



**We Make Lives Better
Through Connections.**

Subregional Service Council Meeting 1

November 2022

Agenda

- Safety Moment
- Introductions
- Background
- Service Planning Basics
- NGO Representation
- Project Partnership Program
- Meeting #2 Look-Ahead



Background

Background

Accountability Committee recommended creation of Subregional Service Councils (SSCs)*

In response, RTD established working group to provide input on SSC formation:

- Consider purpose, role and operation of SSCs
- Identify membership of SSCs, including representation from local jurisdictions, transit advocates, RTD customers
- Evaluate council boundary concepts put forth by Accountability Committee

*Recommendations 8, 9, 10



Subregional Service Council Working Group Participants

Working Group Members

Stuart Anderson <i>Transportation Solutions</i>	Debra Baskett <i>Adams and Jefferson Counties</i>	Heather Britton <i>RTD CAC</i>	Kathleen Bracke <i>Boulder County</i>
Mac Callison <i>Arapahoe County</i>	Sarah Grant <i>Broomfield County</i>	Art Griffith <i>Douglas County</i>	Matthew Helfant <i>DRCOG</i>
David Krutsinger <i>Denver</i>	Earl Lee <i>ACPD</i>	Molly McKinley <i>Denver Streets Partnership</i>	Morgan Turner <i>Mile High Connects</i>

RTD Support

Chessy Brady <i>Planning</i>
Jessie Carter <i>Service Development</i>
Bill Sirois <i>Planning</i>
Charlie Stanfield <i>Planning</i>

❖ Met three times (Feb., March, Apr. 2022)

Working Group Recommendations

- Provide recommendations and feedback to RTD from subregional perspective
- Generate ongoing dialogue, more formal than existing service sector listening sessions
- Advisory bodies, not decision-making
- Meet 3-4 times/year (not tied to service change schedule)



Working Group Recommendations, cont'd

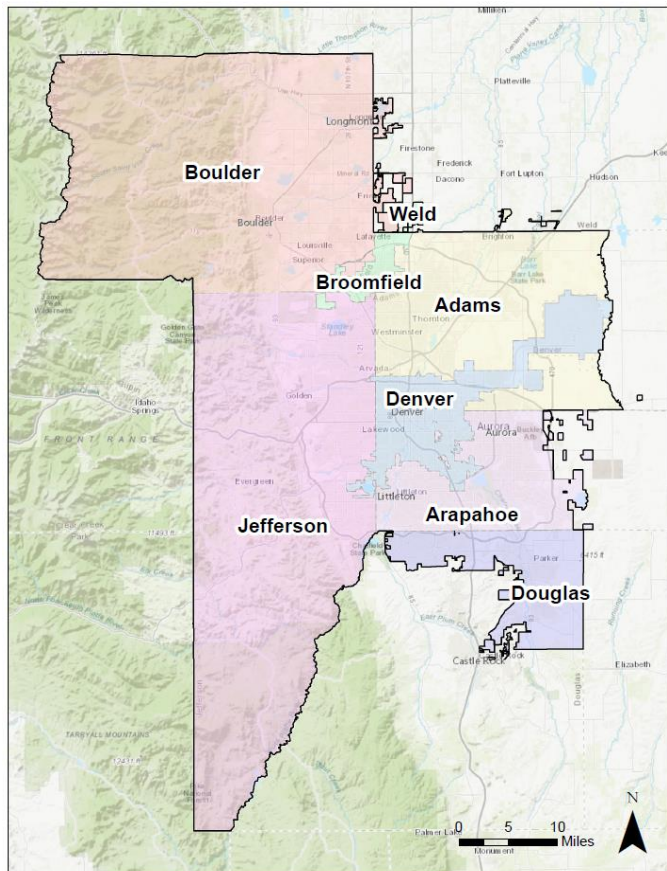
- Composition of SSCs:
 - Staff from cities and counties
 - Transit advocates (Transportation Management Associations, non-governmental organizations) representing customers
 - RTD staff
- Hold separate elected officials briefing 1-2 times per year
- Boundaries set based on travel shed



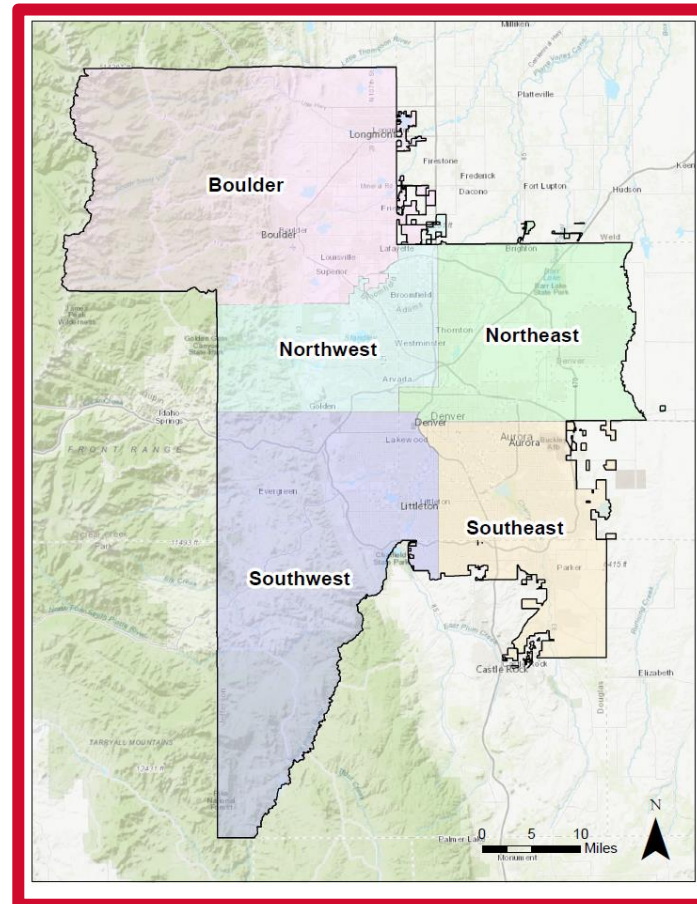
SSC Boundaries

- Most working group members favored Travel Shed option, which is small enough to allow for local transit needs to be voiced, but large enough for coordination with neighboring jurisdictions

