



**We Make Lives Better
Through Connections.**

Call for Projects Partnership Process

November 2022

Overview

- Partnership Commitment
- Current Activity
- Policy and Goals
- Program Framework
- Performance Metrics

Partnership Commitment



1994 Board-Adopted Policy



Strategic Plan 2021-2026



Reimagine RTD



Mobility Choice Blueprint



RTD Accountability Committee

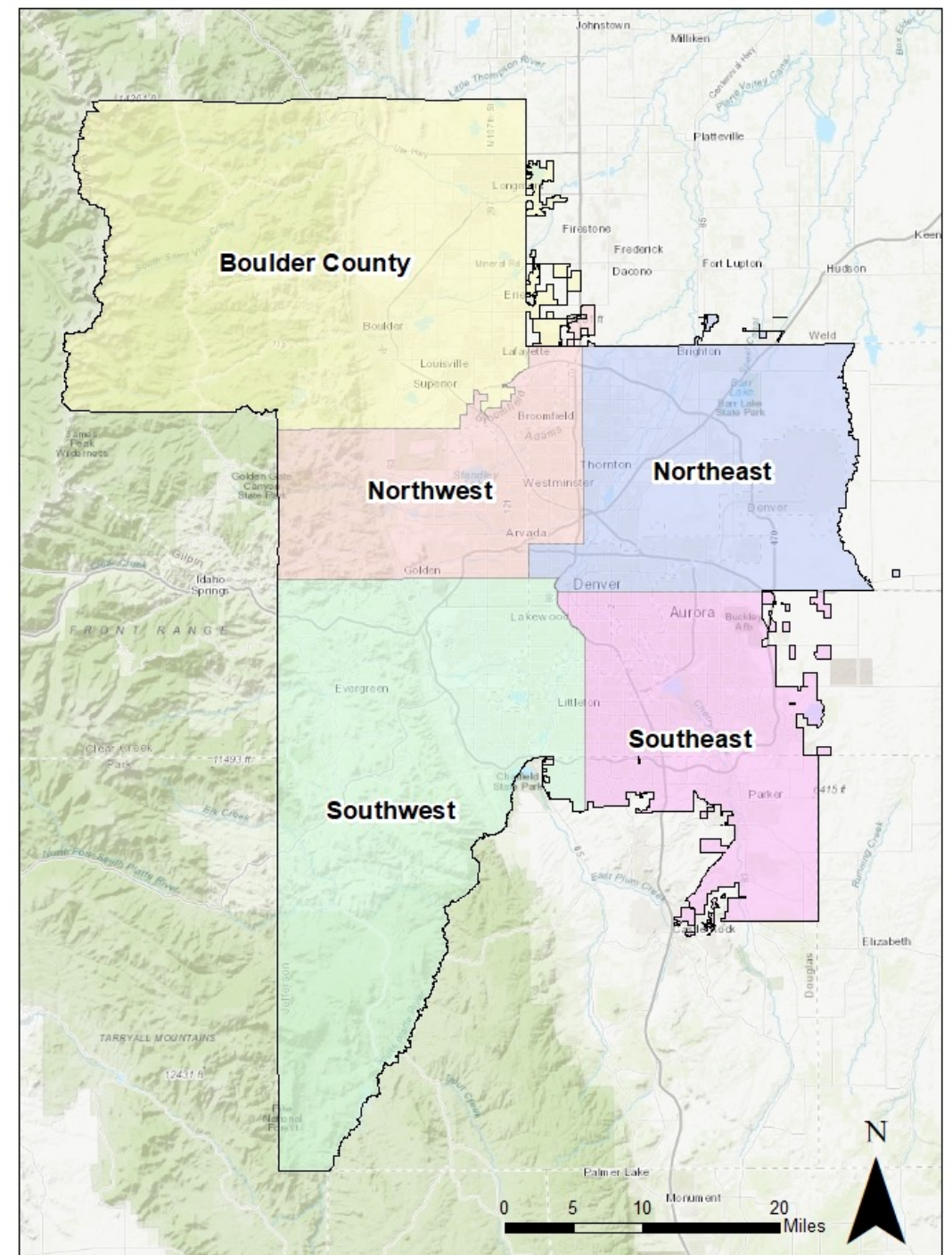
RTD has demonstrated a commitment to bolstering and building partnerships, which are recognized as key to meeting transit needs and connecting customers to the places they want and need to go.

