AGENDA
Planning/Capital Programs & FasTracks Committee

Tuesday, August 4, 2020
REMOTE MEETING
5:30 PM
Conference Dial-in # 855-962-1128

Planning/Capital Programs & FasTracks Committee
Chaired by Judy Lubow

A. Call to Order

B. Recommended Actions

C. Updates

• Reimagine RTD - Bill Van Meter (10 Minutes)

• Transit Oriented Development - Chessy Brady (10 Minutes)

• Homeless Task Force - Bill Sirois and Kimberly Ford (10 Minutes)

D. Information

E. Other Matters

F. Next Meeting Date - October 6, 2020

G. Adjourn
The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assisted listening devices

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 PAGERS AND CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.
# BOARD OF DIRECTORS REPORT

To: Paul J. Ballard, Interim General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: July 29, 2020

Subject: Reimagine RTD

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<table>
<thead>
<tr>
<th>Date: July 29, 2020</th>
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## ATTACHMENTS:
- Reimagine RTD Board Update 8.4.20 (PPTX)

## Prepared by:
- Brian Welch, Senior Manager, Planning Technical Services
- Bill Sirois, Senior Manager, Transit Oriented Communities

## Approved by:

[Signature]

William C. Van Meter, Assistant General Manager, Planning

7/29/2020
DRAFT SOP Network Design Guiding Principles

Initial DRAFT

1. Prioritize a **regionally-focused**, high-quality transit network
2. Deliver strong connectivity to social equity communities and transit supportive land use corridors
3. Create a network that reflects financial constraints and travel demand
4. Embrace enhanced partnerships with local agencies to bolster local connectivity to the regional transit backbone and geographic coverage

Modified DRAFT for Consideration

1. Deliver strong connectivity to social equity communities and transit supportive land use corridors
2. Prioritize a high-quality transit backbone that emphasizes regional connections
3. Create a network that reflects financial constraints and travel demand
4. Integrate mutually beneficial partnerships with local agencies to enhance local connectivity to the regional transit backbone and geographic coverage
Definitions - Key Terms

- **Long service hours** – Services run throughout the entire day, including early mornings and late nights
- **Fast Trips** – Services get riders where they need to go quickly and with minimal transfers
- **Convenient stop locations** – Vehicles stop in locations that allow riders to access their destinations easily and quickly
- **Reliable service** – Services arrive when expected, and riders experience minimal delays during trips
- **Easy transit connections** – Passengers can access other transit services easily and seamlessly, including transfers and connections
- **Frequent service** – Vehicles arrive often so riders do not have to wait a long time
- **Equitable access** – Service focuses on providing access to low-income, elderly, disabled, and other individuals who depend on public transit
- **Geographical access** – Services are focused on covering the entire region – including the suburbs
- **High ridership-based services** – Services are focused on covering areas with the most riders
- **Resource efficiency** – The transit agency uses its resources efficiently so that every dollar it spends results in maximum ridership
<table>
<thead>
<tr>
<th>Rank</th>
<th>Feature</th>
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<tbody>
<tr>
<td>1</td>
<td>Reliable Service</td>
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<tr>
<td>2</td>
<td>Convenient Stop Locations</td>
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<td>3</td>
<td>Frequent Service</td>
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<td>4</td>
<td>Geographical Access</td>
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<tr>
<td>5</td>
<td>Equitable Access</td>
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<tr>
<td>6</td>
<td>Fast Trips</td>
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<tr>
<td>7</td>
<td>Easy Transit Connections</td>
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<tr>
<td>8</td>
<td>Long Service Hours</td>
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<tr>
<td>9</td>
<td>Resource Efficiency</td>
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<tr>
<td>10</td>
<td>High-Ridership Based Services</td>
</tr>
</tbody>
</table>
Online Public Survey Results

[Bar chart showing survey results for various aspects such as Reliable Service, Geographical Access, Equitable Access, Frequent Service, Fast Trips, Convenient Stop Locations, Easy Transit Connections, Long Service Hours, Resource Efficiency, and High Ridership. The chart includes data from Main Survey Results, ADA Survey Results, and Combined Survey Results.]
Targeted Outreach Meeting Results

• Two highest priorities: Equitable Access and Reliability
  • Geographical Access also highlighted, but focused on equity populations outside of major urban centers
• Next highest priorities: Convenient Stop Locations, Long Service Hours, Easy Transit Connections
• Concerns about how changing fixed routes will impact Access-a-Ride service – requests for RTD to establish a policy to retain Access-a-Ride services even if fixed routes are eliminated
• Resource Efficiency, Fast Trips and Frequent Service were also mentioned as lower-tier priorities
Key Takeaways From Public

