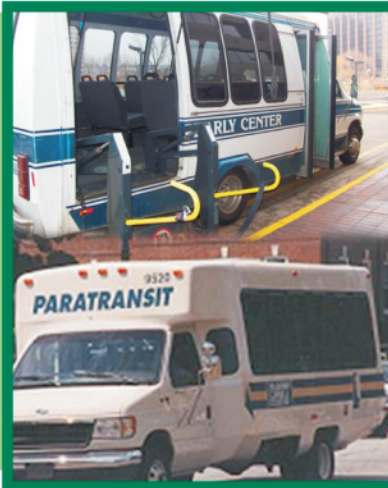


TRANSIT ELEMENT

OF THE 2035 METRO VISION REGIONAL TRANSPORTATION PLAN



Adopted April 21, 2010



THE DENVER REGIONAL COUNCIL OF GOVERNMENTS

Transit Element of the 2035 Metro Vision Regional Transportation Plan

Adopted April 21, 2010



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Transit Element of the 2035 Metro Vision Regional Transportation Plan

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2035 Metro Vision Regional Transportation Plan**

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1. INTRODUCTION

A. Background Information

The *Transit Element of the 2035 Metro Vision Regional Transportation Plan* examines public transit service in the region represented by the Denver Regional Council of Governments (DRCOG). The *Transit Element* (TE) inventories existing services and defines the short- and long-term transit service needs for the region. The short-range plan generally covers the period from now through 2014 and is based on the stated goals of existing transit providers. The long-range plan covers 2015 to 2035 and conveys a vision of needed transit service in the region.

The TE is an element of DRCOG's *2035 Metro Vision Regional Transportation Plan* (2035 MVRTP) and reflects the principles outlined in the *Metro Vision 2035 Plan*, the long-range growth and development plan for the Denver region. The Colorado Department of Transportation (CDOT) requires that each of its 15 Regional Planning Commissions, of which DRCOG is one, complete a Transit Element. CDOT and the Regional Transportation District (RTD) will use the TE to establish eligibility of applications for Federal Transit Administration (FTA) grants that they administer.

The *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) specifically requires that requests for Job-Access/Reverse Commute (JARC), New Freedom, and Section 5310 funds must be derived from a *Coordinated Public Transit Human Services Transportation Plan* (CPTHSTP). The TE serves as the CPTHSTP for the Denver region.

The purpose of the CPTHSTP is to improve transportation service for the elderly, persons with disabilities, and low-income individuals of the Denver region. The planning process provides an opportunity to identify service providers, recognize gaps in service, develop strategies to address service gaps, and prioritize project funding. The overarching goal of a CPTHSTP is to improve coordination among the transportation service providers. It acknowledges the increased federal and regional emphasis on identifying and addressing the transportation planning needs of the elderly, persons with disabilities, and the low-income population.

The emphasis on specialized transit in the TE is important for several reasons:

- DRCOG plays a role in the allocation of certain types of specialized transit funding (Section 5316-JARC and Section 5317-New Freedom). The TE establishes important policies for the distribution of these funds.
- The TE establishes the eligibility of certain providers to apply for some types of Federal Transit Administration grants (5310 grants).
- General public transit service in the Denver region is dominated by RTD, which provides approximately 94 percent of all transit trips. RTD completes its own detailed short- and long-term plans. These plans are summarized in this

document; for more detail, see RTD's *2010-2015 Transit Development Program and 20-Year Needs Assessment & Transit System Plan*.

The TE was prepared with the valuable assistance of several transit providers and local communities and includes significant data and research from the Denver Regional Mobility and Access Council (DRMAC) and RTD. A survey completed by the transit providers in 2007 was supplemented with another survey in 2009 to reach additional providers, transit users and advocates. New information has been included on current transit planning efforts for the 2035 TE. This includes DRCOG's *Four-Year Area Plan on Aging*, DRMAC studies, RTD's current Transit Development Program (TDP), the *JARC/New Freedom Monitoring Manual* and other background information.

Numerous terms and/or acronyms are used throughout the TE. *Figure 1* list various terms/acronyms.

Figure 1. Terms Used in the Transit Element

- **General public transit** – service that is open to the general public and not limited to specific types of riders
- **Specialized transit or paratransit** – service that is designated primarily for certain population groups, usually persons with disabilities or elderly riders
- **Fixed-route** – regularly scheduled transit service along a pre-determined route, with no deviations
- **Deviated-route** – transit services that allow the driver to deviate from a fixed-route to pick up or drop off passengers with special needs
- **Demand-responsive** – transit service in which riders schedule a time to be picked up and dropped off at locations of their choosing
- **Broker or brokerage** – an agency or organization that takes in requests from riders for demand-responsive service, determines which transit provider could best provide the trip based on the location and type of trip and the type of ride, and coordinates the trip with the provider
- **Fixed-guideway** – a transit facility using a separate right-of-way for the exclusive use of transit vehicles; examples include light rail tracks or bus rapid transit lanes separated by barriers from general purpose highway lanes
- **Bus rapid transit (BRT)** – bus service that is intended to provide a ride that is faster and more convenient than traditional bus service; BRT often has features such as dedicated bus corridors with physical separation from other traffic lanes, modern bus "stations", ticketing before boarding, and large, high-capacity buses.
- **Single-occupant vehicle (SOV)** – vehicle containing only the driver with no passengers
- **High-occupancy vehicle (HOV) lanes** – roadway lanes designated for use only by vehicles containing more than one person, including buses
- **High-occupant toll road (HOT) lanes** – roadway lanes designated for use by vehicles containing more than one person, including buses, or single occupant vehicles that pay a toll.

B. Transit Goals and Policies

The *Metro Vision 2035 Plan* puts forth a vision and goals for the Denver region's transportation system. These are shown in *Figure 2*. The 2035 MVRTTP goes further by outlining specific policies and strategies to meet the transportation goals set in *Metro Vision*. Several of these address the role of transit in the regional transportation system. These transit-related policies and strategies are listed in *Figure 3*.

Figure 2. *Metro Vision 2035 Plan* Transportation Vision and Goals

Vision: A balanced multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities and associated system and travel demand management services. This system will provide reliable mobility choices to all its users: residents and visitors of all ages, incomes and physical abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe and secure, and it will permit efficient state and nationwide connections for people and freight.

Transportation Goals: Provide safe, environmentally sensitive, and efficient mobility choices for people and goods; and integrate with and support the social, economic, and physical land use development of the region and state.

Figure 3. 2035 Metro Vision Regional Transportation Plan Transit-Related Policies and Strategies

Policy #2 - Transit: Provide increased transit service and facilities that stimulate travel by means other than the single-occupant motor vehicle (SOV), encourage transit-oriented developments and provide mobility options.

- Provide a fixed-route bus service system that includes high-frequency bus corridors, regional bus service, feeder routes to rapid transit lines and other local route service.
- Provide alternative demand-responsive bus or van service for elderly and persons with disabilities and for *call-n-ride* travelers in less densely developed or smaller market areas.
- Encourage the use of private transit services to major attractions not served by public transit, such as gaming communities or ski resorts.

Policy #5 - Denver Central Business District: Improve and maintain transportation access to downtown Denver.

Policy #10 - Interconnections: Improve interconnection of the transportation system within modes, between different modes and between the metropolitan area and the rest of the state and nation.

- Provide sufficient and secure automobile parking capacity at *park-n-Rides* to encourage multimodal commutes and ridesharing.
- Provide safe and convenient access for pedestrians and bicyclists to *park-n-Ride* lots, rapid transit stations and bus stops. Also provide bicycle parking and promote the capability of transit vehicles to carry bicycles.
- Develop the Denver Union Station to function as the primary multimodal hub of the regional transportation system. Consider the development of rapid transit hubs in all major communities.

Policy #11 - Transportation-Efficient Housing and Business Developments: Design new developments within communities to allow the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within, to, and through the area.

Policy #12 - Land Use Integration: Implement transportation system components that support *Metro Vision's* urban growth boundary/area, urban centers, open space and associated concepts.

- Encourage transportation projects that enhance transit-oriented developments.

Policy #13 - Transportation for the Disadvantaged: Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and persons with disabilities.

- Ensure that minority, low-income, elderly and disabled households receive a proportionate share of accessibility benefits, travel mode choices and services from future transportation system improvements; and
- Promote coordination between the disadvantaged transit service providers to improve the quality of service and increase efficiency.

Policy #14 - Environmental Quality: Develop a transportation system that protects and enhances the environment.

- Provide a wide variety of transportation facilities as alternatives to the single-occupant vehicle (SOV), including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities.

C. Transit Challenges

The dynamic nature of the Denver region has a strong influence on its need for public transit. Rapid population and employment growth, the aging of the population, new patterns of development and transportation funding challenges will affect the demand for transit service in the near future and in the coming decades. Many key issues and challenges remain:

Challenge: Changing Demographics

- The population of the Denver region is expected to grow from 2.7 million people in 2005 to 4.3 million by 2035, an increase of about 59 percent.
- The population as a whole is aging. In 2000, 12 percent of the region's residents were over 60 years of age. By 2035, seniors will make up more than 23 percent of the population. The transportation needs of retired residents, especially those who can no longer drive, will be different from those of the full-time commuting population.

Challenge: Changing Land Use Patterns

- Many residents will be residing in new suburban subdivisions and rural areas. This will create a greater need for transit to services within suburban communities and from suburb to suburb.
- Transit service is a key component for the success of compact, high-density urban centers and transit-oriented developments that are expected to develop.

Challenge: Increased Demand for Transit Services

- Worsening congestion and varying gasoline price and supply may make transit a more appealing option. At the same time, though, congested roadways reduce the reliability of bus service.
- Increased population in areas outside RTD's service boundary will further increase demand for transit service in those areas, which currently have few transit options.
- Changes in the workplace, such as flexible work hours and an increasing proportion of service sector jobs mean that more transit service is needed outside of traditional peak hours to and from employment centers.
- RTD has begun to implement the rapid transit components of its FasTracks plan, which calls for construction of six new light rail or commuter rail corridors and feeder bus and circulator service to and from new stations.
- The provision of rapid transit has been identified as a possible way to mitigate existing congestion along several interregional roadways, such as the I-70 mountain corridor. Early planning for other intercity bus and rail service has already begun.

- School districts such as Denver Public Schools are relying more heavily on public transit to transport students to school.
- Increasing demand for specialized transit will require coordinated provision of services between multiple providers and agencies.

