns with agency efforts to enhance system reliability and to improve performance metrics related to service delivery.

The Downtown Rail Reconstruction Project commenced construction in 2024. Phases 2-4 of the project are anticipated to recommence in Q1 2025, with related rail reconstruction work taking place commencing September 2025 for the Kalamath light rail segment. Phase 3 of the project involves the rail segment between the West Colfax Avenue and 7th Street intersection and the Denver Convention

Center. Note that the agency announced at the inception of the project in 2024 that the numbering of Phases 2 through 4 was not intended to imply the order in which the phases would be completed. Maintaining assets in a state of good repair is critical to ensuring consistent, frequent, reliable service.

Service availability is the percentage of trips operated as compared to trips scheduled. Maintaining a high level of service availability across the transit network ensures customers have reliable access to key activity centers, such as places of employment, schools, medical facilities, and leisure and entertainment destinations.

FINANCIAL IMPACT

There is no financial impact associated with this Recommended Action; funding to support strategies and initiatives to produce the outcomes identified herein will be included in the 2026 Proposed Budget.

Prepared by:

John McKay, Chief of Staff

Approved by:



John McKay, Chief of Staff

7/3/2025

Authorized by:



Debra A. Johnson, General Manager and CEO

7/3/2025

BOARD OF DIRECTORS REPORT

Access-on-Demand Contract Extensions

Committee Meeting Date:
July 16, 2025
Board Meeting Date:
July 29, 2025

RECOMMENDED ACTION

For the Board of Directors to authorize the General Manager and CEO or her designee to enter into six-month contract extension amendments with existing providers for the Access-on-Demand (AoD) program effective January 1, 2026, through June 30, 2026, raising the not-to-exceed amount from \$37.8 to \$42.2 million.

STAFF REPRESENTATIVE

Erin Vallejos, Acting Deputy Assistant General Manager, Bus Operations

PRESENTATION LENGTH

5 minutes

BACKGROUND

In January 2023, RTD's AoD program, a premium, supplemental paratransit service available via four contracted private providers, was expanded to all eligible Access-a-Ride (AaR) customers. These contracts were for a three-year contract term that is set to expire December 31, 2025.

To ensure customers continue to have equitable and sustainable access to the agency's services, RTD commissioned a peer review of the agency's paratransit service delivery in February 2024. The on-site review was conducted by industry subject-matter experts (SMEs) in May 2024. These SMEs engaged in a holistic review of the paratransit program, including both the AoD program and the AaR program. As part of the review, changes to the AoD program were suggested.

Staff has developed a draft solicitation for new AoD contracts, but finalization is dependent on Board approval of recommended AoD program modifications being recommended by staff concurrently with this action. Staff will incorporate the approved modifications into the solicitation and intends to advertise no later than January 1, 2026. This will allow sufficient time for proposers to develop proposals, for the Board of Directors to consider recommended actions to effectuate the contract extensions, and for the execution of contracts prior to the term date of the extensions. Program modifications approved by the Board will be incorporated into these amendments if this recommended action is adopted.

DISCUSSION

In adopting this recommended action, RTD seeks to meet the 2021-2026 Strategic Plan Priority of Customer Excellence. This recommendation ensures near-term fiscal sustainability by incorporating program modifications adopted by the Board and allows customers to continue to use AoD while new contracts are solicited.

FINANCIAL IMPACT

Funds for the provision of AoD services effective January 1 through June 30, 2026, will be included in the 2026 Proposed Budget as presented to the Board of Directors for approval.

Prepared by:

Erin Vallejos, Acting Deputy AGM, Bus Operations

Approved by:



Greg Smith, Acting Assistant General Manager, Bus Operations 7/10/2025

Authorized by:



Debra A. Johnson, General Manager and CEO 7/10/2025