- Reliability was ranked highest priority – by far!
- Other top priorities included Convenient Stop Locations, Geographic Access, Equitable Access, and Frequent Service
- Highest priorities from targeted outreach meetings were Reliability and Equitable Access
  - Equitable Access was ranked 3rd and 5th in the surveys
- Geographic Access was ranked 4th in the community survey and 2nd in the online survey
  - High degree of support from ADA survey online responses – likely focused on reaching equity populations outside of urban centers
Mentimeter Exercise – TWG/AC and RTD Board of Directors Results

- TWG and AC strongly supported service to equity populations
- TWG and AC strongly supported high-frequency service to areas with transit supportive land uses over a coverage-based system
- All groups favored a regional transit backbone provided by RTD and exploring local community partnerships to operate/pay for local service
- Preliminary Board of Directors' results indicates that they are leaning toward more of a coverage-based system
Resource Allocation Scenarios to Understand Tradeoffs – Key Takeaways

• **Service Quality** results in the:
  • Most boardings
  • Lowest cost per boarding
  • Best travel time ratio

• **Social Equity** results in the:
  • Most social equity population service by 15-minute or better service
  • Highest bus boardings per service hour

• **Service Productivity** results:
  • Similar to social equity in most categories
Resource Allocation Scenarios to Understand Tradeoffs – Key Takeaways

- **Geographic Coverage** results in the:
  - Most population and employment served (with less frequent service)
  - Fewest boardings
  - Lowest equity population served by 15-minute or better service
  - Highest cost per boarding
  - Would require reducing service in higher-density population areas
  - Would reduce ridership overall
Modified DRAFT SOP Network Design Guiding Principles – For Consideration

1. Deliver strong connectivity to social equity communities and transit supportive land use corridors
2. Prioritize a high-quality transit backbone that emphasizes regional connections
3. Create a network that reflects financial constraints and travel demand
4. Integrate mutually beneficial partnerships with local agencies to enhance local connectivity to the regional transit backbone and geographic coverage
Reimagine With Us

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www.RTD-Denver.com/Reimagine

Backup Material Follows
## Sources of Feedback

### Public
- Community Survey
  - Statistically-valid using address-based sampling to reach 50% riders and 50% non-riders
- General Public Online Survey
  - Supplement to the community survey
  - Main survey - 1025 English responses, 4 in Spanish
  - ADA Compliant Survey - 209 English responses, 1 in Spanish
- Targeted outreach meetings with traditionally under-represented communities

### TWG/AC and RTD
- Mentimeter exercises
- Individual meetings with stakeholder groups
- Feedback during meetings

### Board of Directors
- Mentimeter exercise
- Feedback during meetings
Targeted Outreach Meetings – Scheduled to Date

- Veterans Affairs
- Various Local Coordinating Councils (LCCs)
- ADA Paratransit Advisory Committee (APAC)
- Aurora Office of International and Immigrant Affairs
- AFL - CIO and UFCW Local 7
- Colorado Center for the Blind
- Denver Inter-Neighborhood Cooperation (INC)
- The Foundation for Sustainable Urban Communities
- Pending meetings: Servicios De La Raza, Westwood Unidos and RTD’s Homeless Task Force
### Remaining 2020 SOP Schedule

<table>
<thead>
<tr>
<th>August 25th</th>
<th>September 15th</th>
<th>October 20th and 27th</th>
<th>December 15th</th>
<th>January 2021</th>
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</table>
| • Draft SOP review  
• Initiate outreach to obtain feedback from public and stakeholders | • Draft 2021 COVID Constrained Service Plan review  
• Coordinate public outreach efforts with Service Planning | • Oct. 20th - 2021 COVID Constrained Service Plan review and presentation on public and stakeholder feedback  
• Oct. 27th - Board Adoption of 2021 Service Plan | • Final SOP adopted by RTD Board of Directors  
• Initiate Mobility Plan for the Future | • Runboard for 2021 COVID Constrained Service Plan |
Scenarios provide an opportunity to evaluate tradeoffs while constrained to available dollars
Ultimate objective is to find an appropriate balance between alternative approaches to resource allocation
Evaluate Scenarios to Understand Tradeoffs

- Percent of population served by 15-minute or better service
- Percent of equity zone population served
- Percent of equity zone population served by 15-minute or better service
- Percent of district population served
- Percent of district employment served

LEGEND:
- Existing Service
- Service Productivity
- Service Quality
- Geographic Coverage
- Social Equity

Packet Pg. 20
Attachment: Reimagine RTD Board Update 8.4.20
Evaluate Scenarios to Understand Tradeoffs