Challenge: Funding Shortages

- There is insufficient funding at all levels to meet the transportation needs of the elderly and persons with disabilities.
- The state has recently made major cuts to Medicaid non-emergency transportation funds.
- More stringent enforcement of service boundaries for RTD's *Americans with Disabilities Act* (ADA) service has resulted in a small reduction to the area served.
- The 2035 MVRTP envisions the development of rapid transit lines beyond those found in the FasTracks plan, but funding for these projects has not been identified.

Challenge: Needs of Specialized Transportation Users

The following challenges were identified from the 2005 *Getting There Initiative*^{*}, and verified through public outreach:

- With the decrease in federal and state funding for specialized transportation programs, many users have switched to using RTD's transit service. The two largest trip categories of users are people with developmental disabilities and Medicaid.
- Non-emergency medical trips. Because the Medicaid program and agencies serving people with developmental disabilities are short of funding and looking for the least expensive option, they pay only the cash fare, not the full cost of service. The subsidized cost of service falls upon local entities.
- There are several different phone numbers that can be called to obtain specialized transit service including the county service brokerages, RTD *access-a-Ride* system, and the Colorado Medicaid system provided by Logisticare. Separate registration is also needed for each program. The lack of coordinated phone numbers and registration leads to user frustration and confusion.

* The [Getting There: Analysis of Colorado's Human Service and Public Transportation Networks](#) report (2005) examined mobility needs of specialized transportation users throughout Colorado and included an analysis of the Denver metropolitan area. Additional details about the report can be found in *Chapter 6*.

- RTD does not allow persons who are not ADA paratransit eligible and scheduled through the RTD call center to ride on *access-a-Ride* vehicles.
- The service needs on the urban fringe and rural portions of the DRCOG region are significant but little RTD or other paratransit service exists in those areas.
- There is a lack of standard training for drivers and others to satisfy ADA requirements and other user demands.

Challenge: Serving Long-Distance Trips

- Restrictive policies and procedures that do not allow reimbursement for trip transfers beyond service boundaries.
- Medical facilities have moved and consolidated, making passenger access more difficult due to limited transit accessibility.
- For the Medicaid system, some suburban areas do not have doctors accepting Medicaid patients, so patients have to travel longer distances.
- The Medicaid system struggles to serve clients who have to travel from rural or small urban areas to major medical facilities. Finding providers who have Public Utilities Commission (PUC) authority to travel across regional boundaries can be a challenge.

Challenge: Job-Access/Reverse Commute Needs

- Residential locations of low-income individuals are generally concentrated in older neighborhoods, largely in the center of the region or along major transportation arterials. While the Denver Central Business District (CBD) accounts for a significant amount of employment, suburban job opportunities account for a larger proportion of the region's total employment. Suburban employment concentrations include the Denver Tech Center, Boulder, Broomfield, and DIA.
- Major employment centers have developed outside the Denver CBD and around the region. In 2005, these planned and designated urban centers, which are in various stages of development, accounted for almost 40 percent of the region's total employment. As a result of decentralizing employment opportunities, travel patterns are now more dispersed and are therefore more difficult to service with public transit, a primary travel mode for low-income workers.
- Affordable housing for low-income persons located near many suburban employment centers is extremely limited.
- While quality public transportation exists in many areas of the region, using public transit can be time consuming, and sometimes impractical, for low-income work trips, as for many work trips for the general public.
- RTD provides a variety of transit services throughout the region, but is generally most effective for trips during peak hours or to/from the Denver CBD. Trips to

other employment centers may require a significant amount of travel time and one or more transfers.

Challenge: Transportation Service Gaps

- Service gaps exist throughout the region to meet user demand for evening and weekend transit trips.
- Specialized transportation service operators are an alternate resource for trips at these times, however, trip charges for private sector operators are often perceived as too high. Non-profit specialized services are oriented to the elderly and/or persons with disabilities rather than low-income individuals, at this time.
- Financial resources limit RTD's ability to provide fast and frequent service to all major employment sites.
- Lack of awareness of the types of services that are available and how to utilize these services limits use of existing services.
- The need for users to stop on the way to and from work at day care providers, schools, etc., (trip chaining), makes the development of effective transit service extremely challenging.

Challenge: Coordination of Transit Services

- Transit providers must work as a group to coordinate across borders, remove barriers to service, and address user needs.
- Roles, responsibilities, and coordination of tasks must be more clearly defined to improve transit services and eliminate or reduce gaps in service.
- Common cost accounting and reimbursement procedures would allow for comingling of trips and a more efficient and responsive transit system.
- Marketing strategies, web-based tools and funding support should be provided to educate the public and provide access to available transit services.

2. DEMOGRAPHIC AND TRAVEL PROFILE OF THE DRCOG REGION

A. Demographic Profile

The Denver region has experienced rapid growth in recent decades and is expected to continue growing. This has important implications for transit. Demand for transit service will increase simply as a result of the greater number of residents and because traffic congestion is projected to rise as the population does. In addition, the proportion of the population that is traditionally more reliant on transit is expected to become greater between now and 2035. This includes elderly, young and persons with disabilities as well as households that have low incomes or that do not have an automobile available.

This section examines the demographic changes that are expected to take place in the coming decades and the effects these changes will have on transit demand. Providing adequate service to those who are “transit-dependent” is essential to the quality of life of those individuals and to the economic and social vitality of the region. Likewise, “choice” riders (those who have an automobile available but choose to use transit) should not be ignored. Appealing transit options should be available to these people for everyday commuting and recreational travel and as a back-up choice when a car is unavailable or when there is inclement weather. This will work to reduce single-occupant vehicle (SOV) travel in the region, creating positive effects on congestion and air quality.

DRCOG Region Population

The DRCOG region includes the following counties: Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson, and also the southwest portion of Weld County. The counties are drawn together by strong economic ties and commuting patterns. However, the counties differ greatly in total population, economic activities, topography and urbanized area.

Table 1 shows the changes in population in recent decades as well as DRCOG’s projections of future population. Population will increase significantly by 2035 in all counties. The greatest increases will be seen in the suburban parts of Adams, Arapahoe, and Douglas counties, which will add over a quarter-million residents each by 2035. The rural counties of Gilpin and Clear Creek will experience a 55 percent and 49 percent increase, respectively, in total population in the same period.

Table 1. Total Population in the DRCOG Region						
County	1990	2005	2010	2035	Population Increase 2005 to 2035	
Adams	258,316	414,414	454,422	800,582	386,168	93.2%
Arapahoe	391,511	538,568	567,720	843,252	304,684	56.6%
Boulder	208,949	299,469	307,126	394,418	94,949	31.7%
Broomfield	24,636	45,970	52,058	103,083	57,113	124.2%
Clear Creek	7,619	9,895	10,340	14,694	4,799	48.5%
Denver	467,610	585,587	601,755	781,991	196,404	33.5%
Douglas	60,391	252,188	282,563	539,227	287,039	113.8%
Gilpin	3,070	5,179	5,456	8,050	2,871	55.4%
Jefferson	436,906	540,624	555,890	725,221	184,597	34.1%
SW Weld	14,923	35,753	46,856	135,076	99,323	277.8%
Total	1,873,931	2,727,646	2,884,186	4,345,594	1,617,948	59.3%

Source: DRCOG 2009 & US Census 1990

Elderly Population

The Denver region will follow a demographic trend seen throughout the United States as the “Baby Boomer” generation ages and as Americans continue to experience better health and longer lives. Approximately 12 percent of the Denver region’s population is currently over 60 years of age. This proportion is expected to almost double by 2035. *Table 2* shows that the percentage of seniors in each county will increase dramatically. In all counties but Adams, 20 to 45 percent of the population will be over age 60 in 2035.

Table 2. Population Age 60 or Older				
County	2005		2035	
	Population 60+	% 60+	Population 60+	% 60+
Adams	43,986	10.6%	148,435	18.5%
Arapahoe	68,410	12.7%	218,639	25.9%
Boulder	34,428	11.5%	93,186	23.6%
Broomfield	4,875	10.6%	23,873	23.2%
Clear Creek	1,385	14.0%	6,573	44.7%
Denver	80,509	13.7%	180,663	23.1%
Douglas	21,092	8.4%	133,825	24.8%
Gilpin	625	12.1%	3,142	39.0%
Jefferson	80,300	14.9%	162,593	22.4%
*Total	335,610	12.5%	970,929	23.1%

Source: DRCOG 2009

Age cohort data not available for the SW Weld portion in the DRCOG region

* Percentage based on Total DRCOG Regional Population excluding SW Weld Co.

This aging of the population will have an impact on demand for transit. Seniors who are no longer able to drive or who choose not to do so may use general public transit more often. In addition, the need will increase for specialized transit services for elderly residents who cannot access regular fixed-route service. Assuring that these residents have convenient and comfortable transit options is essential to their quality of life. In the two mountain counties of Clear Creek and Gilpin, few transit services exist for a rapidly growing population of seniors.

Youth Population

As the senior population of the region increases, the youth population percentage conversely decreases slightly (*Table 3*). However, the proportion of regional residents under the age of 14 is still significant in 2035, making up over 20 percent of the total regional population excluding southwest Weld County population (southwest Weld County data is not available). These youth must rely on their parents, school buses and other transit services to travel. The demand for transit for youth will continue to increase, especially as many households have both parents working. Having easily accessible and safe transit options for children can significantly increase their mobility and reduce the need for parents to make automobile trips to take their children to school, recreation and other extracurricular activities. And, students in many school districts are increasingly required to use public transit instead of school buses to get to school.

Table 3. Population Age 14 & Under				
County	2005		2035	
	Under 14 Population	% Under 14	Under 14 Population	% Under 14
Adams	97,020	23.4%	164,216	20.5%
Arapahoe	110,811	20.6%	167,337	19.8%
Boulder	53,109	17.7%	64,503	16.4%
Broomfield	10,880	23.7%	20,163	19.6%
Clear Creek	1,580	16.0%	2,153	14.7%
Denver	116,236	19.8%	154,834	19.8%
Douglas	63,569	25.2%	122,041	22.6%
Gilpin	849	16.4%	1,696	21.1%
Jefferson	105,634	19.5%	161,170	22.2%
*Total	559,688	20.8%	858,113	20.4%

Source: DRCOG 2009

Age cohort data not available for the SW Weld portion in the DRCOG region

* Percentages based on Total Population excluding SW Weld County (*Table 1*) for 2005 and 2035

Disabled Population

The size of the population with disabilities is difficult to estimate. For this document, the definition of persons with disabilities was equated with the U.S. Census Bureau’s definition of a “go-outside-the-home” disability used in the 2000 Census. Persons were identified as

having a “go-outside-the-home” mobility limitation if they said they had difficulty going outside the home alone to shop or visit a doctor’s office because of a physical, mental or emotional condition lasting six months or more. A person with a mobility limitation as defined by the Census is not necessarily eligible for transportation provided through the *Americans with Disabilities Act (ADA)*, such as RTD’s *access-a-Ride*.

