



Monday, Nov 13, 2017  
Via Mobility Services, 2855 N. 63<sup>rd</sup> St. Boulder  
2-3:30 p.m.

*Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.*

## **AGENDA**

- I. Welcome & Introductions (5 min)**
- II. Presentation by Michael Washington (40 min)**  
RTD Transit Equity Manager  
michael.washington@rtd-denver.com  
303.299.2436
- III. LCC Member Updates (15 min)**
  - a. LCC Asset Inventory, Bob
  - b. Others
- IV. Boulder County Update (20 min)**
  - a. Mobility for All Website and Newsletter Changes
  - b. LCC Passenger Testimonials
  - c. RTD Service Changes
  - d. Transit Map Options
  - e. HHS Fair Housing Assessment
  - f. Bike Lights Clients
- V. Advocacy Working Group (15 min)**
  - a. Public: Snow Removal and ADA Accessibility Issues
  - b. Decision Makers: Affordable Transportation is a Basic Social and Economic Need
    - i. LCC Policy Brief Paper
  - c. Stakeholders: Partnership Building
    - i. Who do we have participating? Who do we need?
  - d. Public: Mobility Education
- VI. Public Outreach Working Group**
  - a. Distribution Plan, Material Requests
- VII. Needs and Solutions (5 min)**
- VIII. Conclusion**
  - a. Next meeting: Monday, December 11, 2017, 2:00-3:30 pm

### Who are we missing?

We would love to invite the right groups/field/organizations/individuals to our meetings. If you have a contact or a suggestion for a presentation, please contact: [abond@bouldercounty.org](mailto:abond@bouldercounty.org)

### Needs and Solutions

If you identify any community needs or potential solutions throughout the meeting and presentation, please take notes here for group discussion.

Community Needs	Solutions

Boulder County Local Coordination Council

[illegible]



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Via Mobility Services, 2855 N. 63<sup>rd</sup> St. Boulder  
2-3:30 p.m.

*Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.*

## **November BoCo LCC Minutes**

### **I. Attendees:**

Jared Hall	Boulder County Transportation
Sakura Gardiner	Via Mobility Services
Regis Lindsay	Boulder County Care Connect
Kim DeGraff	Association for Community Living
Megan Davis	City of Louisville
Elain Erb	Boulder Transportation Connections
Zareen Tasneem	Boulder County Transportation
Audrey Johnson	Emergency Family Assistance Association
William Sweeney	Bridge House/BOHO
Tim Beal	Boulder Housing Partners
Bob D'Alessandro	Via Mobility Services
Kate Williams	Denver Regional Mobility & Access Council
Aaron Pasterz	Center for People with Disabilities
Eden Mayne	City of Boulder Senior Services Manager
Michele Waite	City of Longmont Senior Services
Sandy Stewart	OUR Center
Megan Herman	City of Lafayette Senior Services
Claire Benton	Workforce, Boulder County
Michael Washington	Regional Transit District
Lisa Bitzer	Via Mobility Services
Angel Bond	Boulder County Mobility for All

### **II. Presentation RTD Transit Equity**

Michael Washington, RTD Transit Equity Manager, gave a presentation on RTD's Transit Equity program to promote fairness in transit. Michael covered Title VI and Environmental EO 12898 requirements and reviewed a public engagement case study for RTD service changes connected to the opening of the A Line in the Montbello neighborhood, Denver. The presentation is attached. Michael mentioned that the Pass Program Working Group is looking at fare options for low income individuals in district. They are evaluating impacts of offering discount fares to individuals at 138% and/or 200% FPL. William Sweeney raised concerns about how unaffordable the RTD fares are for the Bridge House and BOHO clients, which can be at 5% of the Area Median Income. He stated that behind personnel costs, the next

largest line item in their budget is bus passes. For questions regarding RTD Transit Equity Program, please contact [michael.washington@rtd-denver.com](mailto:michael.washington@rtd-denver.com).

### **III. LCC Member Updates**

- a. Bob D'Alessandro suggested that the LCC conduct an asset inventory of who is around the table and what we can do to facilitate transportation services for shared clients. Part of the process would be to determine who is missing from the LCC. We discussed incorporating the inventory into the Policy Working Groups efforts to build stronger partnerships and engage more stakeholders.
- b. Aaron Pasterz was selected as one of 12 representatives on RTD Advisory Committee for People with Disabilities. The Committee is drafting a letter recommending accessibility changes to RTD Union Station doors. Aaron is checking with the Committee to see if it would be useful for LCC to draft a separate letter or sign on to the letter the Committee is drafting.
- c. Eden Mayne said that the City of Boulder Job Fair, Oct, was a success. More than 750 job participants attended! Angel Bond mentioned it may be useful to locate the community resource tables in the same area as the job providers.
- d. Sandy Stewart and Angel Bond will attend the Pass Program Working Group meeting, Nov 14, and speak during the public comment period.

### **IV. Boulder County Update**

- a. *Mobility for All Website and Newsletter Changes*: Modifying the LCC Agenda distribution to an LCC Newsletter was well received. Angel Bond reviewed changes to the M4A website, which included creating three different pages targeting three different audiences: [Decision and Policy Makers](#), [Stakeholders & LCC Members](#), and [General Public](#). Michele Waite recommended adding a link to [Boulder County Help](#) to the General Public page.
- b. *LCC Passenger Testimonials*: The English and Spanish language segments are selected and being translated. Expect the first draft of the LCC Video in the next month for review and comments.
- c. *RTD Service Changes*: Jared Hall reviewed the upcoming RTD service changes and encouraged LCC members to inform their clients about the two Hwy 119 BRT public meetings this week.
- d. *Transit Map Options*: Jared Hall and Zareen Tasneem are updating the Boulder County Transit Map and requested feedback on three proposed options. Generally speaking, LCC members preferred more information on the map (option 3). LCC members also discussed the importance of having a paper copy of the map available to give to clients who don't have smart phones, have disabilities, and/or just prefer paper maps.
- e. *HHS Fair Housing Assessment*: Boulder County, Denver, and Aurora are partnering to conduct a Fair Housing Assessment, which is required by HUD. The survey is available online in [English](#) and [Spanish](#).
- f. *Bike Lights Clients*: M4A distributed approximately 70 sets of front and rear bike lights.