Transit versus auto travel times

Cost per boarding - bus only

Boardings per service hour - bus only

Weekday Boardings

Legend:
- Existing Service
- Service Quality
- Social Equity
- Service Productivity
- Geographic Coverage

*2020 modeled boardings, which can be compared to observed 2019 daily boardings of approximately 370,000
Main Website Survey Results

1,025 English Responses
4 Spanish Responses
ADA Compliant Survey Results

209 English Responses
1 Spanish Response
Combined Online Public Survey Results

1,234 English Responses
5 Spanish Responses
To: Paul J. Ballard, Interim General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: July 29, 2020

Subject: Transit Oriented Development

Date: July 29, 2020

Board Meeting Date: August 4, 2020

Information

ATTACHMENTS:

• TOD Update to Board (PPTX)

Prepared by:
Chessy Brady, Manager, Transit-Oriented Development

Approved by:

[Signature]
William C. Van Meter, Assistant General Manager, Planning 7/29/2020
Table of Contents

1. Project Updates
   • Longmont Station Infrastructure Master Plan
   • 29th & Welton Joint Development (discussion)

2. Research & Reports
   • 2019 Status Report & TOD Illustrated
   • DUS Economic Impact Report
   • Transit-Oriented Development Ridership Research
   • Residential Property Parking Research
   • Equitable TOD Policy Research (discussion)
Longmont Station Infrastructure Master Plan (IMP)

In 2011, RTD Board committed to construct a PnR in Downtown Longmont at planned B Line terminus near 1st Ave and Main St.

In partnership with City, IMP will identify fatal flaws and develop concepts for transportation facility and related development.

**IMP scope of work:**
- Boundary Survey
- Drainage and Grading Analysis
- Dry & Wet Utilities Survey
- Multimodal Transportation Services
- Development Program
- Phasing Concept

**Next Steps:**
- 2020 (September): IMP concludes
- 2020-2025: refine design, build facility
- 2025: BRT, other bus services begin operation
Project Updates

29th & Welton Joint Development

Parcel is 0.46-acre parking lot valued at over $2.4 million

Opportunity to respond to long-standing community interest in redeveloping parking lot for affordable housing in Five Points.

- 1994: RTD acquires property to replace parallel parking lost on Welton St for construction of light-rail corridor
- 2014: RTD lists 29th & Welton as one of five TOD Pilot properties
- 2016: RTD Board approves partnership with Denver and sale of property for at least 25% income-restricted for-sale housing
- 2018: Denver selects developer (with RTD input)
- 2020: Denver terminates agreement with developer

RTD and City continue to explore opportunities with RTD Board direction
- Hold property or dispose? Sell or lease?
- Affordable, market-rate, or mixed-income housing?
- Homeownership or rental housing?

Possible Next Steps: Prepare future action
**TOD Status Report**

This report provides an update on TOD in the District, showing:

- A significant amount of development in the region occurred within a half-mile radius from RTD's stations
- 2019 accounted for the most multifamily deliveries ever
- 2019 office deliveries were below 2018 figures, but remained strong

**Key Findings**

- **0.6%** of land area in Denver/Boulder Metropolitan Statistical Areas (MSA) is within a half-mile of an RTD station area.
- Since 2005, those station areas have captured:
  - **25%** of multifamily development
  - **31%** of office development

[Diagram showing key findings]


**TOD Illustrated**

This report depicts the high density development that has occurred within a half-mile walk of rail and Flatiron Flyer stations, both shortly before and following the opening of the transit lines.

[Diagram showing TOD Illustrated]

Research & Reports

Denver Union Station (DUS) Economic Impact Report

Thanks to RTD and its local partners, DUS has had an immense effect on the local economy. Total Annual Ongoing Economic Impact is estimated at $2.26 billion.

Transit-Oriented Development Ridership Survey

Analysis of 1,340 survey responses from 35 TOD apartment buildings found that low-income households (LI HHs) are partners in transit.

Significant Findings:

- 63% of LI HHs ride the bus once a week or more; 88% of market-rate households (MR HHs) ride the bus once a week or less.
- 57% of LI HHs ride the train once a week or more; 73% of MR HHs ride the train once a week or less.
- 61% of LI HHs have no car; 93% of MR HHs have at least one car.
- 75% of LI HHs are 55 years or older; 65% of MR HHs are 34 or younger.
Residential Property Parking Research

Intended to inform parking policy at future TODs to encourage transit use, reduce development cost, and promote affordability.