According to the 2000 Census, the mobility-limited population in the Denver region makes up more than six percent of the total population 16 and older, or about 112,000 individuals (*Table 4*). Many of these people likely have difficulty driving and probably rely on rides from family or friends, specialized transit services or walking to get around. The Census indicates that about half of these individuals work, so transportation to employment is also needed. Because the Census Bureau used different definitions of disabled in previous censuses, it is difficult to assess changes in the disabled population over time; the Census also does not ask questions about disability status for children under 16.

Table 4. Population with “Go-Outside-Home” Disability 16 Years of Age and Over, 2000								
County	Male			Female			Total Population With Disabilities	% of Total Population With Disabilities
	16-64	65+	Total	16-64	65+	Total		
Adams	8,117	2,068	10,185	7,803	3,971	11,774	21,959	8.2%
Arapahoe	6,952	2,210	9,162	6,752	4,796	11,548	20,710	5.6%
Boulder	2,875	1,220	4,095	2,744	2,482	5,226	9,321	4.1%
Clear Creek	103	23	126	148	76	224	350	4.7%
Denver	12,614	3,738	16,352	11,395	7,818	19,213	35,565	8.1%
Douglas	1,140	300	1,440	1,189	582	1,771	3,211	2.6%
Gilpin	54	21	75	46	23	69	144	3.7%
Jefferson	5,983	2,736	8,719	6,388	5,384	11,772	20,491	5.1%
Total	37,838	12,316	50,154	36,465	25,132	61,597	111,751	6.1%

Source: U.S. Census 2000

Broomfield did not exist as a county at the time of the 2000 Census.

Residents with Disabilities in what is now the City and County of Broomfield are included in other counties in this table.

SW Weld Co data not available by male/female break down.

Low-Income Population and/or Households Without a Motor Vehicle

Residents of the region with low incomes and those without a motor vehicle likely have a need for transit service. *Figure 4* displays the geographic concentrations of these groups in the region. Areas with a per capita income (2000) of \$15,000 or less, in a region where the average personal income is \$27,600, are concentrated in the City and County of Denver and in portions of cities such as Aurora, Boulder, Brighton, Commerce City, Longmont, Sheridan and Thornton. Residents of these households are often transit users. Most of these areas with high concentrations of households without motor vehicles have frequent fixed-route

transit service, but some are in locations that are less well-served by transit. Importantly, as *Table 5* indicates, the number of households without a motor vehicle is increasing.

Table 5. Households without a Motor Vehicle				
County	Number of Households		Percentage of Households	
	1990	2000	1990	2000
Adams	5,516	7,474	4.5%	6.1%
Arapahoe	7,313	10,687	3.8%	5.6%
Boulder	4,614	5,875	4.3%	5.5%
Broomfield	195	414	1.4%	3.0%
Clear Creek	104	118	2.6%	2.9%
Denver	33,789	33,147	14.1%	13.9%
Douglas	251	831	0.4%	1.4%
Gilpin	18	54	0.9%	2.6%
Jefferson	5,555	8,320	2.7%	4.0%
SW Weld	*	212	*	2.4%
Total	57,355	67,132	6.1%	7.1%

Source: US Census 1990 & 2000

*SW Weld County data not available

In 2002, the 67,000 households without motor vehicles represented about 167,000 regional residents who relied on some other form of transportation, often transit, to get to work, school and shopping. These numbers are likely to continue to increase, especially as a result of the rising population of lower-income immigrants.

The issue of environmental justice in regards to the 2035 transportation system is presented in the *2035 Metro Vision Regional Transportation Plan*. The environmental justice analysis examines the benefits and burdens the proposed transportation system would have on low-income and minority populations. The analysis found that accessibility to jobs for these residents will be greatly improved by 2035; this is largely due to new rapid transit that will be constructed and to the annual increases in RTD bus service that are planned.

B. Low-Income Population and Employment Opportunities

This section presents information on the geographic distribution of low-income/Temporary Assistance for Needy Families (TANF) individuals and employment opportunities in the Denver Region. It also identifies major travel patterns for work trips for the target population. Knowing how low-income households and employment opportunities are dispersed geographically is useful in analyzing ways to improve access to jobs.

The geographic distribution of low-income/TANF individuals is discussed first, followed by a description of employment opportunities. The last section presents a discussion of work trip

patterns for low-income/TANF individuals. In order to complete this analysis, a detailed methodology was developed and a description follows.

Residential Distribution of Low-Income/TANF Individuals

As shown in *Figure 4*, there are several geographic areas that contain large concentrations of low-income households, based on census data from 2000:

- Areas immediately surrounding Downtown Denver
- North and Northeast Denver
- East Colfax Avenue corridor
- Southwest Denver
- Southwest Adams County, including significant portions of Commerce City
- Portions of Boulder (primarily associated with student population)
- Brighton area
- Portions of Longmont

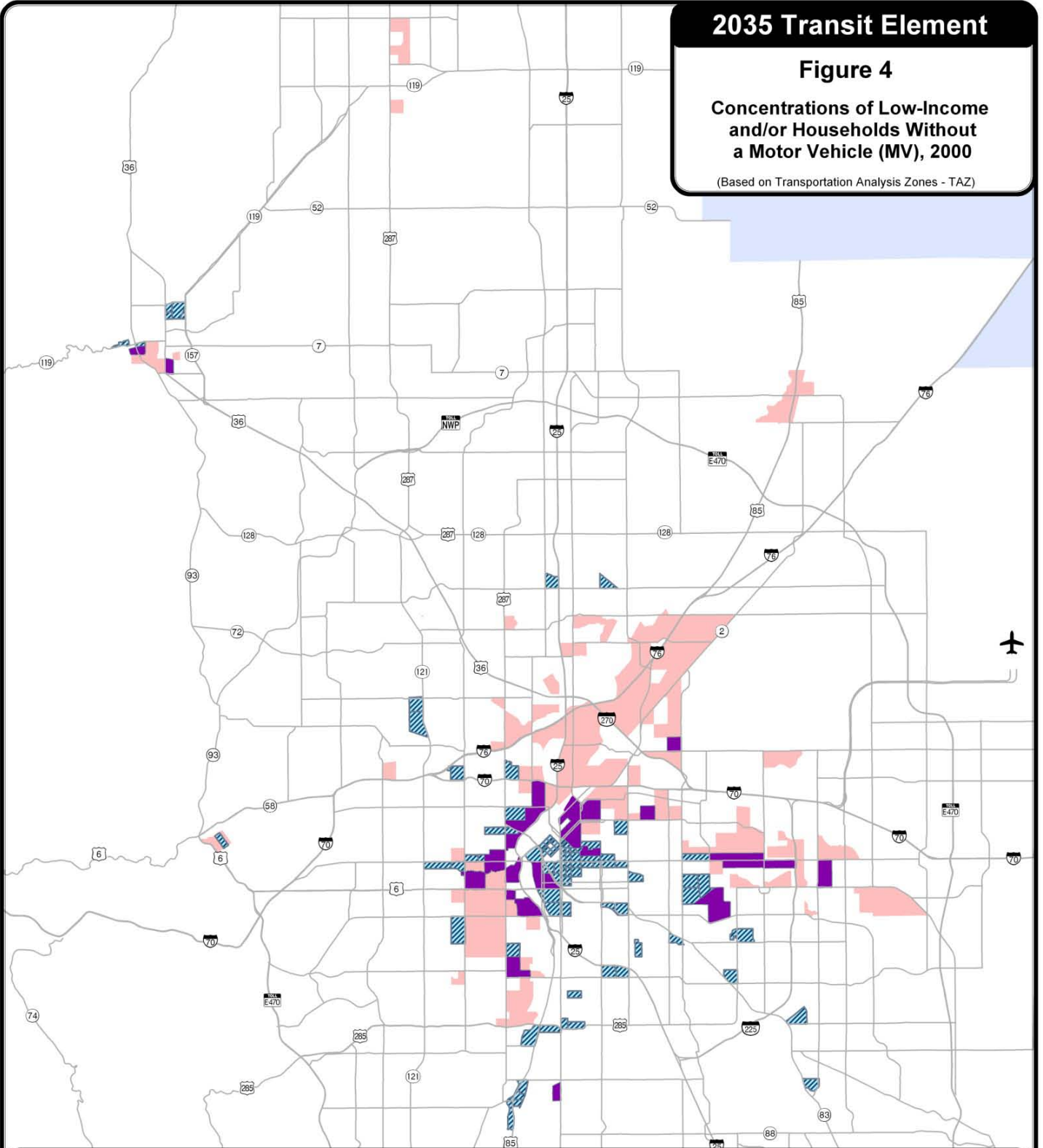
Though these concentrations exist, it should be noted that lower-income households exist throughout the region.

2035 Transit Element

Figure 4

Concentrations of Low-Income and/or Households Without a Motor Vehicle (MV), 2000

(Based on Transportation Analysis Zones - TAZ)



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Projection: Colorado State Plane, NAD 83
Source: DRCOG
DS 12/16/2009



- Concentrations of Low-income Households
- Concentrations of Households without MV
- Concentrations of Both Low-income* and Households without MV

* Per capita income less than \$15,000
** 20% or more of households have no motor vehicle
Zones with fewer than 20 residents not included.
Source: 2000 U.S. Census

- Denver International Airport
- Regional Roadway System
- Area Outside Region



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Total Employment

In addition to looking at entry-level employment, it is useful to look at total employment, as many people who enter the workforce in entry-level jobs have the potential to move up as they gain skills. The DRCOG Travel Model (2009) includes estimates of employment over time. Several key employment centers will offer a large number of jobs within concentrated geographic areas, thus allowing more efficient transit service (see *Table 6*).