### **V. Advocacy Working Group**

- a. The group met on Oct 24 to discuss priorities. The summary of that meeting is attached.
- b. Next Meeting: Nov 15, 1-2:30 pm, Boulder County Transportation

- c. *Snow Removal and ADA Accessibility Issues:* The Advocacy Working Group is developing a resource and outreach effort concerning snow removal and ADA accessibility issues. They are collecting information for local government code enforcement, volunteer snow removal resources, snow removal resources for hire, and working on messaging to the general public on the importance of keeping sidewalks clear so that people with limited mobility can maintain their independence. Regis Lindsay said that they have a waitlist for people who need help with snow removal in Boulder and Longmont and would appreciate it if the LCC could help BCCC with volunteer recruitment. Attached are some for-hire resources that Regis Lindsay and Kate Williams sent after the meeting.
- d. *Messaging: Affordable Transportation is a Basic Social and Economic Need*
  - i. The Advocacy Working Group is creating an LCC Policy Brief Paper to distribute to Boulder County elected officials. Kate Williams will provide a copy of a Policy Brief Paper that another LCC has already compiled.
  - ii. The LCC Transportation Testimonial video will hopefully be ready by Dec 11.
- e. *Stakeholder Partnership Building*
  - i. Who do we have participating in the LCC? Who do we need? Kate Williams suggested that we include medical providers in the LCC discussions surrounding transportation access, like the Douglas County LCC.
- f. *Mobility Education:* The Policy Advisory Group wants to work with Via Mobility Services to develop a more robust community outreach plan to educate the public about mobility options. Bob D'Alessandro recommended inviting Susan Unger to the December LCC to discuss Via's mobility and travel training program.
- g. RTD 119 BRT: There are two upcoming [RTD Public Meetings in Nov 15 in Longmont and Nov 16 in Boulder](#). Community Cycles is supporting the bike path option that is paved, direct, separate bike path along Hwy 119 BRT Corridor, so that more commuters feel comfortable using the path.

## **VI. Needs and Solutions** identified during the course of the LCC:

- a. Kate Williams recommended having a 15-min LCC Member Spotlight each month, so that LCC members can better understand the missions of their fellow members.
- b. Bob D'Alessandro mentioned that Via has included questions regarding technology usage in their passenger surveys for the first time, since we do not fully understand how seniors and people with disabilities are using online platforms as the Baby Boomers age. The survey will be open until 400 Via passengers have completed and returned it. Bob is hoping to be able to report on the survey findings at the Jan LCC.
- c. Michele Waite commented that we will be doing the 4-year plan update for the Boulder County Age Well Plan and AAA is considering adding survey questions regarding technology as well. We will discuss what we need to know from a transportation perspective at the Jan or Feb LCC meeting.

## **VII. Conclusion**

- a. Next meeting: Monday, December 11, 2017, 2:00-3:30 pm



## Advocacy Working Group

*LCC Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.*

The LCC Advocacy Working Group met on Oct 24, 2017 to discuss advocacy priorities. We prioritized the four objectives below.

### Attendees:

Lindsay Christopher  
Elaine Erb  
Laura Mathews  
Tim Beal  
Angel Bond

Safehouse Progressive Alliance for Nonviolence  
Boulder Transportation Connections  
Boulder County Area Agency on Aging  
Boulder Housing Partners  
Boulder County Mobility for All

CATEGORY: PUBLIC		
OBJECTIVE 1: Snow Removal and ADA Accessibility		
Strategies	Key Outcomes	Tasks/Responsibilities
1. Educate public on how to report ADA or snow removal issues	<ul style="list-style-type: none"> <li>Improved accessibility to transit</li> <li>Increased mobility</li> </ul>	<ul style="list-style-type: none"> <li>Contact Ice Busters (AB)</li> <li>Research POCs (LC)</li> </ul>
2. Educate public on importance of snow removal	<ul style="list-style-type: none"> <li>Highlight individuals who struggle with transit access in snow</li> <li>Social Media Squares</li> </ul>	<ul style="list-style-type: none"> <li>Ask Aaron re: ppl who may struggle with access</li> <li>Look for individual stories (TB)</li> </ul>
3. Prioritize locations with high transit dependent populations	<ul style="list-style-type: none"> <li>Improved bus stop facilities at locations that need transit most</li> </ul>	<ul style="list-style-type: none"> <li>Check Bus Stop Inventory with Transit Depend Index (AB)</li> </ul>
OBJECTIVE 2: Mobility Education		
Strategies	Key Outcomes	Tasks/Responsibilities
1. Educate the public on mobility options	<ul style="list-style-type: none"> <li>Public awareness about multi-modal options</li> <li>Reduced intimidation of using transit</li> </ul>	<ul style="list-style-type: none"> <li>Research what resources are already available</li> <li>Check with Lafayette to see how their learn to ride the bus event went</li> <li>Check with Michele and Eden re: travel training frequencies at senior centers</li> </ul>

2. Work with Via Travel Training to incorporate active transportation options	<ul style="list-style-type: none"> <li>• Coordinate with Via's outreach efforts</li> <li>• Don't reinvent the wheel</li> </ul>	<ul style="list-style-type: none"> <li>• City of Boulder creating "low-stress" biking networks that may be a good fit for older adults</li> <li>• Susan Unger, Travel Training</li> </ul>
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## CATEGORY: STAKEHOLDERS

### OBJECTIVE 1: Partnership Building

Strategies	Key Outcomes	Tasks/Responsibilities
1. Build effective, inclusive partnerships	<ul style="list-style-type: none"> <li>• Ensure inclusion of needs and issues of human services transportation</li> <li>• Maximize reach of messaging</li> </ul>	<ul style="list-style-type: none"> <li>• Ask LCC for Citizen Advocate Suggestions</li> <li>• Invite EFAA, Sister Carmen, Bridge House, BoCo Homelessness</li> </ul>

## CATEGORY: DECISION MAKERS

### OBJECTIVE 1: Messaging Campaign

Strategies	Key Outcomes	Tasks/Responsibilities
1. Raise awareness that affordable transportation is a basic social and economic need	<ul style="list-style-type: none"> <li>• Decision Makers aware of importance of transportation</li> <li>• Prioritize funding for human services and transit dependent populations</li> </ul>	<ul style="list-style-type: none"> <li>• Create Policy Brief paper on what the LCC is (AB)</li> <li>• Finish LCC video (AB)</li> <li>• Research numbers of transit dependent populations in BoCo jurisdictions (AB)</li> </ul>