Current Partnerships

- **Cost Sharing** – provides funds to local organizations and municipalities to support specific services
- **Innovative Mobility Pilot** – operates service initiated by a partner agency through a grant program to test viability of service in a new or emerging market
- **Third Party Operations** – supports service operated by others through integrated trip planning and payment, technical advisory services, or compliance support



Current Partnerships – Subregional Service Councils



Current Partnerships (cont'd)

| Partnership | Partner Role | RTD Funding | Local Funding | Subregion | Description |
|--------------------------------------|------------------------|-------------|---------------|---------------|--|
| Boulder County – Various Non-profits | Operate Fund | \$337,236 | Varies | Boulder | Since 1993, RTD has funded private, non-profit agencies to assist with the provision of demand response services in non-urbanized areas within the district. |
| City of Longmont – Fare free | Fund fares | \$0 | \$224,688 | Boulder | In 2014, Boulder County began buying up all fares on the 300 series routes in Longmont to offer free fares and increase mobility options for low-income riders. |
| City of Boulder – HOP | Operate Fund | \$1,356,928 | \$1,835,844 | Boulder | Since 2014, the City of Boulder has supplemented RTD’s bus service by providing circulator bus service known as the HOP. It is funded by Boulder, RTD, and CU. |
| | Boulder Subtotal | \$1,694,164 | \$2,060,532 | | |
| DRCOG – Way to Go Vanpool | Manage Fund | \$663,000 | Varies | District-wide | Since 2001, RTD has supported this program (underwriting the pricing structure, providing incentives for drivers, and providing capital funding for vans). Vans carry six to twelve riders and are driven and maintained by a vanpool participant. |
| Uber Paratransit Pilot | Operate | \$1,400,000 | \$0 | District-wide | Currently underway as a pilot; planned as an ongoing partnership. Supplements Access-a-Ride and Access-a-Cab in four zip codes to meet demand during peaks. |
| | District-wide Subtotal | \$2,063,000 | \$0 | | |
| Metro Taxi FlexRide | Operate | \$20,000 | \$0 | Southeast | Currently underway. Supplements seven RTD FlexRides with the goal of providing better midday service. |
| Douglas County – Various Non-profits | Operate Fund | \$130,050 | Varies | Southeast | RTD provides Douglas County with support for demand-response transportation, call center operations, and vehicle acquisition for parts of the county within the district. |
| | SE Subtotal | \$150,050 | \$0 | | |