Table 6. Example Regional Employment Centers		
Employment Areas	Employment by Year	
	2005	2035
Denver Central Business District	96,700	150,700
Colorado Boulevard Corridor	52,900	63,800
South I-25 Corridor (e.g., DTC)	101,200	204,300
DIA/Pena Boulevard	23,800	36,300
Denver West/Federal Center	30,900	45,600
Fitzsimmons Medical Center	4,700	39,900
City of Boulder	39,800	44,500
Interlocken/US-36 Area	25,000	53,400

*Source: DRCOG 2009
Numbers rounded to the nearest 100th*

Jobs will be located throughout the region and not just in the previous employment centers. *Table 7* displays the county level totals for employment.

Table 7. Total Employment Estimate and Forecast		
County	2005	2035
Adams	175,280	363,790
Arapahoe	317,650	448,740
Boulder	177,290	196,270
Broomfield	34,910	77,720
Clear Creek	3,480	4,890
Denver	487,570	663,420
Douglas	103,310	192,390
Gilpin	5,420	6,310
Jefferson	249,440	347,190
SW Weld	10,580	29,040
Total	1,564,930	2,329,760

*Source: DRCOG 2009
Numbers rounded to the nearest 10th*

Distribution of Low-Wage Employment

In 2005, low-wage employment was quite dispersed throughout the region (see *Figure 5*). Many of the entry-level employment opportunities are in retail and service sectors along major transportation corridors throughout the region. A summary of major concentrations of entry-level employment follows.

- *Denver Central Business District*

This area has large concentrations of entry-level employment that support the activities of businesses offering higher-waged jobs.

- *Central City/Black Hawk*

These two communities feature several casinos which rely on service-sector employees for their primary operations thus creating many employment opportunities.

- *East side of the metro area*

Areas include DIA, Stapleton, and retail opportunities at older mall locations.

- *Southeast I-25*

The corridor stretches from I-225 to south of County Line Road. It includes the Denver Tech Center, Greenwood Plaza, and the office and retail development in the Park Meadows area and Arapahoe Road corridor.

- *Colorado Boulevard*

There are concentrations of entry-level employment near the intersection of Colorado Boulevard and I-270, and on either side of Colorado Boulevard between Colfax Avenue and Yale Avenue.

- *Other Areas*

- *South Broadway/Santa Fe corridor*

- *Wadsworth corridor*

- *West Colfax corridor*

- *Boulder*

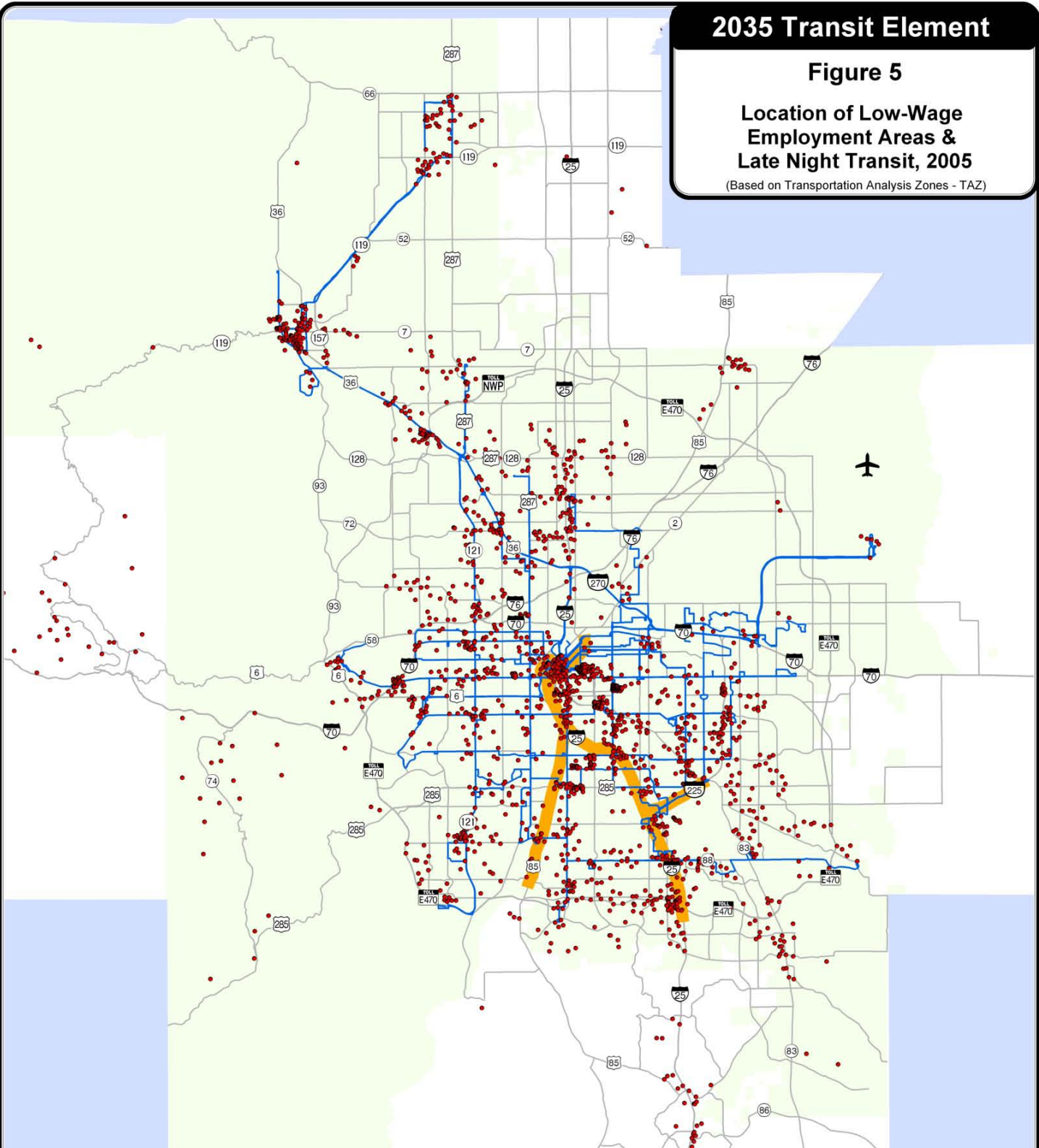
- *Longmont*

2035 Transit Element

Figure 5

Location of Low-Wage Employment Areas & Late Night Transit, 2005

(Based on Transportation Analysis Zones - TAZ)



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Source: DRCOG
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- One Dot = 200 Employees
- Dots are placed randomly within zones. They do not represent exact employment locations.
- RTD Service Area Boundary
- Area Outside Region

- ✈ Denver International Airport
- Late Night Bus Service
- Late Night Light Rail Service
- Regional Roadway System



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Low-Wage Employment and Late-Night Transit Service

Many low-wage employment opportunities require workers to travel during off-peak hours. The RTD service schedules for bus and light rail were analyzed to determine where the late night service exists. Late-night service was defined as service that ran past midnight. Only Route 15 along Colfax Avenue has 24-hour service. *Figure 5* also displays low-wage employment in the region and the late-night transit service routes. This information gives some perspective on where late-night transit gaps may exist for employment areas. It should be noted, however, that no time-of-day shift analysis was made for this report and the employment displayed is for a 24-hour period. Any consideration of extending service hours beyond midnight for job-access purposes would require a more detailed analysis of employment shift information.

C. Travel Profile

Commuting Patterns

Based on U.S. Census Bureau estimates, in 2008, 4.6 percent of the Denver region's workforce traveled to work by public transit (*Table 8*). This represents an increase in the share of commuters that take transit to work, up from 4.2 percent in 1990. At the same time, however, the share of people getting to work in a single-occupant vehicle (SOV) has remained relatively stable since 1990.

Table 8. Commute to Work - 1990, 2000 and 2008			
	1990	2000	2008
Drove alone	74.9%	75.4%	73.9%
Carpool	12.5%	11.5%	10.6%
Public transit	4.2%	4.6%	4.6%
Walk or bicycle	4.0%	3.1%	3.4%
Other means	0.7%	0.7%	1.3%
Work at home	3.6%	4.8%	6.2%

*Source: U.S. Census (1990 & 2000) and Census American Community Survey (2008)
SW Weld County data not available.*

Reducing SOV use is one of the policies outlined in Metro Vision as a means of reducing congestion and air pollution. *Table 9* shows the proportion of commute modes by county. The more urbanized counties show a higher percentage of transit use and other non-SOV modes of travel to work.

Table 9. Commute to Work by Transportation Mode, 2000

County	Mean travel time to work (minutes)*	Percent of All Workers Age 16+					
		Drove alone	Carpool	Public transit*	Walk or bicycle	Other means	Work at home
Adams	28	76.0%	14.4%	4.3%	1.5%	0.7%	3.1%
Arapahoe	26	78.8%	10.9%	3.2%	1.8%	0.7%	4.6%
Boulder	22	70.8%	10.4%	4.9%	6.9%	0.7%	6.4%
Clear Creek	33	72.8%	13.2%	2.1%	3.7%	0.6%	7.6%
Denver	25	68.3%	13.5%	8.4%	5.3%	0.8%	3.7%
Douglas	29	81.0%	8.0%	1.5%	0.9%	0.7%	7.9%
Gilpin	35	73.0%	15.5%	1.2%	4.2%	0.8%	5.2%
Jefferson	27	79.6%	9.9%	3.3%	1.5%	0.6%	5.1%
Total	28	75.0%	11.5%	4.6%	3.1%	0.7%	4.8%