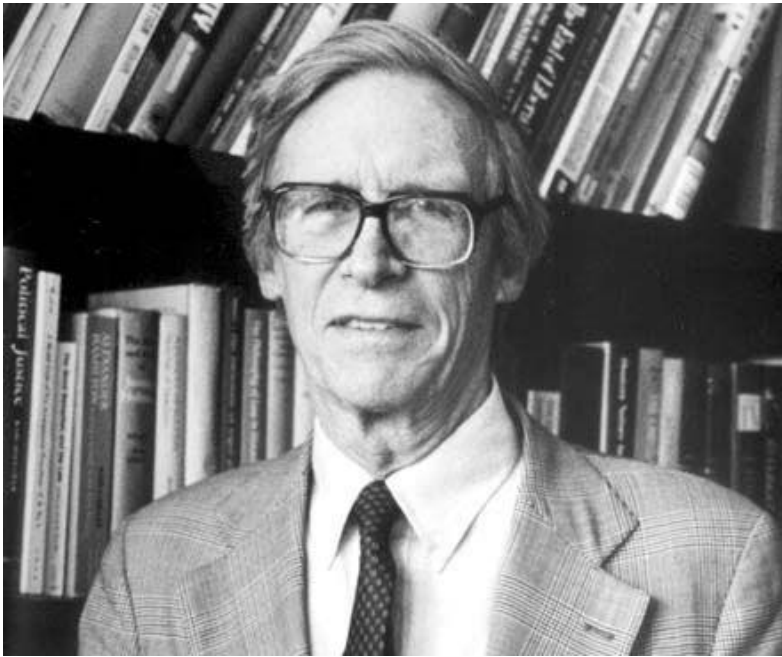


# Transit Equity

## Promoting Fairness in Transit

Michael Washington, Transit Equity Manager  
Transit-Oriented Communities Division

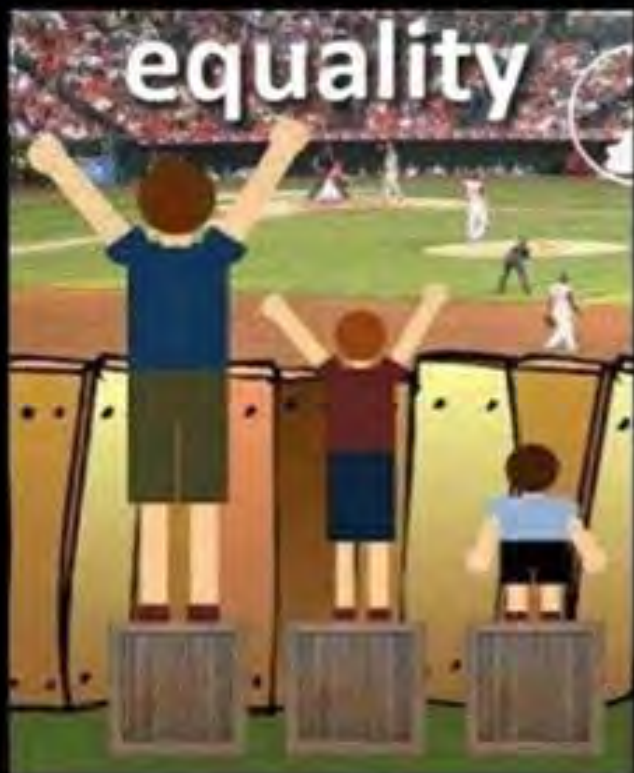
# To be **Equitable** is to be **Just**



"A theory however elegant and economical **must be rejected** or revised **if it is untrue**; likewise **laws** and **institutions** no matter how efficient and well-arranged **must be reformed** or abolished **if they are unjust.**"

*~John Rawls "A Theory of Justice"*

# Equality vs. Equity



**EQUALITY=SAMENESS**

**GIVING EVERYONE THE SAME  
THING → It only works if  
everyone starts from the same  
place**



**EQUITY=FAIRNESS**

**ACCESS to SAME  
OPPORTUNITIES → We must first  
ensure equity before we can  
enjoy equality**

# Equity Defined by Law

## ☐ **Title VI of the Civil Rights Act of 1964**

- Prohibits recipients of federal funds from discriminating on the basis of race, color, national origin

## ☐ **Executive Order 12898: Environmental Justice**

- Federal recipients must avoid, minimize and mitigate disproportionately high and adverse effects on minority and low-income populations



# Consequences of Discrimination

## 1. Disparate Treatment:

- a) Suable offense
- b) Suspension, termination or refusal of federal funding

## 2. Disparate Impact:

- a) Suspension, termination or refusal of federal funding



# Focal Point: Direct Impact

Transit agencies focus on the **direct** **benefits** and **adverse effects** of their activities.

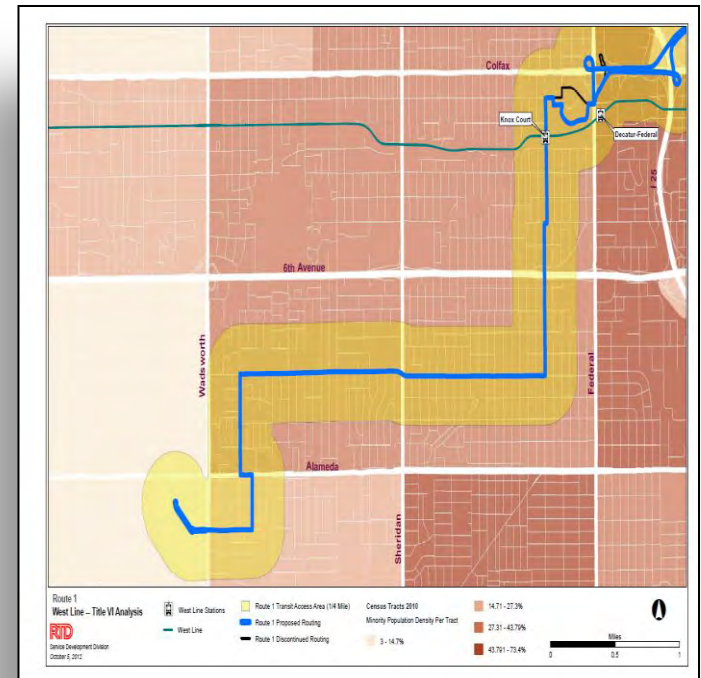
- **Service** – Distribution and quality of bus and rail service
- **Fares** – Access and cost of fare media
- **Capital Investment (Facilities and fixed-guideways)** – access to the investment and displacement due to property acquisition



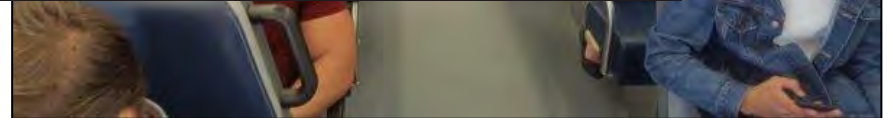
# Promoting and Preserving Equity...

