

AGENDA

RTD Accountability Committee
Governance Subcommittee
Monday, March 15, 2021
4:00- 5:00 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. Call to Order
2. March 1, 2021 Meeting Summary
(Attachment A)
3. Discussion of Subregional Service Council recommendation
(Attachment B)
4. Discussion of TNC partnerships: peer review
(Attachment C)
5. Next Steps

ADMINISTRATIVE ITEMS

6. Member Comment/Other Matters
7. Next meeting: April 5, 2021 at 4:00 p.m.
8. Adjournment

ATTACH A

SUMMARY

RTD Accountability Committee: Governance Subcommittee
Monday, March 1, 2021

Note: Meeting held virtually via GoToMeeting

Joint subcommittee members present:

Julie Duran Mullica (Chair)
Dan Blankenship
Jackie Millet
Deyanira Zavala
Elise Jones
Rutt Bridges
Lynn Guissing
Krystin Trustman
Troy Whitmore

Others Present: Doug Rex, Ron Papsdorf, Matthew Helfant, Melinda Stevens, Barbara McManus, Natalie Shishido, Jordan Sanchez, Bill Sirois, Debra Baskett, Debra Johnson, Justin Begley, Luke Palmisano, Alex Hyde-Wright, Ryan Billings, George Gerstle, Doug Tisdale, Frank Bruno, Mac Callison, Kent Moorman, Melanie Choquette, Kathleen Bracke, Paul Hamilton, Shelly Cook, Brian Welch, Nicholas Williams, Miller Hudson, Marjorie Sloan, Jeff Becker, Michael Ford, Adam Zarrin, Pauletta Tonilas, Jessie Carter, Jyostna Vishwakarma, Erik Davidson, Angie Rivera-Malpiede

Chair Mullica called the meeting to order at 4:01 p.m.

February 1, 2021 Meeting Summary

Meeting summary was submitted. No revisions were requested.

Partnership Roundtable

The joint subcommittee received transit partnership presentations from representatives of Boulder County (Kathleen Bracke), City/County of Denver (Ryan Billings), Lone Tree (Mayor Jackie Millet), Via Mobility Services (Frank Bruno) and two presentations from RTD staff on paratransit partnerships (Paul Hamilton) and innovative mobility (Jeff Becker).

Specific questions for the presenters included:

- Kathleen Bracke (Boulder Co.)
 - Elise Jones: What stands in the way of doing more partnerships? Ms. Bracke mentioned that the challenge of doing something different or doing things differently is always a challenge. She said there has been hesitancy to try some new things and expressed the need to conduct pilots to find the appropriate solutions
- Ryan Billings (City/County of Denver)
 - Julie Mullica: Are there barriers in the process that you would like to see improved? Mr. Billings mentioned that as they look to find solutions to their mobility needs alignment of goals with RTD is needed.
- Frank Bruno (Via)
 - Rutt Bridges: Share with us the training Via provides for older adults and people with disabilities. Mr. Bruno said that they utilize “travel trainers” that

will go to homes to assist potential riders in evaluating routes that will meet their mobility needs. The trainers also will go out on the route with the clients to ensure there is a level of comfort with the service.

- Debra Baskett: How do you seek out new markets for ridership? Mr. Bruno stated that they don't sit on their laurels. Via actively looks for opportunities to self-fund since they don't want to always be reliant on federal or state funds.
- Elise Jones: As a pioneer on the sustainability front, please share some of what you are doing? Mr Bruno said that the Via Board is committed to providing service that is powered by renewable energy sources. While a specific target date has not yet been established, he expects that their service will be all renewable in the 2030 timeframe. He mentioned that their main office building is 25% powered by solar.

The joint subcommittee then shared some more general comments about partnerships:

- Rutt Bridges: Spoke to the concern that in the outlying areas, how do you aggregate enough riders in order to accomplish the economies of scale you need to make TNC-type partnerships work.
- Krystin Trustman : One of the best ways to get people to use TNCs is to make those vehicles available for wheelchairs. She said the disabled community is desperate for options to Access-a-Ride.
- Elise Jones: If we are thinking about this conversation as a primer for final recommendations, she sees two buckets: 1) innovation in helping to solve mobility – set aside certain amount of funding for new partnerships and projects. Also, consider issuing RFPs to ask for innovative solutions to help solve certain problems in the system. 2) create partnerships at the local level that would leverage the overall success of the system.
- Deya Zavala: Really like the idea of a “challenge grant” suggested by Elise. Recognizing that different areas of the region may require different solutions. Ms. Zavala asked how do we approach anchoring institutions to help start the partnership conversation. It appears they would be interested to partner, but don't know where to start, sometimes.
- Dan Blankenship: Heard in the presentation that RTD may not have the resources to get involved in partnerships, which could be a hinderance for future opportunities.
- Jackie Millet: Wanted to make sure that the joint subcommittee was aware of the transportation funding conversation occurring at the state capitol. Ms. Millet mentioned that Metro Mayors Caucus has announced an alternative funding proposal for how new revenues (e.g. fees) should be distributed. She said that the HUTF doesn't address the transportation system of today and funds should be distributed in a way that addresses mobility, greenhouse gas/ozone issues as well as equity issues.

