

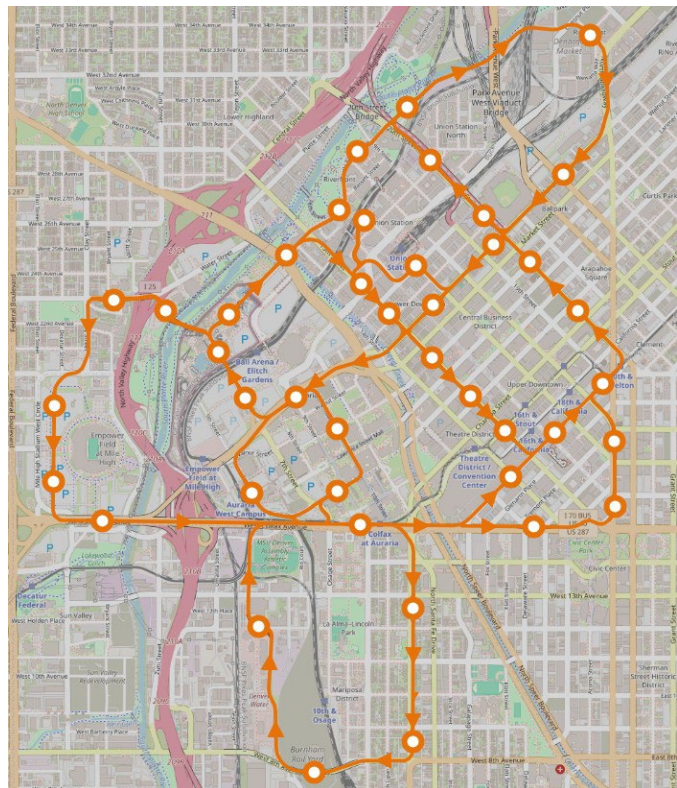
GreenVuba Submits Unsolicited Proposal to Build Downtown Denver Automated Transit Network

Privately financed 19-mile elevated system would close downtown Denver's connectivity gap, linking Union Station, the Central Business District, Ball Arena, Coors Field, Broncos Stadium, Auraria Campus, and the Colorado Convention Center with driverless electric vehicles — and is projected to become a revenue source for the City

DENVER, Colo. — September 9, 2026 — GreenVuba Private Limited (“GreenVuba” — a partnership between Greenvac Solutions Pvt., Ltd. and Vuba Corp.) today announced it has submitted an unsolicited proposal to the City and County of Denver to design, build, finance, operate, and maintain a Downtown Automated Transit Network (ATN) — a privately financed, driverless electric transit system intended to connect the city’s downtown core without requiring public capital investment.

Downtown Denver already has the infrastructure to draw people who want to live, work, play, and go to school there — from Union Station to Ball Arena to the Auraria Campus — but continues to struggle to attract sufficient activity to reach its full potential, GreenVuba said. The company’s analysis points to a single missing piece: quick, convenient accessibility between those destinations. GreenVuba says the proposed system is designed to close that gap, and that preliminary ridership projections indicate the system would generate enough revenue to cover its own capital and operating costs — and, over time, become a revenue source for the City rather than a cost.

The proposal, submitted under Denver’s Performance-Based Infrastructure Program, calls for approximately 42 stations along roughly 19 miles of elevated, one-way guideway, served by an estimated 450 six-



42 Stations on 19 Miles of Guideway

passenger autonomous vehicles. The system would be delivered through a Design-Build-Finance-Operate-Maintain (DBFOM) public-private partnership, with construction, technology, financing, and operating risk borne by GreenVuba and its private partners rather than the City.

The proposed network is designed to close first- and last-mile gaps among Union Station, the Central Business District, Auraria Campus, Civic Center, Ball Arena, Coors Field, Empower Field at Mile High, and the Colorado Convention Center — destinations that today are not efficiently connected by a single transit trip. GreenVuba says the project is intended to complement RTD’s existing regional service, not replace it, and is aligned with the City’s adopted Blueprint Denver, Denver Moves, and Comprehensive Plan 2040 planning frameworks, including Blueprint Denver’s policy direction to “embrace emerging technologies for mobility and transportation safety.”

The proposed system would use [SkyGlyde](#), an automated transit network technology (ATN) that has been in public passenger service since 2024 and posted a 99.8% reliability rate in 2025. While automated transit networks have existed for decades, GreenVuba says SkyGlyde is the first version proven in public service with the speed and capacity needed to serve a market the size of downtown Denver.

GreenVuba’s delivery team includes Jiangsu Flying Shuttle Intelligent Co., Ltd. as technology partner, along with ZK Engineers, Calibre Engineering, WSP/Ricardo, SCJ Alliance, and Avant Strategies.



Six-Passenger Driverless Vehicles



SkyGlyde ATN Technology

“Denver has spent decades building a connected, transit-oriented downtown, but getting people the last mile between Union Station, the stadiums, the convention center, and the Central Business District still means transfers, waiting, or driving,” said Peter J. Muller, P.E., Project Development Director at GreenVuba. “We’re proposing a system that closes those gaps with proven technology, financed and delivered without asking the City to take on construction, technology, or ridership risk — and that we expect to become a source of revenue for the City, not an expense.”

Muller, a professional civil engineer and planner, was the engineer of record for Runway 17L/35R at Denver International Airport and has worked on automated transit network projects for two decades, including the Heathrow Airport personal rapid transit system, which entered public operation in 2011 and remains in service today.