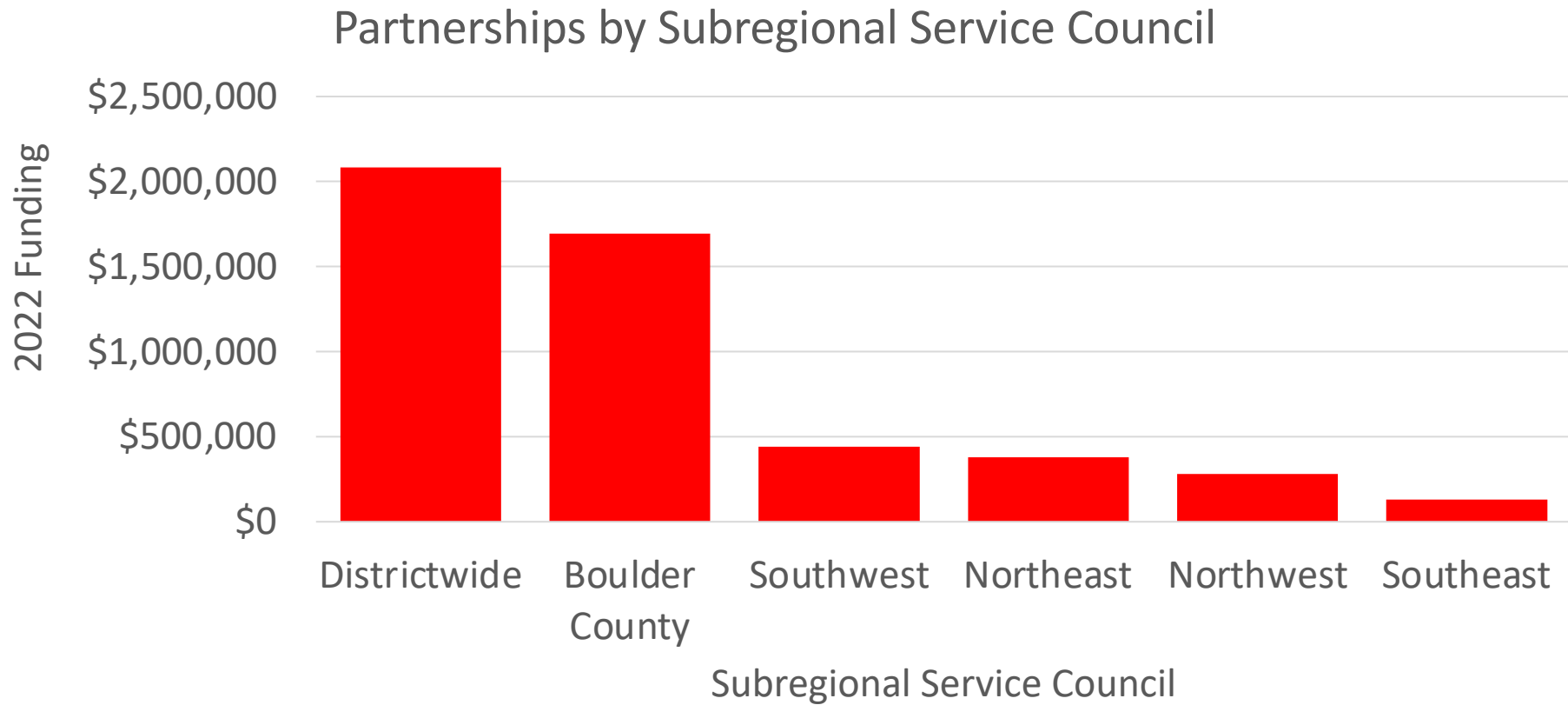
Current Partnerships (cont'd)

| Partnership | Partner Role | RTD funding | Local Funding | Subregion | Description |
|---|---------------------------|--|----------------------------|-----------|---|
| Focus Point Family Resource Center | Operate Fund | \$48,113 | \$0 | Northeast | In 2004, RTD discontinued Route 47; as an alternative RTD entered into an agreement with FPFRC to provide a new community-based service. |
| Adams County – Various Non-profits | Operate Fund | \$330,776 | Varies | Northeast | Since 1993, RTD has funded private, non-profit agencies to assist with the provision of demand response services in non-urbanized areas within the district. |
| | NE Subtotal | \$378,889 | \$0 | | |
| Jefferson County – Various Non-profits | Operate Fund | \$117,473 | Varies | Southwest | Since 1991, RTD has funded private, non-profit agencies to assist with the provision of demand response services in non-urbanized areas within the district. |
| City of Englewood – Englewood Trolley | Operate Fund | \$323,055 | \$99,569 | Southwest | The Trolley began as the Art Shuttle in 2004. It was funded through CMAQ until 2007 and is currently funded by RTD and Englewood. |
| | SW Subtotal | \$440,528 | \$99,569 | | |
| Smart Commute – Wagon Road FlexRide | Grant to initiate service | Not-to-exceed \$280,259 including fuel | 20% of actual expenditures | Northwest | In 2019, Smart Commute was awarded a CMAQ grant for implementation of a new micro transit service in the northern area of the RTD district, which became the Wagon Road FlexRide. As a direct recipient of federal funds, RTD and Smart Commute entered into an agreement that assigned these funds to RTD for operation of the service and established Smart Commute as a subrecipient of the funds. |
| City and County of Broomfield – Broomfield FlexRide | Grant to initiate service | Included above with Wagon Road | 20% of actual expenditures | Northwest | In 2016, the City and County of Broomfield was awarded a CMAQ grant for RTD to provide an expanded Broomfield FlexRide service. In 2019, the City and County of Broomfield was awarded a new grant to continue the service and explore future expansion. RTD and the City and County entered into an agreement in July of 2021 to assign the new funds to RTD to allow for the additional service through 2024. |
| | NW Subtotal | \$280,259 | TBD | | |
| | Overall Total | \$5,231,578 | \$2,160,101 | | |