The Federal Transit Administration prescribes the following measures to promote socially equitable transit:

- Equity Analyses
- System-Wide Service Standards and Policies
- Service Monitoring
- Public Engagement



# ent Case Study



# University of Colorado Line



— Current and Future Lines

— University of Colorado A Line

● Park-n-Ride

○ Station

# Our Challenge

- **Circulation of Misinformation**
- **Concerns of Access to Transit**
- **Lack of Trust**



# Our Goals

- **Illustrate Benefits of Service Changes**
- **Remediate Misunderstandings**
- **Hear and Consider Community Concerns**



# Our Tactics

- 1. Ride-a-Route**
- 2. Bus Operator Outreach**
- 3. Table Talks**
- 4. Know Your Routes**



# Know Your Routes Meetings

□4 Communities

□3 Caterers

□2 Artists

**YOUR SERVICE IS CHANGING**  
ON APRIL 24, 2016

RTD INVITES YOU TO A  
**FUN AND INFORMATIVE EVENT  
IN YOUR NEIGHBORHOOD.**

Learn more about how your routes are changing and  
what your public transportation options will be when  
service changes go into effect on April 24, 2016.

There will be food, art, prizes, and more!

.....

**KNOW YOUR  
ROUTES!  
COMMUNITY EVENTS**

<b>SATURDAY, MARCH 26</b> 11:00 AM TO 1:00 PM Focus Points Community Resource Center 2501 East 48th Ave. Denver, CO 80216	<b>SATURDAY, APRIL 9</b> 11:00 AM TO 1:00 PM The Boys and Girls Club of Metro Denver 4397 Crown Blvd. Denver, CO 80239
<b>SATURDAY, APRIL 2</b> 11:30 AM TO 1:30 PM Mental Health Center of Denver Dahlia Campus 3401 Eudora Street Denver, CO 80207	<b>SATURDAY, APRIL 16</b> 11:00 AM TO 1:00 PM Whittier Neighborhood Center 2900 Downing Street, Suite 1B Denver, CO 80205

Co-presented by Be Well Health and Wellness Initiative

303.299.6000 | [rtd-denver.com](http://rtd-denver.com) **RTD**


# Lessons Learned

- ❑ **Don't marry your agenda**
- ❑ **Avoid pedantry**
- ❑ **Prep staff for the passionate moments**
- ❑ **Incentives are a must (food, prizes, free transit passes, etc.)**
- ❑ **Rail brings perceptions of gentrification**



Contact:  
Michael Washington  
Transit Equity Manager  
[Michael.Washington@rtd-denver.com](mailto:Michael.Washington@rtd-denver.com)  
303-299-2436





Boulder County CareConnect

BCCCC

# Snow Is Coming!!

Hello Volunteers!

**Ice Buster Volunteers** help seniors stay safe in their homes! Can you help a senior in your neighborhood stay safe from falls?

Did you know you can be fined from the city by not having your sidewalks cleared?

This service is incredibly important, as seniors are especially prone to falling on ice.

As the winter weather approaches, we want to make sure our Ice Busters Program is prepared! If you are interested in helping this season, please email us at [clientcare@careconnectbc.org](mailto:clientcare@careconnectbc.org) or call 303-443-1933

Thank you!

Boulder County Care Connect



# THURSDAY, NOV. 16 LONGMONT PARENT FAIR

## AN EVENT FOR PARENTS OF YOUNG CHILDREN AND EXPECTING PARENTS

Come learn about a variety of community resources for families in Longmont.

### Featured Organizations Include:

- Aspen Center for Child Development
- St. Vrain Valley Schools
- Longmont Children, Youth and Families
- YMCA of Boulder Valley
- Community Roots Midwife Collective
- LENA Start Longmont
- La Leche League of Longmont

... and more!!

Date: Thursday, November 16

Time: 5-7pm

Location: OUR Center – 220 Collyer St.



Join us with your family for this free event with refreshments, a chance to win prizes and an opportunity to connect with family-friendly organizations in our community.

Are you  
expecting?

First time parent?

Have a baby or  
toddler at home?

**We're here for  
YOU!**



For More  
Information Contact:

Caitlin Palar

303-772-5529 ex.286

[caitlin@ourcenter.org](mailto:caitlin@ourcenter.org)

# JUEVES, 16 DE NOVIEMBRE FERIA PARA PADRES DE LONGMONT

## UN EVENTO PARA PADRES DE BEBES Y MUJERES EMBARAZADAS

Vengan a aprender sobre una variedad de recursos de la comunidad para familias en Longmont.

### Organizaciones:

- Aspen Center for Child Development
- St. Vrain Valley Schools
- Longmont Children, Youth and Families
- YMCA of Boulder Valley
- Community Roots Midwife Collective
- LENA Start Longmont
- La Leche League of Longmont

...y mas!!

Fecha: Juevez, 16 de Noviembre

Hora: 5-7pm

Lugar: OUR Center – 220 Collyer St.



Acompáñenos con su familia a este evento gratuito. Abra bocadillos, oportunidades de ganar premios y tambien oportunidad de conectar con organizaciones familiares.

¿Estás esperando  
un bebé?

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¿Por primera vez  
eres un padre?

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¿Tiene hijos  
pequeños?

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Estamos aquí  
para usted!



Para mas información  
contactar a:

Caitlin Palar

303-772-5529 ex.286

[caitlin@ourcenter.org](mailto:caitlin@ourcenter.org)



## **RTD to host public meetings Nov. 15 and Nov. 16 on the State Highway 119 Bus Rapid Transit study**

The Regional Transportation District (RTD) is holding the first of a series of public meetings Nov. 15 and 16 on the progress of a study, which is evaluating the viability of Bus Rapid Transit (BRT) service on State Highway 119, between Boulder and Longmont.

The meetings, which are open to the public, will seek input and provide an update on the study. A consultant team, led by Parsons Transportation Group, is addressing the growing congestion and travel demand in the corridor, environmental impacts, multimodal access, transit reliability and corridor transit travel time, among other criteria.

The State Highway 119 BRT study advances one of the recommendations from the Northwest Area Mobility Study (NAMS), which was completed by RTD in 2014. NAMS developed consensus among northwest area stakeholders, the Colorado Department of Transportation (CDOT) and RTD to implement cost-effective mobility improvements until the Northwest Rail Line to Longmont can be built.

The public meetings will be held:

**LONGMONT—Wednesday, Nov. 15**  
**6-8 p.m.**  
**Longmont Museum**  
**400 Quail Rd, Longmont, CO 80501**

**BOULDER—Thursday, Nov. 16**  
**6-8 p.m.**  
**Boulder Chamber**  
**2440 Pearl St, Boulder, CO 80302**

Both meetings will cover the same information. Residents are encouraged to attend whichever meeting is geographically convenient.

For more information about the State Highway 119 BRT study, please visit <http://www.rtd-denver.com/hwy119.shtml>.

### **Parking/Transit Information:**

*Longmont Museum:* There is ample parking at the museum. It's also accessible via RTD bus routes LD1/LD2 and 324, Longmont Call-n-Ride as well as the Left Hand Greenway.

*Boulder Chamber:* Parking is available in the chamber's lot, Mike's Camera's lot (across the street) and on Walnut Street and 24th Place. It is also accessible via RTD bus route, the HOP.