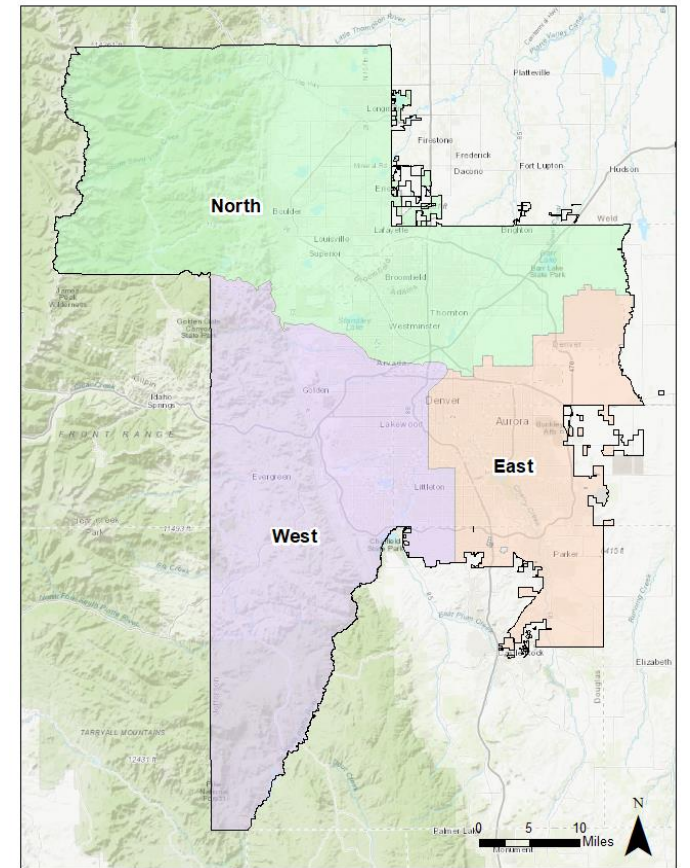
1. County-Based



2. Travel Shed



3. Service Planning Sectors



Service Planning Basics



Service Development Staffing

North Team

- Nataly Handlos – Lead
- Sage Thornbrugh
- Greg Filkin

East Team

- Maux Sullivan – Lead
- Cooper Langdon
- Kelsie Ryan

West Team

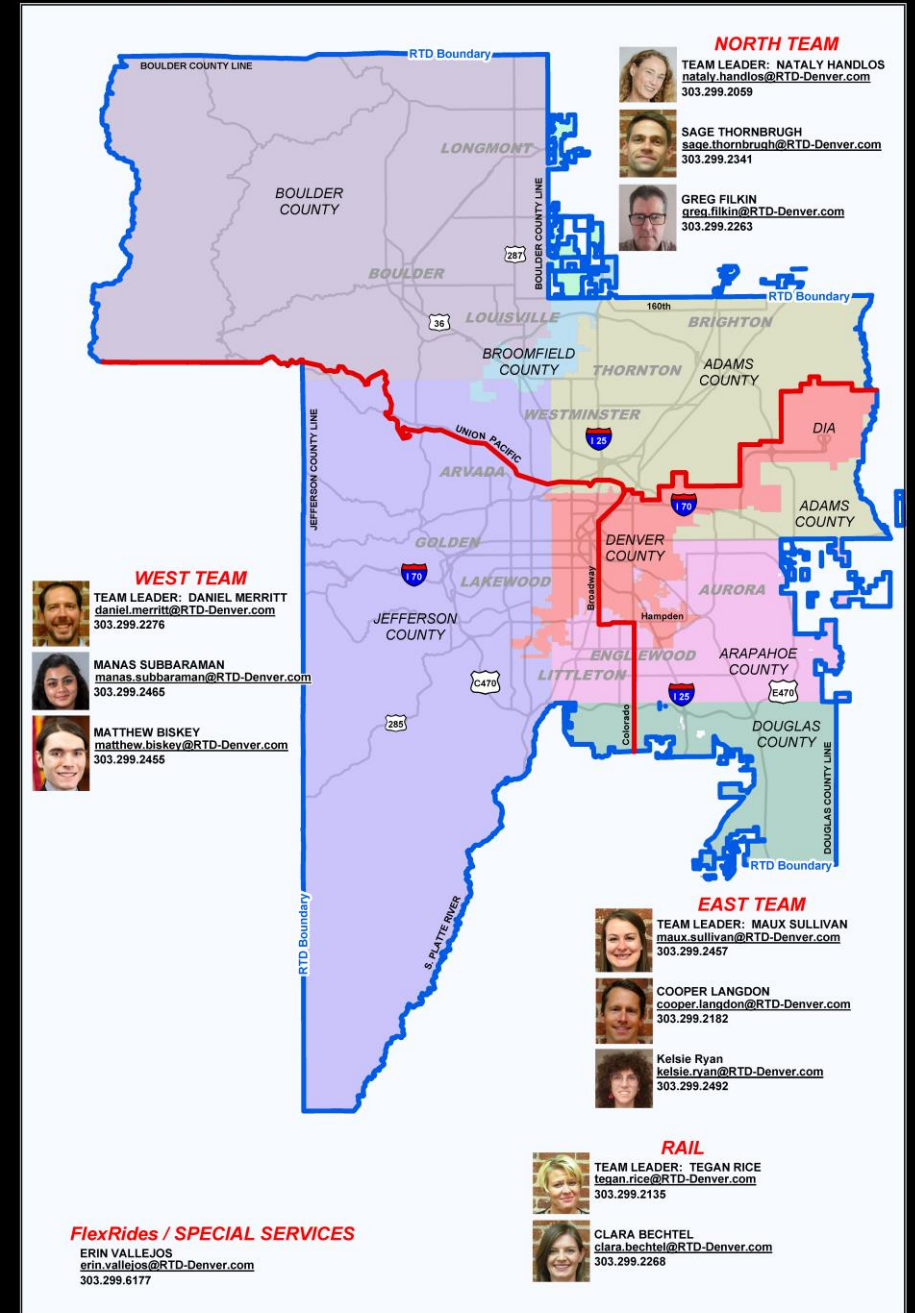
- Dan Merritt – Lead
- Manas Subbaraman
- Matt Biskey