Source: U.S. Census 2000

SW Weld County data not available

* including taxi

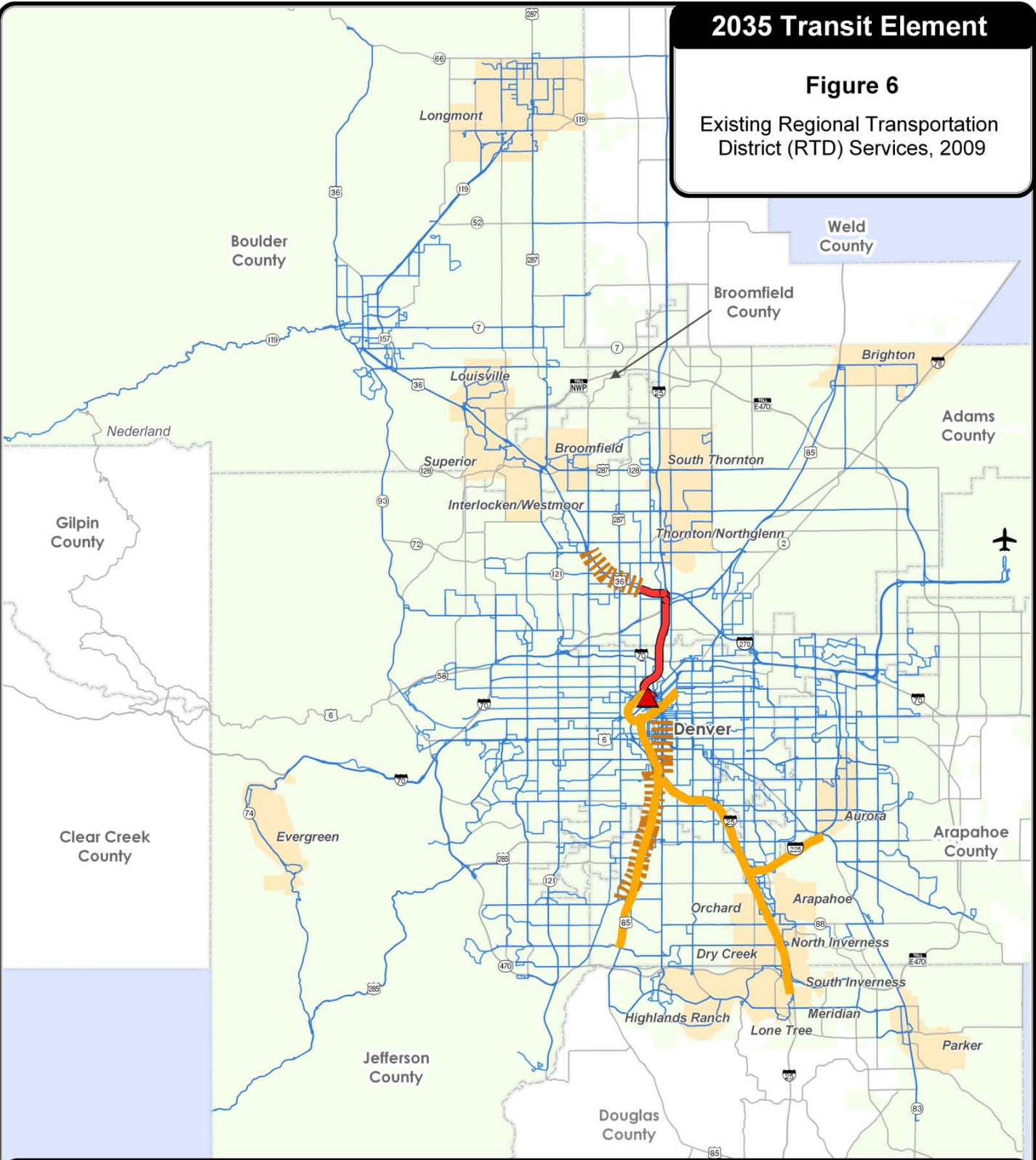
In addition to the increase in the number and location of jobs, employment trends show that types of jobs and work hours are also changing, and these changes affect transit need. The service sector job market will continue to increase in size. Many of these jobs are in suburban locations where there is generally less transit service. In addition, work times for many service sector jobs do not fall within the standard “8 to 5” peak commuting times when transit service is most available and features more express routes. Even within job categories with a more traditional schedule, alternative work schedules are becoming more popular. Programs such as flex time and compressed work week all create transit demand at times outside typical peak hours.

Changing residential patterns also affect transit. Residential growth outside the DRCOG borders, especially in Weld County, will lead to more workers making commutes into the region for work. Currently, about 15,000 residents of Weld County (outside of the DRCOG portion) work in the DRCOG region. Within the DRCOG region itself, as urban centers are more fully developed throughout the region, these mixed-use centers will stimulate more trips. A significant number of these trips are expected to be made by transit. *Figure 6* shows the existing Regional Transportation District (RTD) services in the DRCOG region.

The region will also see an increase in transit-oriented development (TOD) as new light rail and commuter rail lines are built. TOD results in the creation of compact, walkable communities centered around transit stations. TODs usually contain residential, retail and employment uses that are within walking distance of transit. They allow residents, workers and visitors mobility and convenience without dependence on cars. The development of TODs in the region should increase transit ridership and reduce SOV dependence.

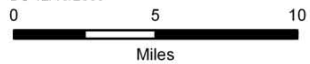
2035 Transit Element

Figure 6
Existing Regional Transportation District (RTD) Services, 2009



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Projection: Colorado State Plane, NAD 83
Source: DRCOG
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- Denver Union Station (incorporates Market St Station)
- Existing Light Rail
- Existing HOV
- Existing HOT/HOV
- Existing Fixed-Route Bus Service
- Regional Roadway System

- Existing call-n-Ride Area
- RTD Service Area Boundary
- County Boundaries
- Area Outside of Region
- Denver International Airport



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CityCenter Englewood at the Englewood light rail station is an existing example of TOD in the region. Other TOD sites being planned include redevelopment of the former Gates Rubber factory property and the area around Denver Union Station.

As RTD implements its FasTracks plan, new opportunities for TOD will arise at many additional rail stations; for example, at the Federal Center on the West Corridor, the Boulder Transit Village on the Northwest Rail Corridor, and at Peoria Street/Smith Road for the East Corridor. More than a dozen additional station area master planning efforts are underway.

Travel Patterns of the Elderly and Persons with Disabilities

Information regarding the travel habits of the elderly and the disabled in the region is available from several studies. DRCOG's *Strengths and Needs Assessment of Older Adults in the Denver Metro Area*, released in October 2004, surveyed over 2,000 seniors on a variety of topics, including their transportation needs. The needs assessment found that the automobile was, by far, the most popular way for older adults to make local trips (*Table 10*). Ninety-four percent of respondents said a car was their primary form of transportation. A total of 5 percent indicated that they used transit or senior vans and shuttles for most of their trips. These figures were nearly identical to those found in a similar study of seniors in the DRCOG region in 1999.

Table 10. Transportation Mode for the Elderly, 2004	
For most local trips, how do you travel?	Percent Responding
Drive or ride in car	94%
Public transportation	3%
Senior van, shuttle, etc.	2%
Taxi	0%
Walk	1%
Other	0%

*Source: DRCOG
Elderly defined as persons 60 years and older*

The 2004 needs assessment found that 11 percent of older adults need some help in getting or arranging transportation. This represents over 33,000 people in the region. This need increased with age and was higher for female, Hispanic and non-white seniors and for those who rented, lived alone, had less education or had a physically limiting condition.

The study also asked seniors what trouble they had getting the transportation they needed. *Table 11* presents the responses. Many of the problems listed - such as those related to car trouble, having to rely on others, trouble getting around without help, and disability or health - could be lessened if efficient, affordable transit service were readily available, and if potential riders knew how to access it.

Table 11. Transportation Difficulties for the Elderly, 2004

When you have trouble getting the transportation you need, what is the main reason?	Percent responding
Car trouble	43%
Have to rely on others	14%
Not available when I need to go	13%
Trouble getting around without someone to help	6%
Transportation doesn't go where I need to go	6%
Weather	5%
Can't afford it	4%
Not available in my community	3%
Disability or health reasons	3%
Unfamiliar with transportation options or system	1%
Don't know who to call	0%
Other	2%

Source: DRCOG
 Elderly is defined as persons 60 years and older

Some of the respondents did make reference to transit or other senior transportation services. Thirteen percent said that transportation was not available when they wanted to go and six percent of respondents said that it did not go to their needed destinations. Three percent said this kind of transportation was not available where they lived and one percent of the respondents were unfamiliar with what services were available or how to use them. More abundant and more extensive specialized transit service would likely be utilized by many of these seniors if it were available.

In 1994, RTD and DRCOG interviewed over 1,600 people to obtain an indication of the travel patterns of seniors and the travel-impaired. The category of “travel-impaired” included anyone 10 years of age or older who was not able to travel outside their home without assistance due to a physical or mental impairment. Of all households surveyed, 2.7 percent included a travel-impaired member. The ability to drive a motor vehicle varied significantly between the travel-impaired and seniors. While only 20 percent of the travel-impaired were able to drive, 86 percent of the seniors were able to drive. Over 75 percent of the travel-impaired were able to ride in a motor vehicle as a passenger, even when they could not drive. The survey found that the primary mode of transportation for the mobility-impaired was riding as a passenger in a car. Twenty-three percent drove a car. Seventeen percent primarily used some kind of transit service.

The travel-impaired respondents made an average of 4.1 two-way trips per week outside their homes. Fourteen percent of the travel-impaired typically made no trips outside their homes. Non-impaired seniors reported they made an average of 7.6 two-way trips per week. Only one percent of the seniors reported no trips outside their homes. Seven out of 10 non-travelers would make trips if sufficient transportation were available.

Major Destinations of Elderly and Disabled Transit Users

In order to plan for the provision or extension of specialized transit services, common origination and destination points must be identified. Frequent destinations of the elderly and persons with disabilities include medical centers, senior centers, meal sites, regional shopping malls, major employment centers, nursing homes, assisted-living communities and Community Centered Boards that serve individuals with developmental disabilities.

The cost of specialized transportation varies greatly by destination. For example, meal site transportation is relatively inexpensive compared to most medical trips. Transportation to meal sites can usually be provided to several individuals, on a semi-fixed-route schedule, using one vehicle. Conversely, medical trips tend to be individual trips and are therefore more costly.

Recipients of Medicaid must seek medical treatment from the nearest appropriate medical facility and it is up to the transportation provider to ensure this rule is followed. However, medical trips in general are becoming longer and more complicated due to the locating of many new medical facilities on the periphery of the urbanized area.

The three major providers of specialized transportation in the region were surveyed to determine the most common reasons for trips (*Table 12*). Medical appointments were the most frequent trip purpose; these include doctor's visits and appointments for dialysis and therapy. Other personal needs accounted for one-quarter of all trips; these include social, religious, educational and recreational trips. Travel to a job or to a workshop was the other significant travel type comprising 22 percent of trips.