###



**RTD realizará reuniones públicas el 15 de noviembre  
y el 16 de noviembre sobre el  
Estudio del State Highway 119 Bus Rapid Transit (corredor de Tránsito  
Rápido de Autobuses en la Carretera Estatal 119)**

El Regional Transportation District (El Distrito Regional de Transporte) (RTD) realizará la primera de una serie de reuniones públicas el 15 y el 16 de noviembre sobre el progreso de un estudio que evalúa la viabilidad del servicio de Bus Rapid Transit (Tránsito Rápido de Autobuses) (BRT) en State Highway (Carretera Estatal) 119, entre Boulder y Longmont.

Las reuniones, las cuales están abiertas al público, buscarán participación y proporcionarán una actualización del estudio. Un equipo de consultores, dirigido por Parsons Transportation Group, está abordando los temas de la creciente congestión y la demanda de viajes por el corredor, los impactos ambientales, el acceso multimodal, la confiabilidad del tránsito y el tiempo de viaje de tránsito por el corredor, entre otros criterios.

El estudio del State Highway 119 BRT avanza una de las recomendaciones del Northwest Area Mobility Study (NAMS), el cual fue finalizado por el RTD en el 2014. NAMS desarrolló un consenso entre las partes interesadas del área noroeste, el Colorado Department of Transportation (Departamento de Transporte de Colorado) (CDOT) y RTD para implementar mejoras de movilidad económicamente eficaces hasta que se pueda construir la Northwest Rail Line (Línea de Ferrocarril del Noroeste) a Longmont.

Las reuniones públicas se llevarán a cabo:

**LONGMONT—miércoles, 15 de noviembre  
6-8 p.m.**

**Longmont Museum  
400 Quail Rd, Longmont, CO 80501**

**BOULDER—jueves, 16 de noviembre  
6-8 p.m.**

**Boulder Chamber  
2440 Pearl St, Boulder, CO 80302**

En ambas reuniones se cubrirá la misma información. Se fomenta la asistencia de los residentes a cualquier reunión que sea geográficamente conveniente.

Para obtener más información acerca del estudio BRT de State Highway 119, por favor visite <http://www.rtd-denver.com/hwy119.shtml>.

**Información de Estacionamiento/Transporte Público:**

*Museo de Longmont:* Hay amplio estacionamiento en el museo. También se puede llegar a través de las rutas del autobús RTD LD1 / LD2 y 324, Longmont Call-n-Ride y Left Hand Greenway.

*Cámara de Boulder:* Hay estacionamiento disponible en el lote de la cámara, en el lote de Mike's Camera (al otro lado de la calle) y en Walnut Street y 24th Place. También se puede llegar a través de la ruta del bus RTD, el HOP.

# DENVER, AURORA, & BOULDER

Encuesta de Vivienda/Trabajo

**¡Necesitamos su ayuda!**

*¿Vive en los condados de Denver, Aurora o Boulder?*

*¿Cuál es su experiencia con la vivienda?*

Conteste nuestra encuesta de Vivienda | Trabajo y ayude a los condados de Denver, Aurora y Boulder a entender las decisiones de vivienda que los residentes como usted han tomado.

**¡La fecha límite es el 30 de noviembre!**

[https://es.surveymonkey.com/r/DAB\\_AFH2017s](https://es.surveymonkey.com/r/DAB_AFH2017s)



Contribuya a la creación de políticas.

Siéntase bien.

Participe en un sorteo para ganar \$100.

Si tiene alguna discapacidad y le gustaría pedir ayuda o utilizar un formato diferente, por favor comuníquese con Jen Garner a [jgarner@bbcresearch.com](mailto:jgarner@bbcresearch.com) o al 800-748-3222 ext. 236.

# DENVER, AURORA, & BOULDER

## Live | Work Survey

**We need your help!**

*Do you live in Denver, Aurora, or Boulder County?*

**What is your housing story?**

Take the Live | Work Survey and help Denver, Aurora, and Boulder County understand the housing choices residents like you have made.

**Deadline November 30, 2017!**

[https://www.surveymonkey.com/r/DAB\\_AFH2017](https://www.surveymonkey.com/r/DAB_AFH2017)



**Inform policy.**

**Feel good.**

**Enter to win \$100.**

If you have a disability and would like to request assistance or an alternative format, contact Jen Garner at: [jgarner@bbcresearch.com](mailto:jgarner@bbcresearch.com) or 1-800-748-3222 x236.



Angel Bond &lt;angel.l.bond@gmail.com&gt;

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## LCC Transit Equity Agenda & Newsletter, Nov 13

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**Boulder County Transportation** <bouldercounty@public.govdelivery.com>

Thu, Nov 9, 2017 at 11:22 AM

Reply-To: bouldercounty@public.govdelivery.com

To: angel.l.bond@gmail.com



Nov 13, 2017

### ***Collaborating for Accessible, Affordable, and Equitable Transportation***

*The Local Coordinating Council is an alliance of community organizations, individuals, and interest groups working together to achieve common goals regarding transportation services to people with mobility challenges in Boulder County, including seniors, low-income families, and people with disabilities.*

At the [November 13 LCC Meeting](#) we will be discussing transit equity with [Michael Washington](#), RTD Transit Equity Manager. I look forward to seeing you there!

Monday, Nov 13

2 to 3:30 p.m.

Via Mobility Services

[2855 63rd Street](#) in Boulder

### **LCC November Agenda**

- Welcome & Introductions
- Presentation RTD Transit Equity
- LCC Member Updates
- Boulder County Update
- Public Outreach
- Advocacy Working Group
- Needs and Solutions
- Next meeting: [Dec11, 2017, 2:00-3:30 pm](#)



### **LCC Member Events**

- Nov 14: 5-6:30 pm, [Longmont Enhanced Multi-Use Corridor Public Meeting](#)
- Nov 14, 5:30-7 pm, Resiliencia para todos/Resilience for All, Boulder, [Email for details](#)
- Nov 15: 9-11 am, Peak to Peak Human Services Task Force, [Basic Needs Focus Group](#)
- Nov 15: 6-8 pm, [RTD Hwy 119 Public Meeting, Longmont](#)
- Nov 16: 6-8 pm, [RTD Hwy 119 Public Meeting, Boulder](#)
- Nov 16: 5-7 pm, [OUR Center Parent Fair](#)
- Dec 1: 12:30, DRMAC Lunch & Regional Coordinating Council Meeting, [Email for details](#)
- Dec 1: 9 am-12 pm, [Aging Advisory Council](#), Louisville Senior Center
- Dec 5: 11:30 am-1 pm, [Boulder Transportation Connections Free Luncheon](#)
- Dec 6: 5:30-7:30 pm, Via Mobility Services, [Boulder Chamber After Hours Event](#)
- Dec 7: 9-10:30 am: [Longmont Senior Services, Get Acquainted Session](#)
- Dec 17: 10 am-3 pm, [Community Cycles Kids Holiday Bike Giveaway](#)



## Transportation Highlight

When Bonnie McIntosh moved to Boulder from North Carolina, she was struck by how much better the transportation resources are here. In her North Carolina town, she was forced to take a taxi to work every day because the local buses were not equipped with wheelchair lifts. In Boulder her cerebral palsy doesn't slow her down! She uses her scooter to get around her neighborhood, Via Mobility Services for inclement weather and longer distances, and after completing Via's Travel Training Program, she marvels that she can even go to Denver on RTD!