Locally Funded Projects

| Partnership | RTD funding | Local Funding | Subregion |
|---|--|---|---------------|
| City of Englewood – Englewood Trolley | \$323,055 | \$99,569 (23.5%) | Southwest |
| Smart Commute – Wagon Road FlexRide | Not-to-exceed \$280,259 including fuel | 20% of actual expenditures | Northwest |
| City and County of Broomfield – Broomfield FlexRide | Included above with Wagon Road | 20% of actual expenditures | Northwest |
| City of Longmont – Fare free | \$0 | \$224,688 | Boulder |
| City of Boulder – HOP | \$1,356,928 | \$1,835,844 (57.5%) | Boulder |
| DRCOG – Way to Go Vanpool | \$663,000 | DRCOG contributes to vanpools that are not 100% within the District; varies over time | District-wide |
| County-Based Demand Response Services | \$915,535 | No direct contribution, but RTD funding allows resources to be directed to other areas/services | Multiple |

Subregional Service Councils (cont'd)



Transit Service Cost Sharing Policy

- Board adopted June 1994
- Guides new service requests staff response (see Section 13, RTD Service Standards)
- Provides general guidance on:
 - Financial feasibility
 - Local and community support
 - Vehicle availability
 - Performance




2022 Partnerships Policy

- Expands existing cost-sharing policy
- Guides partnership approach
- Improves partnership process transparency, standardization and efficacy
- Defines partnership annual budget
- Supports local travel needs
- Prioritizes limited financial and technical resources
- Provides stakeholder clarity

Program Goals That Reflect Policy

- Advance Reimagine RTD guiding principles




Equity

Remove barriers to accessing transportation services that enable customers to have the freedom to get where they want to go.



Sustainability

Provide sustainable mobility options while continually seeking to reduce our environmental impact.



Mobility

Provide safe, reliable transportation service to improve the quality of life of residents, customers, and visitors.



Financial

Leverage our resources and maximize cost efficiencies, serving as good stewards of taxpayer dollars.



Partnerships

Pursue partnerships with both public and private organizations that help identify innovative opportunities to enhance mobility throughout our region.



Workforce

Foster a dynamic, diverse workforce that promotes engagement and innovation, recognizing team members as our greatest asset.

Program Goals (cont'd)

- Address regional and local travel needs
- Enhance regional mobility
- Increase regional transit funding
- Leverage funding from private entities, non-profits, and local governments to provide additional and improved transit service within the district
- Ensure partnership implementation/continuation decisions based on clear, measurable criteria
- Foster Strategic Plan priorities and success outcomes
- Prioritize equity populations

Program Framework

- Define a **dedicated position partnership lead within Contracted Services**
- Provide partnership lead **support**
 - Application evaluation by representatives from multiple departments
 - Ongoing management and annual evaluation
- Create a **dedicated budget set-aside** for partnership matching
- Leverage **Subregional Service Councils**



Partnership Continuation

- Annual evaluations guide partnership continuation
 - Occur every two to four years
 - Allow partnership evolution
 - Allow a year to gauge improvement
 - Use application process as screening mechanism





Thank you.

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