Methods:
- Survey of properties' parking policies
- Count of parking utilization

Significant findings:
- All properties (102 properties): 60% utilization
- Income-restricted properties (19 properties): 54% utilization
- Mixed-income properties (6 properties): 51% utilization
- Properties offering Eco Pass to residents (9 properties): 48% utilization

Next step: Finalize report and disseminate findings to local government, developers, and lenders to promote transit-supportive development.
Equitable TOD Policy Research

Denver Metro Area was #2 most intensely gentrifying in America, 2013-2017*

• Equitable TOD Policy is an opportunity to encourage ridership, gain revenue, and be responsive to community concerns through inclusive joint development.

• Equitable TOD Policies use a variety of tools to encourage the development of affordable housing on transit agency land, including:
  • % affordable goals for residential development
  • Flexible parking replacement expectations
  • Expeditious processing and preference given to affordable projects
  • Negotiated land/lease prices and conditions/covenants/restrictions

• Current RTD policy supports local jurisdictions’ affordable housing policies; new policy could continue to support.

Possible Next Steps: Present peer review and discuss potential RTD policy options for encouraging affordable housing

Peer agency comparison
• BART - 35% of development affordable to low-income households
• LA Metro - 35%
• Sound Transit - 80%
• VTA (Silicon Valley) - 35%

* According to National Community Reinvestment Coalition
BOARD OF DIRECTORS REPORT

To: Paul J. Ballard, Interim General Manager and CEO

From: William C. Van Meter, Assistant General Manager, Planning

Date: July 29, 2020

Subject: Homeless Task Force

Date: July 29, 2020

Board Meeting Date: August 4, 2020

Subject: Homeless Task Force

ATTACHMENTS:
• Homeless Taskforce Update to Board 8/4/20 (PPTX)

Prepared by:
Bill Sirois, Senior Manager, Transit Oriented Communities

Approved by:

[Signature]
William C. Van Meter, Assistant General Manager, Planning 7/29/2020
Homeless Task Force Update

Planning, Capital Programs & FasTracks Committee
August 4, 2020
**Taskforce Purpose**

_The Homeless Taskforce was created to address issues related to homelessness at Union Station and system-wide._

Key Dates

- **April 2019:** DUS concerns raised
  - Individuals with mental health issues, addiction, homelessness
  - Conflict escalation
  - High # of emergency calls
  - Legal risk: Title VI
    - Opportunity to enhance community trust on how we react
- **October 2019:** Internal Panel for Homeless Service Providers
- **February 2020:** Taskforce Reconvene
Taskforce Members Overview

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<tr>
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<td>Colorado Coalition for the Homeless</td>
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<td>Bus Operations</td>
<td>St. Francis Center</td>
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<td>Service Planning</td>
<td>Denver Public Library</td>
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<td>Capital Programs</td>
<td>City and County of Denver</td>
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<td>Communications</td>
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<td>Planning</td>
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2020 Scheduled Work Tasks

Phase 1: Research Phase (April – May)

Phase 2: Training Development (June – July)

Phase 3: Policy and Procedure Development

Phase 4: Leadership Review (July – Aug)
- RTD Staff Trainings

Phase 5: Implementation (Aug – Oct)
### Overview/ The Numbers

**Homeless in Colorado**

<table>
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<tr>
<th>Year</th>
<th>Colorado</th>
<th>Metro Denver</th>
<th>Denver</th>
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<tr>
<td>2018</td>
<td>10,857</td>
<td>5,317</td>
<td>3,445</td>
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<tr>
<td>2019</td>
<td>9,619</td>
<td>5,755</td>
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Source: CO Coalition for the Homeless
Overview/ Situational Barriers

- Mental Illness
- Trauma
- Unexpected or Expensive Bills
- Job Loss
- Intimate Partner Violence
- Physical Disability
- Eviction
- Substance Use Disorder

SUD: https://www.coloradohealthinstitute.org/research/miles-away-help
Current RTD Issues

- Lack of sufficient housing and shelter services to meet the need has increased the use of RTD as an alternative form of shelter
- Drug-related issues on RTD property
- Reported discomfort among patrons
- Tension and conflict with Safety & Security Officers
- Additional maintenance costs to RTD
- Lack of connection to resources
Industry Wide Issue

- Nationally transit agencies have been developing strategies to address issues pertaining to homelessness.
- APTA has developed a Call to Action regarding this issue.

Source: LA Metro’s Transit Homeless Action Plan
Work Completed/ In Progress

- Develop broader understanding of homeless issues locally and nationally
- Develop partnerships with homelessness service providers
- Provide input to Code of Conduct revision
- Identify training options for Safety and Security
- Coordinate with the RTD Leadership Academy Team focused on addressing homelessness
- HOPE grant submission to conduct a study for homeless mobility needs
Next Steps

1. Finalize training options and schedule for RTD Transit Police
2. Maintain partnerships with service providers
3. Formalize procedures for engaging with service providers