As winter approaches, it is important to remember to shovel our sidewalks, so that people who rely on clear sidewalks and buses can maintain their mobility and independence. Bonnie admits to having some "close calls" navigating Colorado winters in her scooter. "One time, I had to call the police, because I did fall coming out of the snow," said Bonnie. She now makes sure that she calls Via first before heading out on snowy days.

**Please remind people to do their part to keep communities safe and accessible during winter weather!**



## Funding Opportunities

- [Live and Give Longmont Grants Program](#), Deadline Dec 1

- CDOT Transit Grants, 2017 Consolidated Call for Capital Projects, Contact [Jeff Sanders](#), Deadline Dec 20
- 



## Get Involved!

Join the LCC Advocacy Working Group to help develop transportation messaging, public outreach, and partnership building strategies! Nov 15: 1-2:30 pm, [252 13th Street, Boulder, 80304](#). Contact [Angel Bond](#) to add your email to the distribution list.



### Live/Work Survey

#### What is your housing story?

Boulder County, Denver, and Aurora are conducting a study to better understand residents' housing decisions and their experiences living, working, or going to school in the region. This survey is an important part of that research. Your input will inform decisions regarding housing planning. This survey is not associated with a ballot issue or political poll.

It is expected that the survey will take approximately 15 minutes to complete. At the end of the survey you can enter for a chance to win a \$100 Visa gift card! Your responses are completely confidential and will only be reported in combination with other responses.

[Click here to take the survey.](#)

Deadline to complete the survey is November 30th, 2017.

**I will send you all a separate email that you can forward to your clients.**

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## In The News

[Settlement Prompts Changes To RTD Light Rail Trains](#), CBS4 Denver Video

[Reimagining Transportation to Improve Healthcare for Older People](#), Live Long and Master Aging Podcast

[Study Says Look at Price and Incentives to Get Low-Income Residents on Bike Share](#), Better Bike Share

[2M & 2N for Boulder's Community, Culture and Safety](#), Check after Nov 7

[Boulder County Program Launches to Serve Area's Un- and Under-Banked](#), Daily Camera

[What is Driving the 'Unbanking of America'?](#), Fresh Air Podcast

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## Request Brochures and Maps



Request mobility [resources](#) and we will bring them to the next LCC meeting. Examples include:

- [DRMAC Getting There guides](#)
- [VIA brochures](#)
- [LCC brochures](#)
- [M4A brochures](#)
- [Ride Free Longmont Maps](#)
- And MORE!



**Contact**

[Mobility for All Program](#)

720-564-2218

[mobilityforall@bouldercounty.org](mailto:mobilityforall@bouldercounty.org)



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# Pass Program Study

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## Evaluating the Options

November 14, 2017

A large, bold, red logo for the Regional Transportation District (RTD). The letters 'RTD' are stylized with thick strokes and a slight shadow effect. The logo is centered over a background image of a city skyline.The logo for four nines TECHNOLOGIES. It features the word 'four' in a blue, lowercase, sans-serif font, followed by four colored dots (brown, light blue, dark blue, and yellow) arranged horizontally. Below the dots is the word 'nines' in the same blue, lowercase, sans-serif font.

TECHNOLOGIES

# Agenda

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- Modeling Challenges
- Options B, C & E General Results
- Comparison of the Options by Component
- Discussion

# Modeling Challenges

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- When we dig into the data and wrestle with the assumptions – it raises questions and challenges our thinking in ways that have significant implications for the options and the modeling
- Significant questions that we are continuing to work through – inside our team and in conversations with RTD staff:
  - The projected ridership & revenue in the 2019 baseline model
  - The gap between current pricing and the actual value of the trips made and the implications of right pricing on organizations decision to continue to participate in the program
  - SLA boundaries that haven't been redefined for changes in service levels since 2013 when the W line opened
  - Underpricing of programs due to missing tap data due to riders not tapping prior to boarding rail
  - The feasibility and implications of changing the prices all at once

# Option B, C & E General Results

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- The options with the 2019 base fare will not reach the SBP revenue targets in the 2019 baseline as the discounts offered increase and/or ridership losses expected due to right pricing of the programs that are currently underpriced
- Ridership generated by discounts offered do not offset the revenue losses resulting from offering a discount
- Cross subsidization that is occurring within programs is creating unfairness as not everyone is paying their fair share
- Right pricing fares and reducing discounts does pose a risk to ridership and revenue as riders and programs that experience an increase may choose to leave

# Option B

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## General public

- 10% load bonus: converted to stored value discount & discount on day pass
- 3-hour pass on MyRide and mobile ticketing
- Day pass priced at 2x the fare
- 50% discount for low income at 138% FPL, senior/disabled & youth

## Pass programs

- Business - stored value
- College - no program
- Neighborhood - no program
- Youth - no pass program

# Option B

Components	Pros	Cons	Ridership	Revenue
General Public				
Adult	Greater discount on Regional & Airport fares paid electronically	No monthly or annual passes available, minimizing convenience for frequent riders	TBD	TBD
S/D/M				
Youth				
Low Income	Increased affordability of fares for registered low income riders	Revenue loss from 50% discount not offset by increase in ridership	↑	↓
Colleges	Cost savings from no longer needing to administer the program	Significant losses in ridership and revenue expected as students forgo trips	↓	↓
Neighborhoods	Cost savings from no longer needing to administer the program	Losses in ridership and revenue expected	↓	↓
Businesses	Pay only for what is used	Losses in ridership and revenue expected	↓	↓

# Option C

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## **General public**

- Stored value discount: \$0.25 full fare; \$0.15 discount fare
- 2-hour pass
- Day pass priced at 2x the fare
- Monthly pass priced at 32x the fare and 38x the fare
- 50% discount for low income at 138% FPL, senior/disabled & youth

## **Pass programs - stored value discount**

- Business - utilization pricing by institution (no SLAs)
- College - utilization pricing by institution
- Neighborhood - no program
- Youth - no pass program