Table 12. Specialized Transit Trip Purpose - January to April 2004				
Trip Purpose	RTD access-a-Ride	Special Transit	Seniors' Resource Center	Total for the DRCOG Region
Medical	25%	30%	48%	28%
Personal	26%	31%	1%	25%
Work or workshop	28%	8%	N/A	22%
Daycare	9%	7%	16%	10%
Meals	N/A	15%	20%	4%
Shopping	2%	7%	11%	3%
Other	9%	1%	N/A	7%

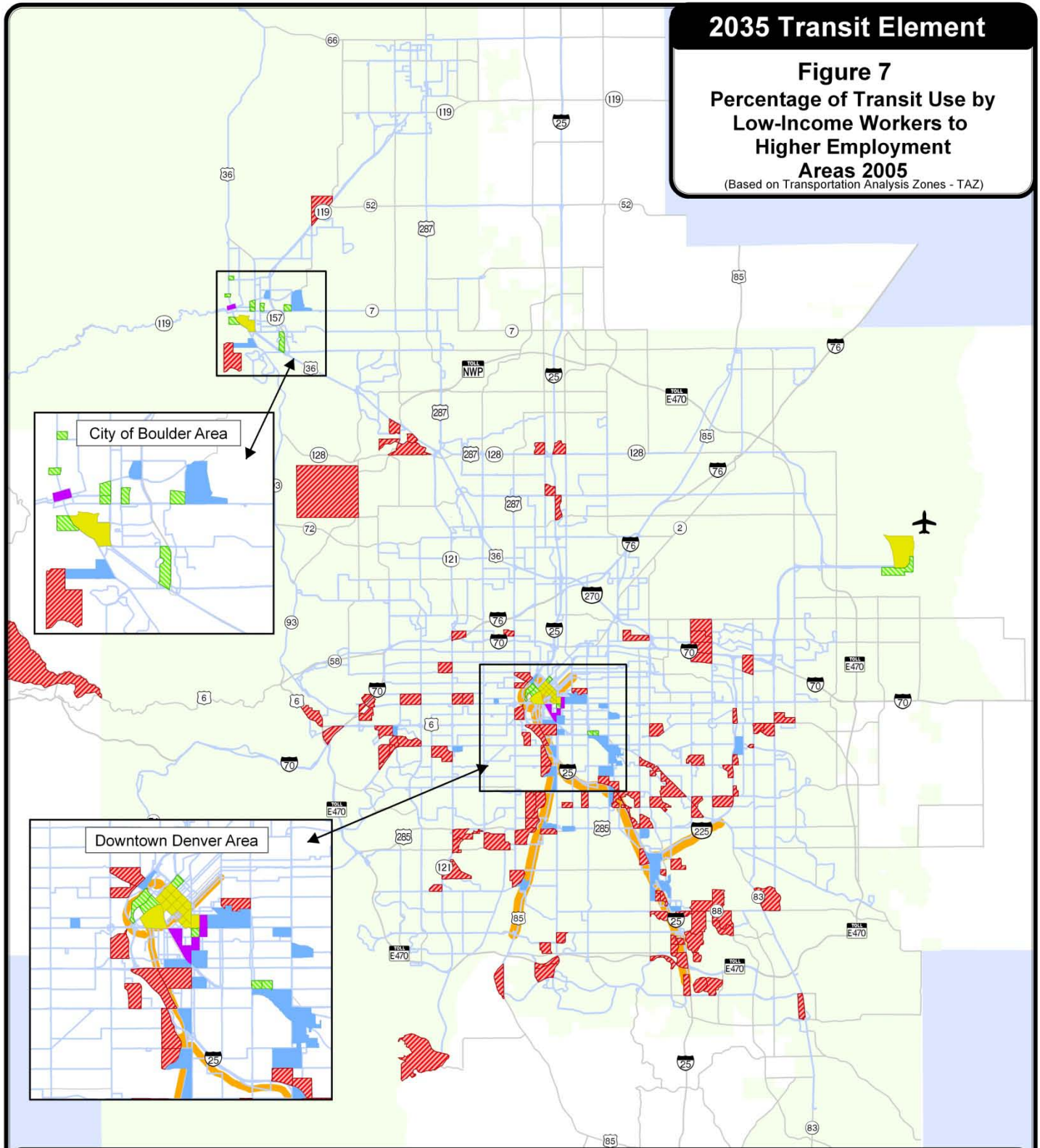
Sources: RTD, Special Transit, Seniors' Resource Center
N/A - data not available

Travel Patterns of Low-income Individuals and JARC Funding

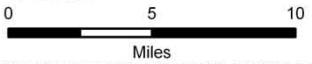
The analysis of 2005 travel model data revealed many transportation analysis zones (TAZs) in the Denver region where transit trips constituted a small percentage of the total daily trips (see *Figure 7*). The analysis provided an overview of employment areas that appear to be underserved by transit. To determine the geographic concentrations

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Figure 7
Percentage of Transit Use by
Low-Income Workers to
Higher Employment
Areas 2005
 (Based on Transportation Analysis Zones - TAZ)



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 Projection: Colorado State Plane, NAD 83
 Source: DRCOG
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Percent of Trips by Transit

- 1% - 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 41% - 100%

- Light Rail (Existing)
- RTD Bus Routes (2009)
- Regional Roadway System
- Denver International Airport

- RTD Service Area Boundary
- Area Outside Region

* Percentage of Trips by Transit derived from the Travel Model based on All Trips divided by Transit Trips to High Employment TAZs from Low-Income TAZs.



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of entry-level employment opportunities, the DRCOG 2005 transportation model was used to analyze where low-income individuals travel for employment. TAZs with more than 35 daily low-income household home-to-work trip destinations were analyzed. In all, there were 201 TAZs that received 35 or more daily low-income household home-to-work trips. These TAZs had a much higher percentage of retail and service employment trips within the TAZ than other TAZs within the Denver region. Thus, the TAZs selected as having entry-level employment opportunities are those TAZs containing retail and service employment opportunities.

Further analysis should be conducted by transit service planners to fully assess the need for, and applicability of, JARC funds to improve transit service in the key areas outside of central Denver:

- *Southeast Denver Region*

With the November 2006 opening of the Southeast Light Rail line and extensive *call-n-Ride* areas, many of the TAZs that appear to have low transit use will likely experience changes in ridership. Within the southeast region, two corridors in particular seem as though they would benefit from increased transit service.

Nearly the entire Parker Road/Leetsdale Drive corridor from Colorado Boulevard in Glendale to I-225 in Aurora has limited transit use. Parker Road is a heavily commercialized corridor that features a diverse mix of commercial, retail, and service sector employers. Between Mississippi Avenue and I-225, the only RTD service is Route 83 and it runs as both a Limited and Local route, though by name, it is the 83 Limited. These data suggest that a dedicated local route may be needed or perhaps the true nature of the route should be clarified so that potential riders understand local stops are included.

Several TAZs bordering Arapahoe Road east of I-25 to Parker Road have low transit use. RTD Route 66 runs along Arapahoe Road to the Arapahoe Crossing Shopping Center in the northeast corner of the Arapahoe Road/Parker Road intersection. It is possible that transit use in this area will increase with the recent light rail opening but increased service frequency may be needed to service the shopping center.

- *Southwest Denver Region*

In the southwest Denver region, two nodes of low transit use appear. One node is oriented around the Wadsworth Boulevard/Hampden Avenue intersection. The area is currently served by five RTD routes that converge at the Wadsworth/Hampden *park-n-Ride*. Considering the robust bus service that already exists in the area, the low use may be related to a shift differential between bus service and work hours or other contributing factors. Northwest of Roxborough State Park in Douglas County there is a Lockheed Martin facility. Transit ridership is very low to this facility but that may be a reflection of the nature of the highly trained workforce and the limited transit service.

- *North Denver Region*

In the north Denver region, two retail/service employment areas near I-25/120th Avenue and I-25/104th Avenue have a low percentage of transit users. Both areas are served by several existing bus routes and the proximity to I-25 may result in decreased bus use in favor of the automobile.

- *East Denver Region*

North of I-70 and west of Peoria Street there are four TAZs associated with the Montbello Industrial Park. The low rate of transit use in this area is curious because RTD's Montbello *park-n-Ride* is located within one-half mile of the TAZs and three routes circulate within the development. Further investigation of work schedules and corresponding service availability may provide an explanation for the low transit use.

- *West Denver Region*

There are several TAZs in the west Denver region with low transit ridership. The Denver Federal Center in Lakewood is one such area. The Federal Center is near the Cold Spring *park-n-Ride* that is served by 16 bus routes. With the wide range of buses that converge near the Federal Center it is unclear why more commuters don't use transit.

The Jefferson County Government Center is another facility that has low percentage of transit riders. The building has one bus route that serves it but its remote location may contribute to the poor use of transit to the facility. Transit usage is expected to increase upon completion of West Corridor light rail FasTracks project. By 2025, average weekday ridership is projected to be 31,000.

3. INVENTORY OF EXISTING TRANSIT SERVICES IN THE DRCOG REGION

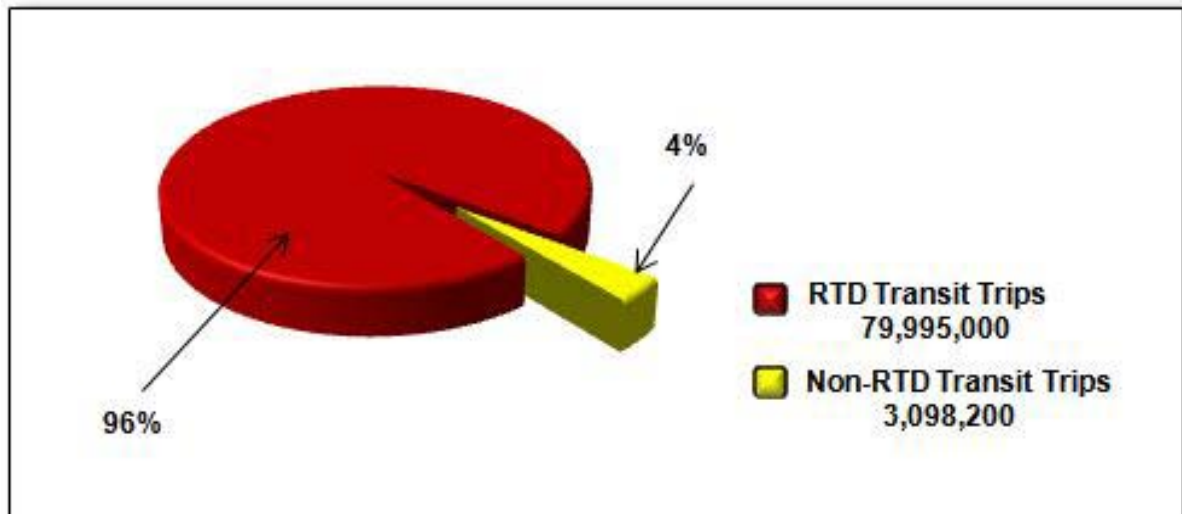
Within the DRCOG planning area, there are many entities that provide transit services. Providers include a mix of public, private non-profit, and private for-profit agencies. Public or private non-profit agencies sometimes contract with for-profit providers. Some services are open to the general public. Others are reserved for certain groups of students, employees, clients or members of a particular organization.