Rail Team

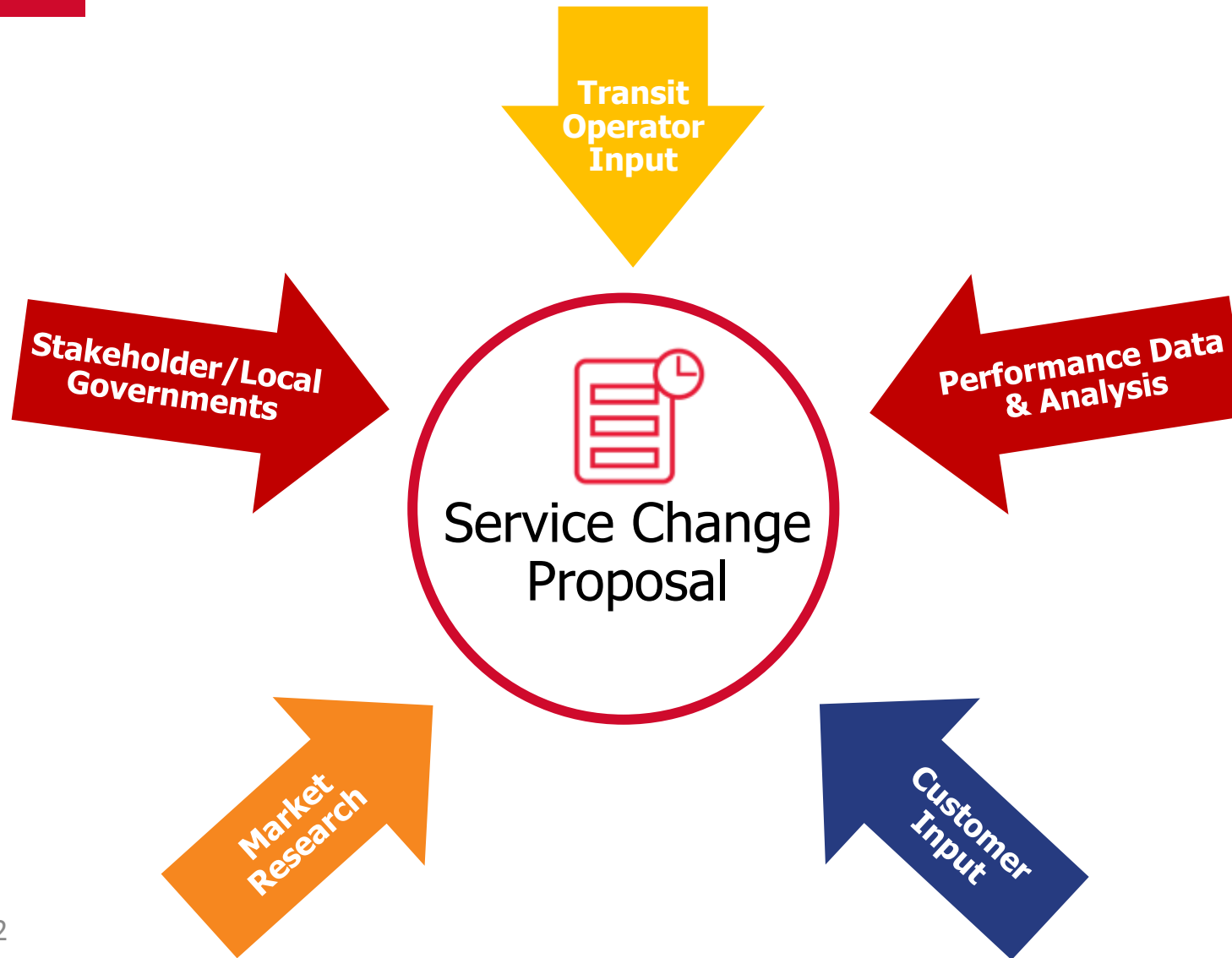
- Tegan Rice – Lead
- Clara Bechtel

FlexRides/Special Services

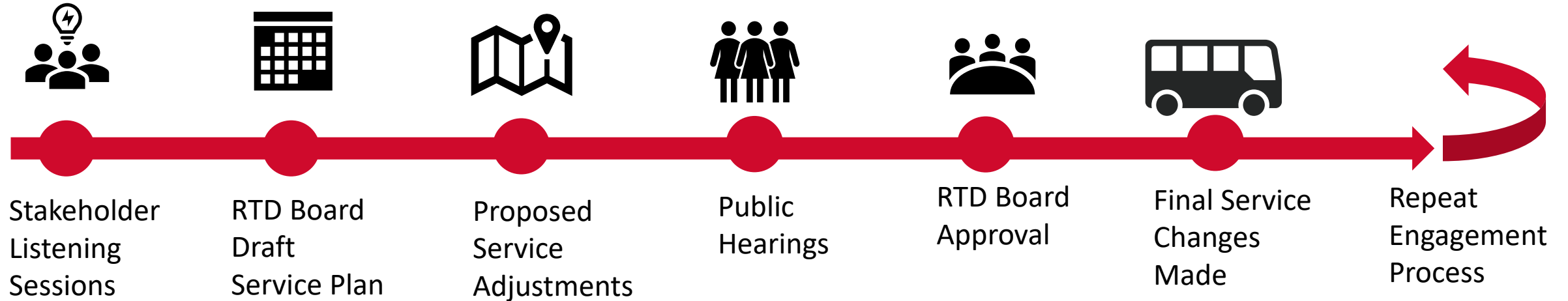
- Erin Vallejos



Input to the Service Change Proposal



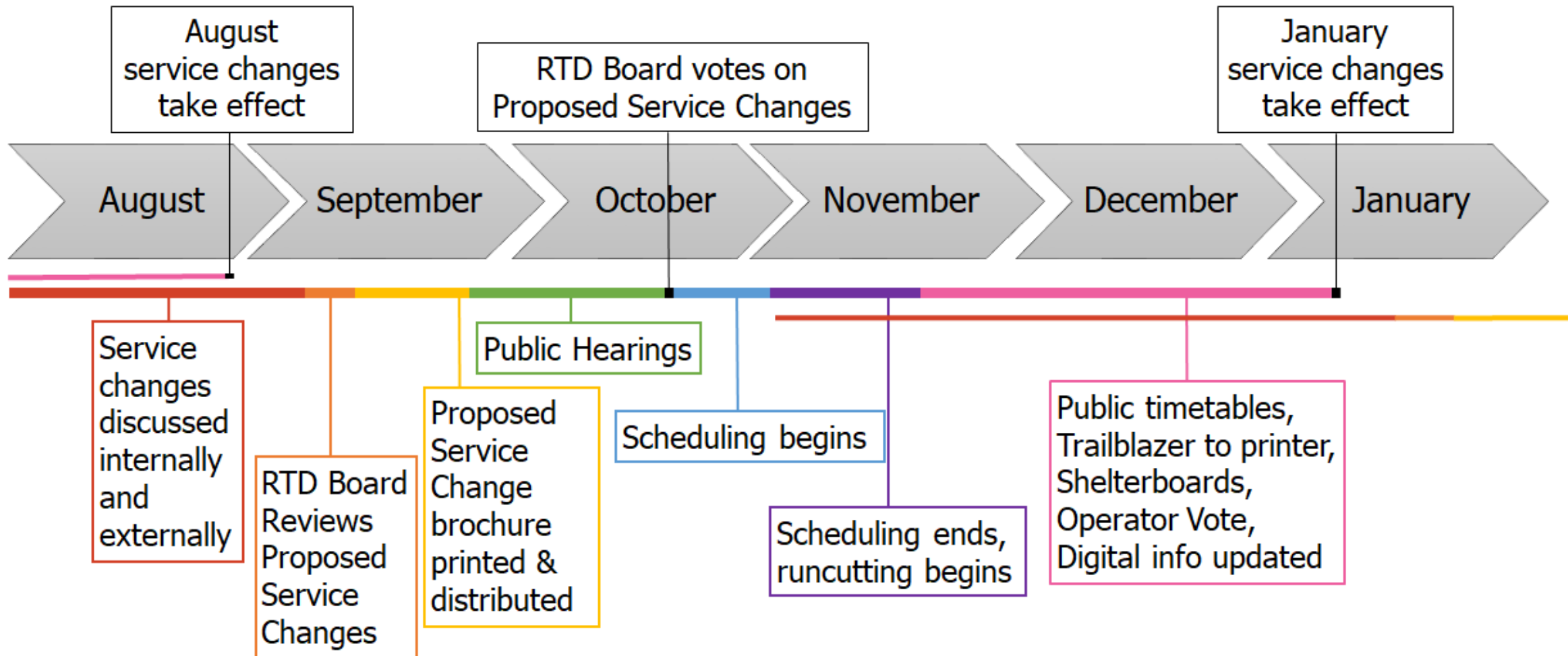
Engagement Process Lifecycle



Enhanced engagement is an ongoing process:

- Listening sessions generate input into proposed service adjustments
- Share listening session themes with stakeholders
- Host public meetings on proposed service adjustments
- Finalize service changes
- Review, refine and repeat engagement process