# Option C

Components	Pros	Cons	Ridership	Revenue
General Public				
Adult	Minimized revenue leakage by reducing fraud by limiting fares to 2-hour pass	Revenue loss from increasing discount of monthly pass by reducing the multiple from 38 to 32	TBD	TBD
S/D/M				
Youth				
Low Income	Increased ridership due to improved affordability of fares for registered low income riders	Revenue loss from 50% discount not offset by increase in ridership	↑	↓
Colleges	Maintain ridership & revenue from pass program		-	-
Neighborhoods	Cost savings from no longer needing to administer the program	Losses in ridership and revenue expected	↓	↓
Businesses	Pay only for what is used	Losses in ridership and revenue expected	↓	↓

# Option E

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## **General public**

- Stored value discount: \$0.25 full fare; \$0.15 discount fare
- 3-hour pass
- Day pass priced at 2x the fare
- Monthly pass priced at 38x the fare
- Annual pass priced at 11x the monthly pass; youth annual pass priced at 12x
- 50% discount for low income at 138% FPL and senior/disabled
- Youth 12 and under free
- 70% discount for youth day, monthly, and annual pass with 50% discount on 3-hour passes

## **Pass programs - 10%, 20% & 40% discount**

- Business - utilization pricing by SLAs; + \$5 fee
- College - utilization pricing by institution
- Neighborhood - utilization pricing by neighborhood
- Youth - youth regional pass

## Option E

Components	Pros	Cons	Ridership	Revenue
General Public				
Adult	No change from 2019 baseline		-	-
S/D/M				
Youth	Increased ridership	Revenue loss from discount	↑	↓
Low Income	Increased ridership due to improved affordability of fares for registered riders	Revenue loss from 50% discount not offset by increase in ridership	↑	↓
Colleges	Maintain ridership from pass program	Greater the discount, greater the revenue loss	-	- (10% discount) ↓ (20% & 40% discount)
Neighborhoods	Neighborhoods/employers currently overpriced or right priced remain in the program	Neighborhoods/employers with high transit use experiencing cost increases drop out of the program	↓	- (10% & 20% discount) ↓ (40% discount)
Businesses	Employer SLAs minimize the cost increases for employers with high transit use	Greater the discount, greater the revenue loss and lower the ridership loss	↓ (10% & 20% discount) - (40% discount)	↓

# Option Components

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- Low Income Program
- Regional Youth Pass Program
- College Program
- Business Program
- Neighborhood Program

# Discussion

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- How do we repackage the options to make more successful?
- Can we eliminate anything now?

# Low Income Program

## High-Level Modeling Results:

- Increase in ridership amongst registered low income riders
- Revenue loss since increase in trips does not offset the 50% discount

## Winners:

- Registered low income riders

## Losers:

- Non-registered low income riders
- Non-low income riders

## Challenges:

- How do you make it easy for participants to register and reload value to their card?
- How do you minimize impact on riders who do not qualify or low income riders who do not register?
- How do you offset the revenue loss by increasing revenue from other programs?

# Low Income Program Challenges

- Several income thresholds for a low income program have been suggested
- As the income threshold goes up the percentage of riders who would be eligible for a discount fare increases

Federal Poverty Level Threshold	2017 Survey Income Threshold	% of Survey Respondents		
		Qualify for Adult Low Income Fare	Qualify for S/D/M or Youth Fare	Total Qualify for Discount Fare
<b>138% FPL</b>	<b>&lt; \$35,000</b>	<b>16%</b>	<b>16%</b>	<b>32%</b>
150% FPL	< \$35,000	16%	16%	32%
<b>185% FPL</b>	<b>&lt; \$45,000</b>	<b>25%</b>	<b>16%</b>	<b>41%</b>
200% FPL	< \$50,000	~29%*	16%	~45%*

\* For 200% FPL, the % of survey respondents who would qualify is an approximation and is subject to further clarification.

- As more riders receive a discount, more fare revenue or other long-term dedicated revenue sources must be identified:
  - Other regions do not offer a 50% a discount
  - Other regions have increased other fares and/or eliminated discounts to help offset the fare revenue loss
  - Other regions have obtained legislative funding or corporate sponsorship<sup>14</sup>

# Regional Youth Pass Program

## High-Level Modeling Results:

- Increase in ridership due to increase in discount from 50% to 70% on passes for youth 12+ and free fares for youth 12 & under
- Revenue loss since increase in trips does not offset the additional discount

## Winners:

- All youth riders

## Losers:

- Non-youth riders

## Challenges:

- How do you offset the revenue loss by increasing revenue from other programs?
- How do you implement program on smart card to track ridership and usage?

# College Program

## High-Level Modeling Results:

- Significant ridership & revenue loss expected with discontinuing program in Option B
- No impact on ridership expected in Options C & E
- Minimal impact on revenue in repricing programs in Option C and in Option E with 10% discount
- Revenue loss in Option E with 20% & 40% since no increase in trips

## Winners:

- Students who use transit and attend participating institutions

## Losers:

- Students who do not use transit and attend participating institutions

## Challenges:

- In Option B, how do you minimize ridership losses from eliminating the program?
- How do you offset the revenue loss in Option E with a 20% & 40% by increasing revenue from other programs?
- How do you implement significant increases in cost?
- In right pricing of the programs, how do you account for students not tapping?

# College Program Challenges

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- Student fees commonly used to cover cost of the program
- Based on 2016 face value of trips taken, 4 institutions would experience rate increases in addition to 2019 fare increase
- For some, while the percentage increase would be greater than 20%, the total increase in the contract value would be less than \$20,000
- For institutions on rail lines, decrease in pricing in part due to missing taps

	2016 Contract Rate/Student	2016 Face Value of Trips/Student	% Change to Price Appropriately
1	\$18.65	\$93.26	400%
2	\$35.54	\$48.05	35%
3	\$40.20	\$20.86	-48%
4	\$41.00	\$68.62	67%
5	\$46.80	\$22.45	-52%
6	\$47.87	\$13.37	-72%
7	\$51.08	\$77.05	51%
8	\$70.50	\$28.36	-60%
9	\$173.83	\$171.73	-1%

# Business Program

## High-Level Modeling Results:

- “Right pricing” has a significant impact on contract prices and impact on whether employers opt out
  - Employers who opt out are currently underpriced and would see the largest increase in cost. These employers are more likely to have higher transit use and more costly trips
  - Employers who remain are currently overpriced and would experience a decrease in contract price
- Sign-up rates result in attraction of employers with lower transit use
- There is currently a cross subsidization between employees, employers, SLAs, and employer sizes
- Growth in ridership from increased participation of new employers at higher discount rates does not offset the loss in revenue from the discount

	Option B	Option C32	Option C38	Option E10	Option E20	Option E40
Linked Trips	↓	↓	↓	↓	↓	-
Fare Revenue	↓↓	↓↓	↓↓	↓	↓↓	↓↓↓

# Business Program

**Winners:**

- Employers who are currently overpriced

**Losers:**

- Employers who are currently underpriced
- Depending on discount, non-EcoPass riders who are not affiliated with an employer to get the discount

**Challenges:**

- How do you retain larger employers with higher transit use without increasing the revenue loss by offering a greater discount?
- How do you update SLAs & employer buckets to be more reflective of transit ridership?
- How do you minimize employer with high transit usage skewing SLA pricing?
- If discount available to EcoPass is greater than what is available to the general public, how do you address equity concerns, especially as participants using EcoPass are higher income and less likely to be minority than the general population?