DRCOG surveyed transit agencies that provide intraregional service within the Denver area in 2007 and in 2009. The results were used to complete this section. Providers were categorized by their primary transit function. RTD, because of its dominance of Denver-area transit service, is examined separately. Other providers are divided into those that offer service to the general public and those that offer primarily specialized transit services. Providers such as intercity bus services, taxis and client-based services were not surveyed, but their contribution to the overall transit network is discussed.

A. Summary of Findings

In 2008, about 83 million one-way trips were served by transit. Most transit trips in the region were provided by RTD. As shown in *Figure 8*, RTD provided approximately 80 million trips (including *access-a-Ride* and *call-n-Rides*) or 96 percent of the total transit trips. The remaining trips were provided by other general public and specialized transit providers.

Figure 8. Transit Trips by Provider, 2008

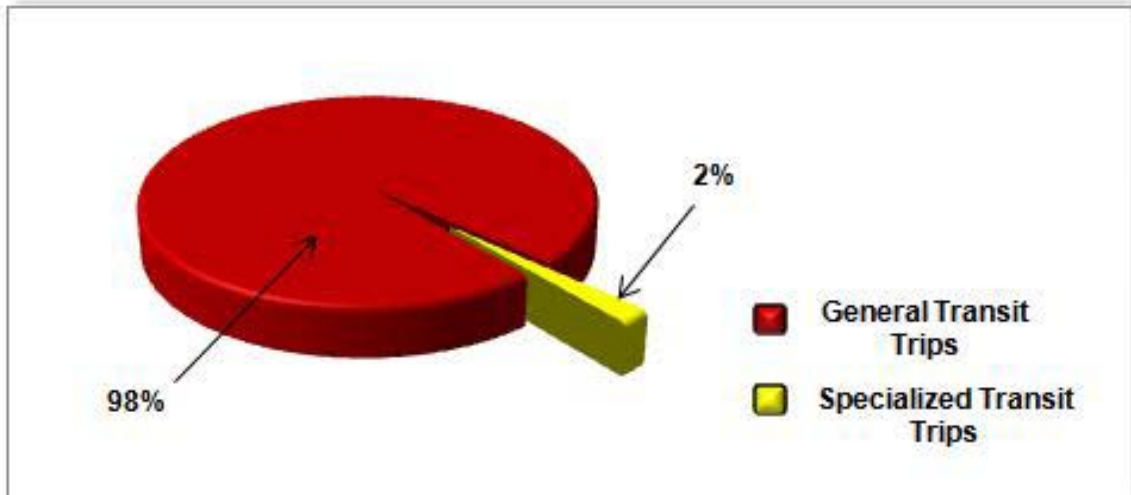


Source: *Transit providers 2008*

Specialized transit trips for the elderly and persons with disabilities accounted for two percent of all transit trips in 2008 (*Figure 9*). Specialized transit is provided by a variety of services funded by local governments, non-profit agencies and for-profit companies. Specialized transit almost always is demand-responsive and involves curb-to-curb or

door-through-door service. Advanced reservations are usually required. Vehicles used are usually vans or small buses and are often wheelchair-accessible.

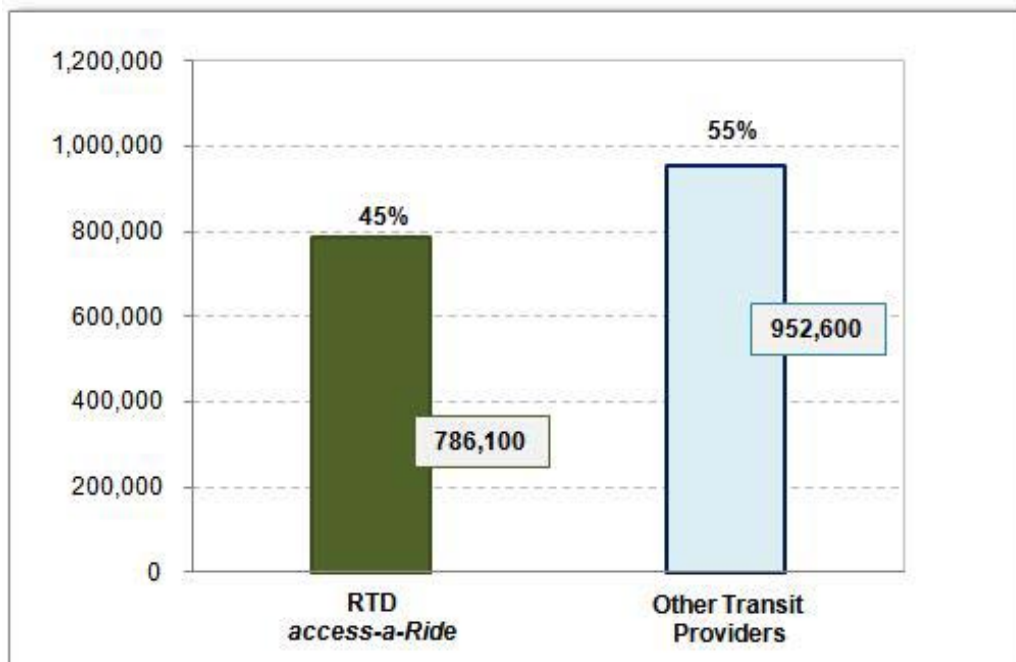
Figure 9. General Transit Trips Compared to Specialized Transit Trips, 2008



Source: Transit providers 2008 DRCOG survey

RTD's *access-a-Ride* and *call-n-Ride* services provided approximately 45 percent of all specialized transit trips (Figure 10). Various other non-profit, for-profit, and publicly funded agencies provided the other 55 percent.

Figure 10. Trips Provided by Specialized Transit Services 2008



Source: Transit providers 2008 DRCOG survey
Rounded to the nearest 100th

B. Regional Transportation District (RTD)

RTD provides a comprehensive network of light rail, fixed-route bus service, and demand response services for much of the DRCOG region. The light rail and fixed-route bus services are a key part of the region's commuter transportation services. All buses are accessible with either lifts or ramps. Demand-response services include paratransit services for persons eligible under ADA (known as *access-a-Ride*) and a variety of *call-n-Ride* services.

RTD is a public agency with an elected board of directors. RTD is the designated provider of public transportation for an area that includes over 92 percent of the 2.7 million residents of the Denver region. RTD's service area, shown in *Figure 11*, is a special district established by the Colorado General Assembly. The district covers approximately 2,300 square miles and spans eight counties, including all of Denver, Boulder, Broomfield and Jefferson counties; the urbanized areas of Adams and Arapahoe counties; the northern portion of Douglas County; and portions of Broomfield and Weld County. RTD's services include fixed-route bus and light rail, demand-responsive service in several *call-n-Ride* areas and through the *access-a-Ride* program, and several other special bus-based services.

RTD is the designated recipient for Federal Transit Administration funds allocated to the Denver-Aurora urbanized area. RTD frequently receives funds and then subcontracts with other jurisdictions or eligible entities in the region, making it easier for smaller agencies or community organizations to benefit from FTA funding.

RTD Fixed-Route Service

RTD's fixed-route system currently includes local, limited, express and regional bus service and light rail transit (LRT) routes. RTD recorded over 102 million passenger boardings on its fixed-route bus system in 2008. In addition, the system provided 20.1 million light rail trips.

RTD also maintains significant transit facilities associated with its fixed-route service throughout the district. These include:

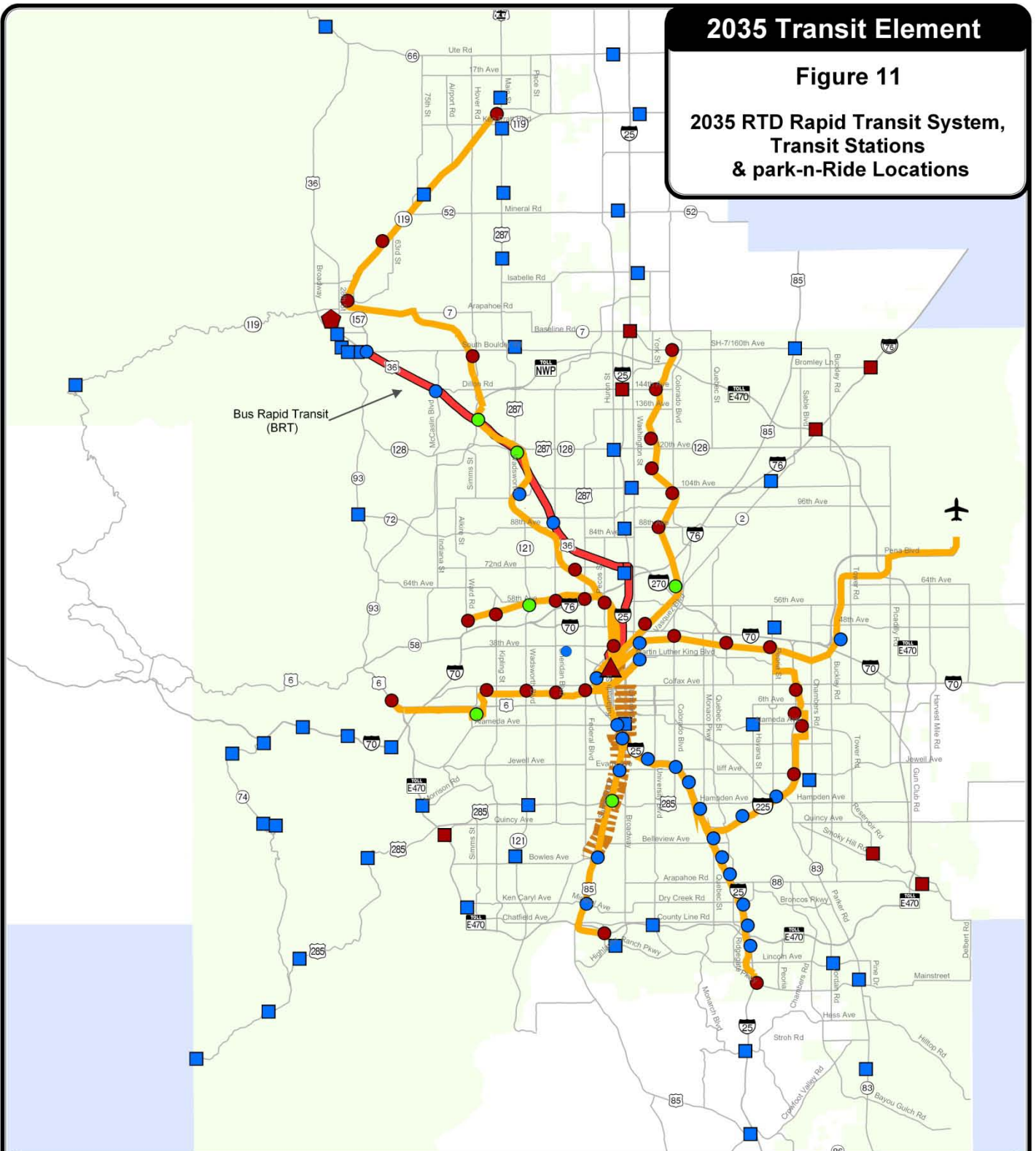
- Nearly 600 passenger shelters at over 10,000 bus stops and 23 light rail stations. All light rail stations have raised-block ramp platforms for riders with mobility disabilities.
- 76 *park-n-Ride* facilities that provide 26,735 free parking spaces. In 2009, RTD initiated a parking management program for 34 of its *park-n-Rides*, with fees for out-of-district users and for all users parking for more than 24 hours.