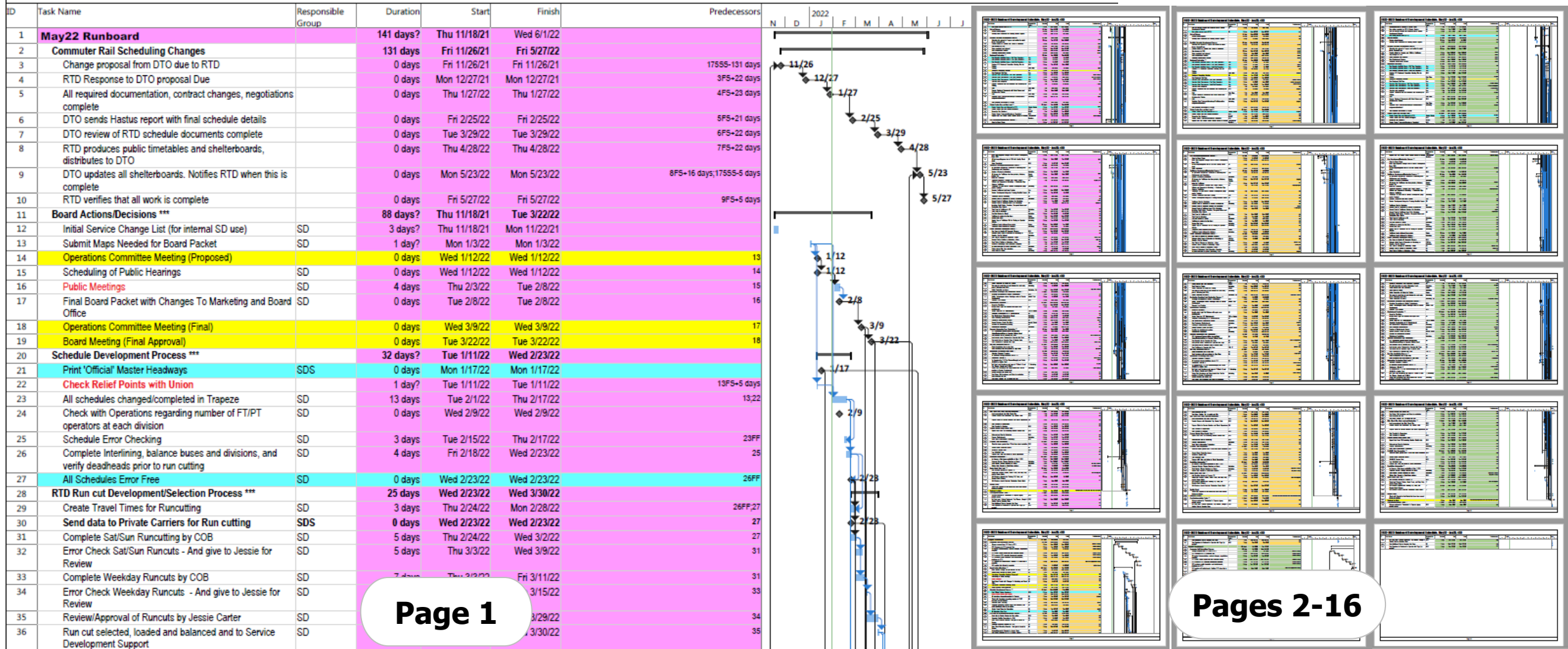
Service Planning Process





542-Step Runboard Process

2022-2023 Runboard Development Schedule, May22 - Jan23, v33



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NGO Representation

RTD Project Partnership Program

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 (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		

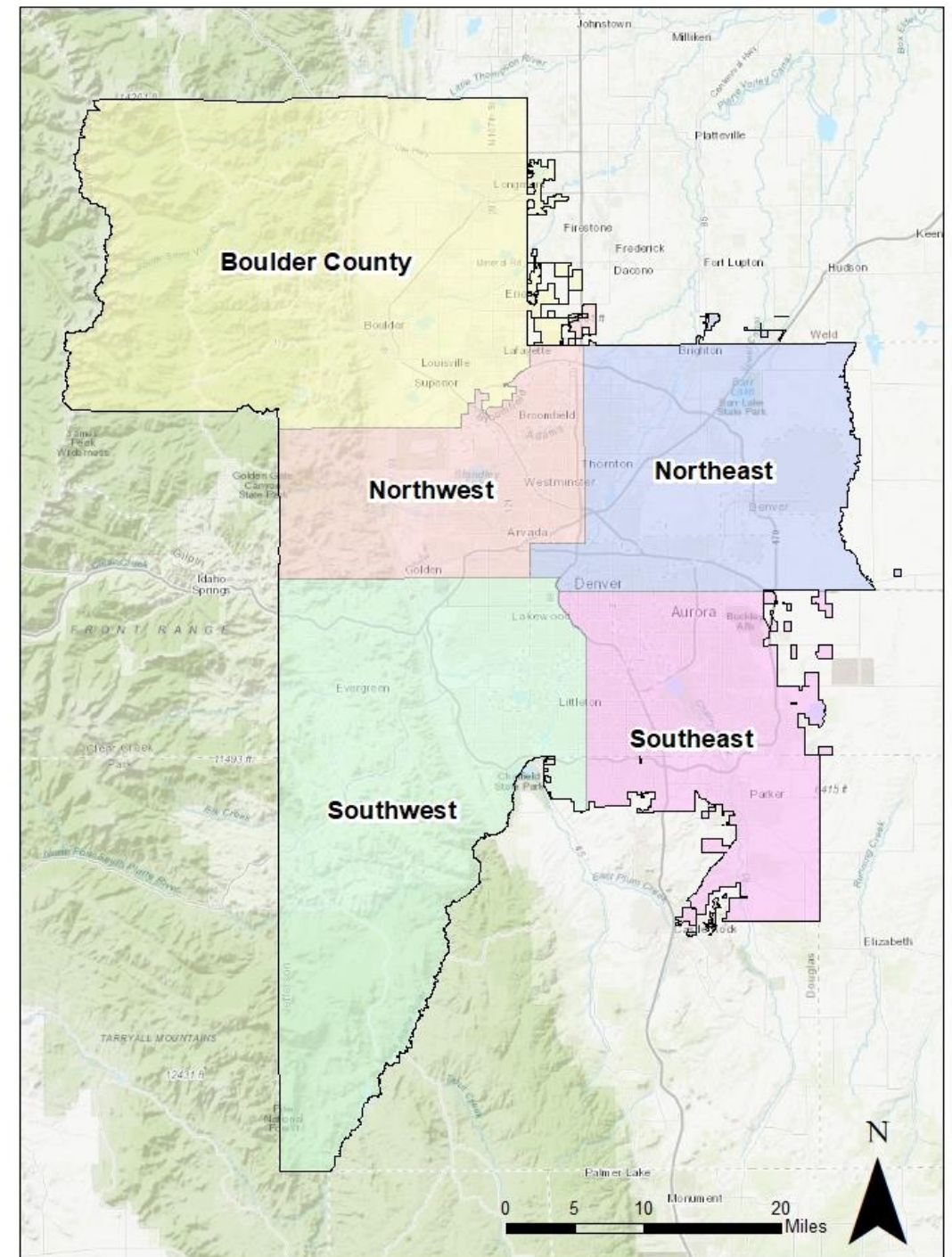
Current Partnerships (cont'd)