Subregional Service Council Recommendation

Due to time constraints, this agenda item will be presented at the March 15 meeting.

Adjournment

The meeting adjourned at 5:34 p.m.

ATTACH B

To: Members of the RTD Accountability Committee Governance Subcommittee

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
March 15, 2021	Discussion	3

SUBJECT

Draft Subregional Service Council recommendation

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

For several months, the subcommittee has discussed concepts associated with the service council concept. Additionally, there have been two roundtable conversations with representatives from local governments and other stakeholders across the RTD service area. Based on input gathered from the dialogue, staff has drafted the attached Subregional Service Councils recommendation.

At the March 15 meeting, subcommittee members will have an opportunity to weigh in on the draft recommendation. The subcommittee will also get a chance to highlight any equity considerations for the equity assessment that will accompany the recommendation for the full RTD Accountability Committee's consideration. A copy of the equity assessment mission statement has been included for reference.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Draft Subregional Service Council Recommendations
2. RTD Accountability Equity Assessment Document

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org.

Subregional Service Council Recommendation

Revise RTD’s transit service planning process by establishing subregional service councils. Service councils will have responsibility for developing and recommending “local” transit service plans for the RTD Board’s consideration. The RTD Accountability Committee believes the introduction of this concept will:

- improve collaboration between RTD and the communities it serves.
- increase opportunities for public input through locally-accessible forums.
- advance social equity goals by developing community-based transit plans that identify transportation and service gaps, especially in low income and minority neighborhoods.
- promote innovative mobility solutions at a local level consistent with the RTD Board’s overall service goals and objectives.
- provide an opportunity to address geographic equity and rebuild trust and transparency with constituents.

Membership

The RTD Accountability Committee recommends service councils be representative of the community-at-large. Service council membership shall include:

- Elected representatives from each city/town/county within each council district.
- A broad spectrum of interests and geography to ensure social, economic, financial, and environmental equity considerations are represented.
- Transit Users: residents who live, work, or attend university within the council district.

Districts

The RTD Accountability Committee recommends RTD establish a workgroup of regional stakeholders to comprehensively evaluate the following two service council boundary concepts to ascertain the best fit for the Denver region. The workgroup shall consider the role and purpose of the service councils, community cohesion and RTD staff resources in its analysis.

1. County Boundaries: The RTD service area encompasses wholly or partially Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties. The establishment of service councils based on this pre-determined geo-political boundary would appear logical since local governments residing in the same county already have a familiarity with each other. Additionally, county-based service councils would be consistent with the already established DRCOG subregional forums which are utilized for transportation planning and funding decisions.
2. Travel Shed: A valuable tool for visualizing and analyzing mobility patterns. In the Denver region, known travel behavior makes this concept a viable option particularly if fewer service districts is the objective.

RTD Resource Allocation

RTD Accountability Committee acknowledges the critical role RTD plays in fulfilling the mobility needs of Denver area residents. Understandably, taxpayers are interested in having more information of how their tax dollars are being used to create an equitable transit system. As a result, the RTD Accountability Committee recommends RTD develop and submit to the subregional service councils an annual report illustrating how the revenues generated in each subregion are used to provide transportation “value” to the residents of the subregion.

RTD Accountability Committee
Equity Assessment Mission Statement

Social, economic, financial, and environmental equity is a paramount consideration for the RTD Accountability Committee. The Committee will consider the needs of communities of concern, including but not limited to minority, low-income, individuals with disabilities, older adult, and veteran populations. Effort will be made through the Committee's work to ensure benefits are shared across the RTD service area and that no one group bears a larger burden of environmental or financial impacts. Actions that include spatial and other forms of analysis, community engagement, and consulting experts will be used at appropriate times to inform the work and final recommendations of the Committee.

Operationalizing Equity in the Deliberation of the Committee and Subcommittees

Each subcommittee will engage community organizations with expertise in equity such as the Center for Community Wealth Building, the Denver Institute of Equity and Reconciliation, and Mile High Connects during their initial deliberations as part of the research phase. During the formation and consideration of issues and policy options, an equality lens will be applied. This lens should include the following questions:

1. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?
 - a. How are we defining benefit and burden?
 - b. How do we measure this impact?
2. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?
 - a. What are the demographics of the most impacted areas?
 - b. Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?
3. Could there be unintended consequences? If so, can they be mitigated?
4. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

DRCOG staff and/or the on-call consulting team will assist subcommittees and the Committee to conduct appropriate equity assessments of draft recommendations. Draft recommendations, along with the assessments, will be made available for public review and input. Each subcommittee will consider the assessment and any input obtained through public engagement before making final subcommittee recommendations to the full committee.