# Business Program Challenges

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- There is a cross-subsidization between SLA/employer buckets
- If SLAs and employer sizes had been priced correctly based on the 2016 fares and ridership in 2016, the cost per employee would have increased for 25% of the eligible employees
- SLA D significant increases in pricing in part due to opening of A line

2016 Pricing (per employee, per year)					
	1-24 emp	25-249 emp	250-999 emp	1000-1999 emp	2000+ emp
<b>A</b> Outer Suburban	\$98	\$85	\$75	\$64	\$60
<b>B</b> Major Transit Center	\$209	\$189	\$173	\$160	\$151
<b>C</b> Downtown Denver CBD	\$532	\$493	\$470	\$459	\$434
<b>D</b> Airport & Home Business	\$544	\$522	\$483	\$470	\$445
2016 Pricing, if SLA approach "Right Priced" to match Face Value of Trips					
	1-24 emp	25-249 emp	250-999 emp	1000-1999 emp	2000+ emp
<b>A</b> Outer Suburban	\$171	\$104	\$54	\$54	\$109
<b>B</b> Major Transit Center	\$201	\$149	\$63	\$82	\$144
<b>C</b> Downtown Denver CBD	\$443	\$388	\$371	\$455	\$213
<b>D</b> Airport & Home Business	\$958	\$1,188	\$1,128	n/a	n/a

# Business Program Challenges

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- Employers in Zone A with 2,000+ employees would be impacted the most. These employers account for 14% of the eligible employees
- Rates would increase by 80% before accounting for the proposed 2019 fare increase and projected systemwide increase in transit ridership
- There is significant variability in usage rates per employee, highlighting the cross-subsidization between employers
- These employers have employees in multiple SLAs

	2016 SLA Price	2016 Usage Rate/Employee	2016 Face Value of Trips/Employee	New SLA Rate at 2016 Face Value
1	\$60	215 trips/year	\$757	\$109
2		79 trips/year	\$278	
3		40 trips/year	\$121	
4		32 trips/year	\$99	
5		17 trips/year	\$62	
6		11 trips/year	\$32	
7		7 trips/year	\$27	
<b>Avg</b>		<b>32 trips/year</b>	<b>\$109</b>	

# Business Program Challenges

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- Some Master EcoPass programs are significantly underpriced today
- Given restrictions on Master EcoPass contracts, such as the cost of the program cannot be passed through to employers or employees, can make it challenging to secure funding
- It is unclear how Master EcoPass contract holders will respond to significant price increases

# Neighborhood Program

## High-Level Modeling Results:

- Ridership & revenue loss expected with discontinuing program and loss in third party subsidies from developers and City of Boulder in Options B & C
- Increase in contribution from residents towards transit in Options B & C
- Minimal impact on revenue in repricing programs in Option C and in Option E with 10% discount
- Revenue loss in Option E with 20% & 40% since no increase in trips

## Winners:

- NECO residents who use transit

## Losers:

- NECO residents who do not use transit

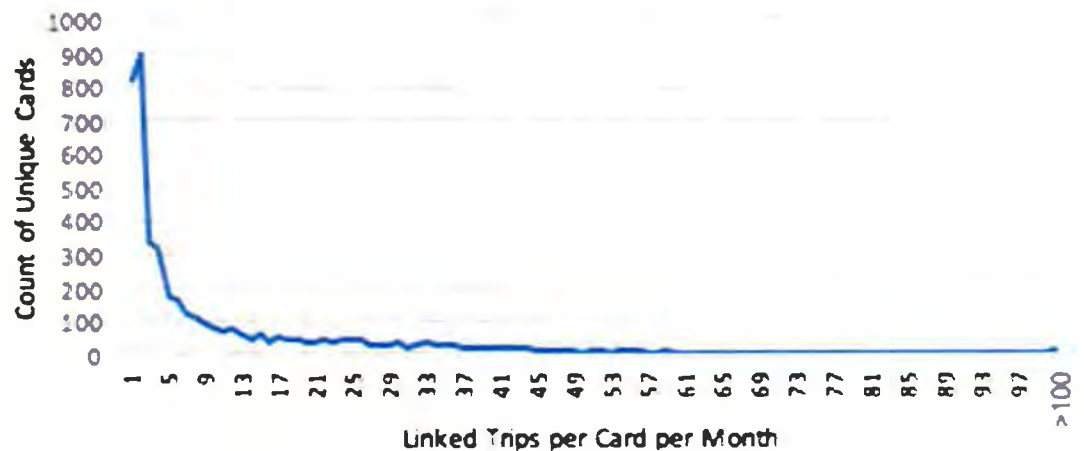
## Challenges:

- In Option B & C, how do you minimize ridership losses from eliminating the program?
- How do you offset the revenue loss in Option E with a 20% & 40% by increasing revenue from other programs?
- How do you implement significant increases in cost?
- How do you address concerns about regional equity?
- Does the cost of administration warrant retaining ~0.5% of RTD ridership?

# Neighborhood Program Challenges

- Neighborhood EcoPass (NECO) accounts for ~0.5% of RTD ridership
- Ridership from the program only makes up a small proportion of RTD ridership due to limited participation across the region and low transit use by residents
- The number of households in a neighborhood is 195 households with average size of ~260 residents
- Two-thirds of eligible residents do not use their NECO Pass
- For the residents who use their NECO Pass:
  - Avg # of trips: 10 trips/month
  - Median # of trips: 5 trips/month

Distribution of Neighborhood Eco Pass Use -  
Linked Trips, Oct-2016



# Neighborhood Program Challenges

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- Option E proposed using SLA maps to help in pricing new neighborhoods for the first year
- Based on review of the average cost per household, there is too much variability to price neighborhoods based on SLAs
  - In City of Boulder, neighborhoods were assigned SLA based on the employer SLA map
  - 37 neighborhoods in City of Boulder were completely in SLA A

**City of Boulder SLA Zone A**

	2016 Contract per Household	2016 Face Value per Household
Max	\$218.01	\$302.22
Min	\$96.00	\$64.24
Avg	\$120.19	\$144.34
Median	\$128.00	\$121.82