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		

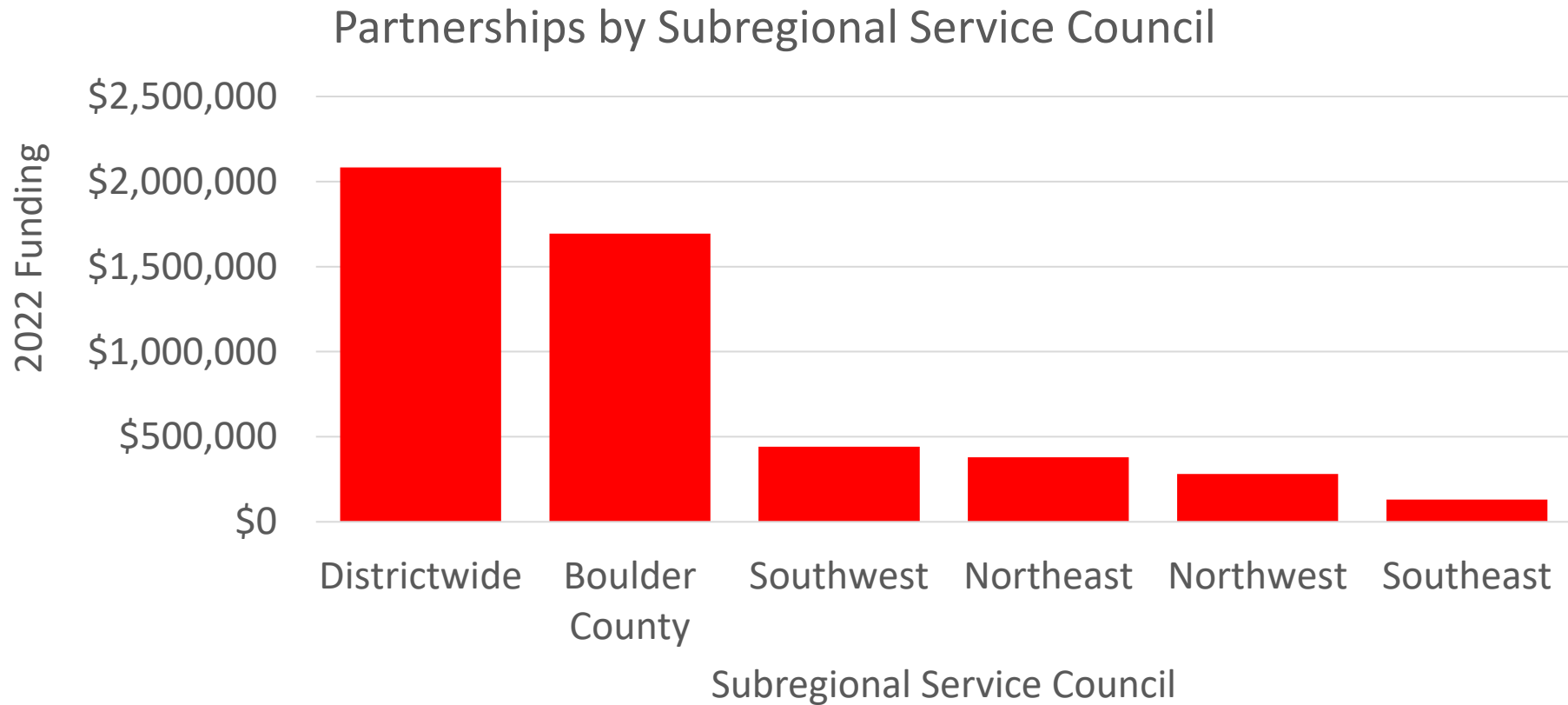
Locally Funded Projects

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

Current Partnerships – Subregional Service Councils



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)