The full committee will consider subcommittee recommendations and finalize draft recommendations to bring to a public hearing. Input received from the public hearing will be considered before the committee makes final recommendations. As needed, dissenting opinions will also be included with the final recommendations.

ATTACH C

To: Members of the Governance Subcommittee

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
March 15, 2021	Discussion	4

SUBJECT

Discussion of Transportation Network Companies (TNC) partnerships: peer review

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

One of the four subcommittee focus areas is an exploration of how to enable partnerships with other transit agencies and nonprofits to provide for better service inside and outside of the RTD service area.

The subcommittee will continue its conversation about partnerships at the March 15 meeting including a discussion about the potential role of TNCs.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Peer research: TNC partnerships
2. Background information (link): [RTD partnerships documentation](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcoq.org or (303) 480-6701ss.

Transit Agency Partnerships with Transportation Network Companies

DART, MARTA, King County Metro, MBTA and Miami-Dade Transit

DART

In 2020 Dallas Area Rapid Transit [awarded Uber a three year contract](#) to provide rideshare service to supplement DART's GoLink program, which is an on-demand shuttle service. This partnership aims to supply greater service capacity to the GoLink program which currently serves 13 different zones in the Dallas area.

DART has been piloting service partnerships with TNCs since 2017 when they [partnered with Lyft](#) to increase paratransit services provided by MV Transportation. Adding Lyft as a partner [increased paratransit capacity by 7%](#). Through this system, MV Transportation acts as a dispatch service, scheduling and coordinating subcontractors like Lyft, taxis, or vehicles with wheelchair lifts. While the cost remains the same for riders within this system, the partnership allows for increased flexibility and capacity.

MARTA

The Metropolitan Atlanta Rapid Transit Authority and Uber have [partnered for a one year pilot program, MARTAConnect](#), that began in November 2020. The goal of this program is to provide riders with supplemental transportation and greater flexibility when there are service disruptions, given that the agency is still running limited service due to COVID-19. The pilot was launched on Election Day as MARTAConnect2Vote and provided \$16 Uber vouchers to help riders access polling locations that were not covered because of suspended services. After Election Day MARTAConnect has continued with some variations. MARTAConnect provides customers with Uber vouchers when there is a planned or unplanned service disruption in order to travel to an unaffected station. Vouchers range from \$3-\$10, and if riders use the Uber ride to travel to their destination or past the geo-fenced station, they are charged the additional distance.

King County Metro

The Seattle area transit agency is in the [second year of a pilot program with the public mobility service, Via](#), to provide the Via to Transit program. Via to Transit is an on-demand, shared shuttle service with the goal of connecting riders to bus and light rail stations. Riders can use the Via app or call to request service, which usually takes 15-20 minutes and costs the same as a Metro bus ride. The rider must either start or end their trip at one of the designated transit stations. The program has been [initially successful](#), and after a brief suspension due to COVID-19, the program is operating again and the agency continues to monitor performance.

King County Metro has also partnered with ridesharing apps to connect riders for their [carpooling program](#). Shared mobility options are part of King County Metro's long range plan. Partnering with private companies such as Waze, Scoop, and Rideshare help to supplement King County Metro's service and provide connections to transit and employment hubs.

MBTA

The Massachusetts Bay Transit Authority is currently conducting a [paratransit pilot program partnering with Uber, Lyft, and Curb](#). This program is an on-demand service provided for ADA paratransit service users, aimed at lowering cost and wait times and increasing flexibility. The program requires users to sign up through the partnered companies to receive a set number of subsidized rides. Customers pay the first \$2 and any amount over a \$42 trip cost, with the exception of UberPOOL, for which the customer pays the first \$1 and any amount over a \$41 trip cost. All three companies have an option for a wheelchair accessible vehicle.

Miami-Dade Transit

In April 2020, the [Miami-Dade Transit agency partnered with Uber and Lyft to supplement overnight service](#) due to COVID-19 related service cuts. The program, Go Nightly, seeks to provide essential workers and transit dependent populations with continued transportation options during bus service suspension. This service is available along the suspended bus routes between the hours of 12 AM and 5 AM. Service is requested online or by calling, and fares for the Go-Nightly program are suspended.

Read about other transit agencies that have partnerships with TNCs in this [APTA article](#).