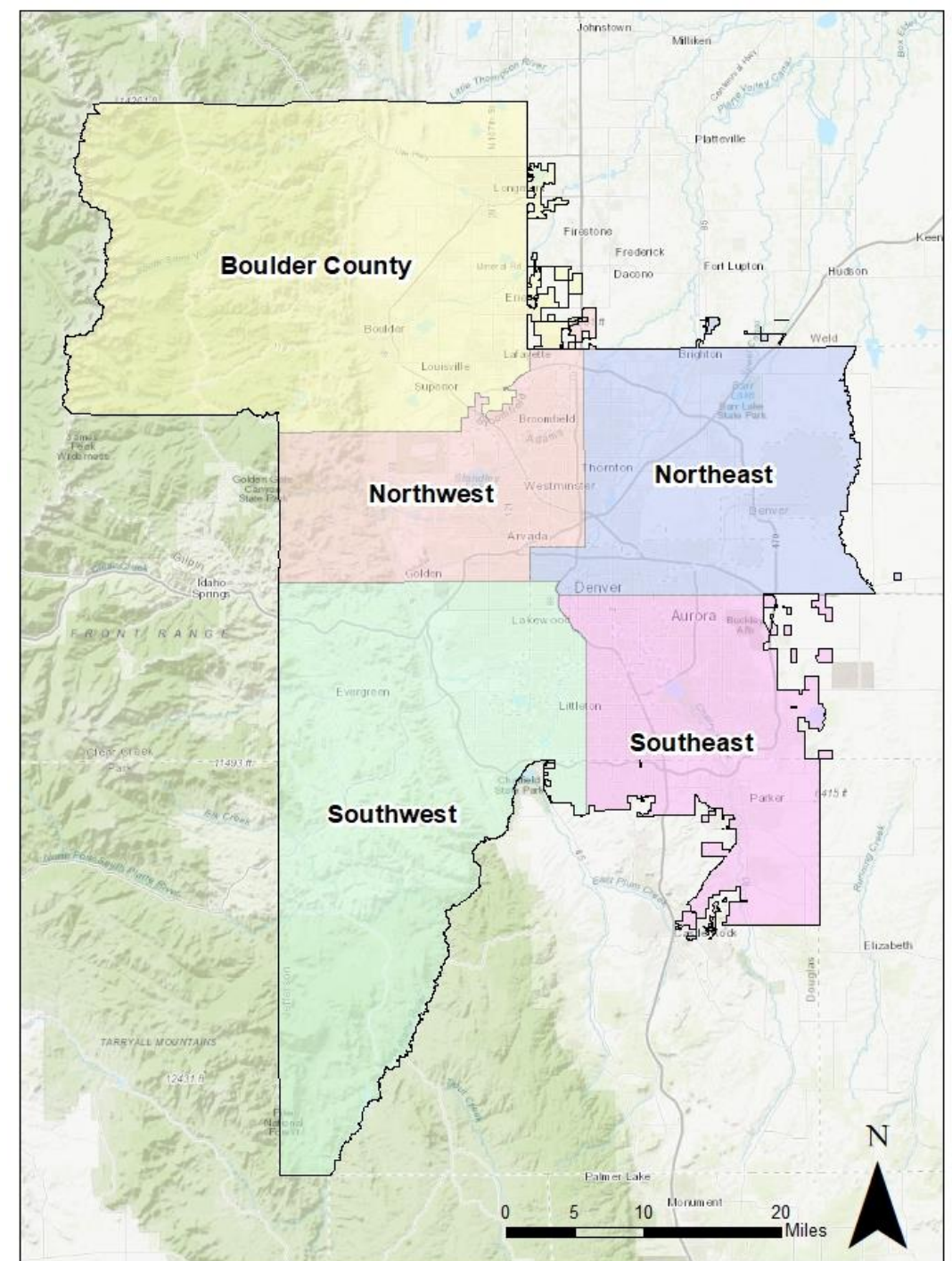
- Address regional and local travel needs
- Enhance regional mobility
- Increase regional transit funding
- Leverage funding from private entities, non-profits, and local governments to provide additional and improved transit service within the district
- Ensure partnership implementation/continuation 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**



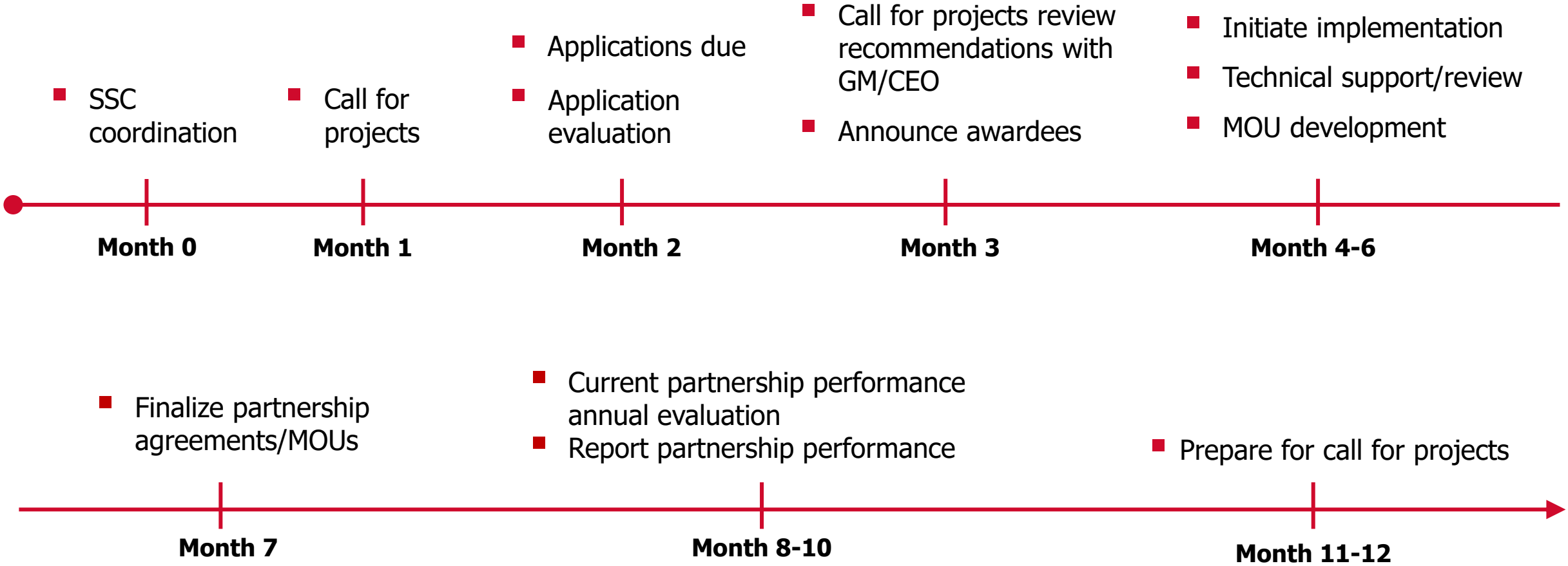
Subregional Service Councils



Subregional Service Councils

Service Council	Municipalities	Counties	TMAs	NGOs	Population	Boardings (Aug 2019)	Director Districts
Southeast	Aurora, Centennial, Cherry Hills Village, Denver, Glendale, Greenwood Village, Lone Tree, Parker	Arapahoe, Denver, Douglas	Transportation Solutions, Denver South	TBD	957,742	84,661	A, C, D, E, F, G, H
Southwest	Denver, Englewood, Golden, Lakewood, Littleton	Arapahoe, Denver, Douglas, Jefferson	West Corridor TMA	TBD	635,653	58,773	C, D, H, M, N
Northeast	Aurora, Brighton, Commerce City, Denver, Northglenn, Thornton	Adams, Denver	Northeast Transportation Connections, Downtown Denver Partnership, Smart Commute North	TBD	571,707	160,777	B, C, I, J, K, L
Northwest	Arvada, Broomfield, Northglenn, Thornton, Federal Heights, Westminster, Wheat Ridge	Adams, Broomfield, Jefferson	Smart Commute North, Commuting Solutions	TBD	462,953	23,362	C, I, J, L, M, N
Boulder County	Boulder, Erie, Longmont, Lafayette, Louisville, Lyons, Nederland, Superior	Boulder	Smart Commute North, Commuting Solutions, Boulder Transportation Connections	TBD	330,983	27,448	I, O

Partnership Program Workflow



Proposed 2023 Call for Projects

- First call for projects expected by Summer 2023
- Subregional Service Councils will have a max number of applications; Service Council should coordinate
- Only local governments and non-profits are eligible
- \$2 million available for 2023; amount will vary year-to-year based on Board action
- No more than 30% of program funding to one subregion
- RTD will fund up to 80% of project costs; local match can be reduced if serving equity zones
- Existing partnerships will be rolled into this process starting in 2024

Partnership Intake Form

Applicant Information

Entity Name: [redacted]
Point of Contact: [redacted]
Email: [redacted]
Phone Number: [redacted]
Project Title: [redacted]
Description of Project Location: *Include map of service area as an attachment, if appropriate*

Project Summary:

Project Information

Project Type (select one)

- Fixed-route transit service
- On-demand transit service
- Fare buy-up
- Other (describe) [redacted]

Project Description. Please answer the following questions with as much detail as possible. Please note "N/A" for questions that do not apply to your project.

For funding requests for transit service, please answer the following questions:
What are the hours of operation?

Who do you anticipate will operate the service?

Will you charge a fare for the service?

Project Selection Criteria



Alignment with RTD Strategic Plan



Local support and ability to meet local needs



Provides service where there is a gap in existing service







Provides service to equity zones



Potential ridership

Performance Metrics

- Annual evaluation based on performance metrics
- Metrics will be flexible and varied
- Will follow established industry performance standards
- Must consider transit-dependent customers
- Should align with RTD Strategic Plan

Service Category	Category Description
Core	<p>High-frequency regionally focused local bus and rail routes that provide a guaranteed base level of mobility with a minimum 18-hour span of service, minimum 15-min peak and midday weekday frequency, service seven days a week</p> <p> Examples: Flatiron Flyer, 15, E, 30/31</p>
Connect	<p>Regionally focused local bus and rail routes with a minimum 14-hour span of service (6AM to 8PM)</p> <p> Examples: 100, 24, 92</p>
Commute	<p>Regional bus routes with limited stop spacing focused on serving a unique travel market (e.g., downtown workforce, DEN workforce and travelers)</p> <p> Examples: SkyRide, P, LX</p>
Community	<p>Community-focused local routes with custom-built span of service, frequency, and days of service to meet local needs</p> <p> Examples: 16th St. Mall Ride, Longmont local routes, Boulder local routes, 402L, FlexRide services, MOD ridehailing partnerships</p>

Travel Market Service Categories per System Optimization Plan Route Recommendations, Dec 2021

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



Meeting #2

Look-Ahead

Future Topics

- Update on Project Partnerships Program
- REIMAGINE and System Optimization Plan
- Workforce Update
- Council member Updates
- *What else?*





Thank you.

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