The existing RTD Services are shown in *Figure 6* while the planned 2035 RTD rapid transit system and *park-n-Ride* lot locations are shown in *Figure 11*.

2035 Transit Element

Figure 11

2035 RTD Rapid Transit System, Transit Stations & park-n-Ride Locations



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Projection: Colorado State Plane, NAD 83
 Source: DRCOG
 DS 12/16/2009; 03/23/2010



existing **expand** **new**



- Rapid Transit Station with Parking
- Park-n-Ride Lot
- ▲ Denver Union Station (incorporates Market St. Station)
- ◆ Univ. of Colorado Transit Center
- ✈ Denver International Airport

- Rapid Transit
- HOT/HOV Lanes
- HOV Lanes
- Regional Roadway System
- RTD Service Boundary
- Area Outside Region



Clinton:\Development\Transit\GIS_Data\2035_Transit_Fig_maps\2035_Figures_maps\2035_FIG-11_RTDRapidTransitSL_PnRLoc

Three transit centers serve as regional transportation hubs. The downtown Denver transit centers are located at Market Street Station and the Civic Center. The third transit center is located in downtown Boulder.

The current cash fares (2009) for RTD bus and light rail service are as follows:

RTD Service	Fare
Local and limited bus, <i>call-n-Ride</i> , circulators	\$2.00
Light rail travel in one or two zones	\$2.00
Light rail travel in three zones	\$3.50
Light rail travel in four zones	\$4.50
Express bus	\$3.50
Regional bus	\$4.50
<i>SkyRide</i> (service to Denver International Airport)	\$8 - \$12

Source: RTD 2009

RTD offers a variety of discount programs. Seniors, persons with disabilities, student riders and Medicare recipients pay a reduced fare that is approximately half of the full cash fare. Ten-ride ticket books and monthly passes are available for all riders. Through a program supported by student fees, students at the University of Colorado, the University of Denver, Naropa University, and the colleges on the Auraria campus may use their school identification cards as bus and light rail passes. Several other passes are available, including the employer-sponsored Eco Pass, the community-based Neighborhood Pass, and the TeenPass.

RTD *call-n-Ride* Service

RTD supplies demand-responsive *call-n-Ride* service in several lower-density areas where fixed-route service would be less efficient. *call-n-Ride* provides curb-to-curb service within a specific geographic area. Passengers call for a pick-up at least one hour in advance and trips can also be scheduled up to two weeks in advance. *call-n-Ride* users can transfer free to other RTD services. *Table 13* lists the 19 existing *call-n-Ride* areas and hours of service.

Table 13. RTD *call-n-Ride* Areas 2006

	Monday-Friday	Saturday	Sunday
Arapahoe	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Aurora	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Brighton	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Broomfield	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Dry Creek	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Evergreen	5:30 a.m. to 8:00 p.m.	9:00 a.m. to 7:00 p.m.	Not Available
Highland Ranch	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Interlocken/Westmoor	5:30 a.m. to 10:00 p.m.	Not Available	Not Available
Lone Tree	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Longmont	6:30 a.m. to 7:30 p.m.	9:00 a.m. to 6:00 p.m.	9:00 a.m. to 6:00 p.m.
Louisville	5:30 a.m. to 10:00 p.m.	Not Available	Not Available
Meridian	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
North Inverness	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Orchard	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Parker	5:30 a.m. to 6:00 p.m.	Not Available	Not Available
South Inverness	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
South Thornton	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Superior	5:30 a.m. to 8:00 p.m.	Not Available	Not Available
Thornton/Northglenn	5:30 a.m. to 8:00 p.m.	Not Available	Not Available

Source: RTD 2009

RTD *access-a-Ride* Service

As the designated provider of public transit for most of the population of the Denver region, RTD is the primary agency responsible for providing specialized transportation to comply with the *Americans with Disabilities Act (ADA)*. In general, RTD must provide transportation service complementary to the fixed-route, general public system through its *access-a-Ride* service for any person within its service area who is certified as meeting any of the following criteria:

- Disability prevents the person from using the wheelchair-accessible fixed-route system.
- The person is able to use accessible general transit, but cannot take the desired route because that route is not accessible.
- The person is unable to get to or from the boarding and/or disembarking location.

ADA service through *access-a-Ride* must have the following characteristics:

- Serves any origin and destination within $\frac{3}{4}$ mile of a non-commuter, fixed-route bus route or within a $\frac{3}{4}$ -mile radius of rail stations along a non-commuter route,
- Operates during the same hours and days as comparable fixed-route service,
- Has no restrictions on trip purpose or number of trips per passenger,
- Has no capacity constraints,
- Provides trips the day following the request,
- Provides service within one hour of the time requested, and
- Have fares that do not exceed twice that of comparable fixed-route service.

access-a-Ride (Serviced Counties, Clients and One-Way Fares)

Through the course of planning and implementing ADA service, RTD has used several methods to estimate clients and ridership. Actual *access-a-Ride* ridership has proven to be difficult to project. Little correlation has been found between the various travel demand estimates and recorded ridership. *Table 14* shows the number of certified *access-a-Ride* clients as of 2008.

Table 14. RTD <i>access-a-Ride</i> Clients 2008	
County	Active <i>access-a-Ride</i> Clients
Adams	5,495
Arapahoe	10,386
Broomfield	373
Boulder	1,487
Clear Creek	16
Denver	17,695
Douglas	791
Gilpin	n/a
Jefferson	7,332
SW Weld	86
Total	43,661

Source: RTD 2009

In addition to *access-a-Ride*, RTD partners with taxi services in order to provide more trips through their *access-a-Cab* program. RTD will subsidize any taxi service \$12 for each trip they provide for ADA-certified passengers. The passenger must pay the first \$2 and then any costs over \$14. These trips are currently limited to a total of 400 per day in the RTD service area; trips are rationed over the course of each day and there is

a limit of four one-way trips per person per day. RTD provides service at no charge to ADA certified clients on all fixed-route and *call-n-Ride* vehicles with AAR ID cards. *Table 15* shows the *access-a-Ride* fares in 2008.

Table 15. RTD <i>access-a-Ride</i> Fares	
One-Way Fares	
Local	\$ 4.00
Boulder Local	\$ 4.00
Longmont Local	\$ 4.00
Express	\$ 7.00
Regional	\$ 9.00
Denver International Airport	\$ 24.00

Source: RTD

Additional RTD Services

RTD also provides five other significant types of services:

- *FREE MallRide*

The *FREE MallRide* is a free shuttle service that operates along the 16th Street Mall. The bus provides downtown accessibility for both tourists and commuters. The *MallRide* connects the Civic Center and Market Street Station, transit centers and the Denver Union Station multimodal hub. In 2008, the *MallRide* provided about 500,000 boardings.

- *Mid-day Shopper*

Mid-day Shopper is also a curb-to-curb shopping service and is also open to the general public. It operates weekdays throughout the Denver area on a fixed-route schedule. The fare is \$2.00 roundtrip for seniors (65 and older) and \$1.50 each way for others.

- *seniorRide*

seniorRide transports seniors to a variety of cultural, educational and entertainment events. *seniorRide* serves groups of ten or more. This service is also open to the general public. The fare is \$2.00 round trip for seniors (65 and older). For longer trips the fare is \$4.50 round trip for seniors and \$7.50 for those under 65. *seniorShopper* and *seniorRide* service is open to the general public. Fares: \$4.00 round trip and for longer trips, \$9.00.

- *seniorShopper*

seniorShopper provides shopping transportation for seniors who would otherwise have difficulty riding a fixed-route bus or driving. This service picks up groups of ten or more at senior housing complexes and community centers, but

passengers of any age can use the service. *seniorShopper* fare for seniors (65 and older) is \$2.00 round-trip.

- *Special Event Buses*

RTD offers supplemental bus service to University of Colorado football, Colorado Rockies and Denver Broncos games. Riders are picked up and dropped off at various *park-n-Rides* and other designated locations throughout the metro region.

C. Other Agencies Providing General Public Transit

Many other public and private operators provide transit service within the Denver metro area. This includes rural providers, such as the Town of Castle Rock, Black Hawk, Gilpin County, and general public services provided by Seniors Resource Center and Special Transit. *Figure 12* shows the approximate service areas of the larger providers of general public transportation and specialized transportation. These services are described in this and the following section. Operating statistics for general public transit providers who responded to the DRCOG survey are presented in *Table 16*.

Black Hawk Transportation Authority

The Black Hawk Transportation Authority provides free deviated fixed-route service within Black Hawk and Central City on the Black Hawk/Central City Tramway. The Tramway is publicly owned and is primarily funded through device fees collected from casino operations in the two communities. Service to Central City began in December 2004. The Tramway operates seven days a week, between 10 a.m. and 3 a.m., utilizing seven buses total with five accessible buses. The service serves casino guests and employees. Many of the riders arrive on charter buses. NextBus technology provides real-time bus arrival information at Tramway stops. Ridership was approximately 415,850 in 2008.

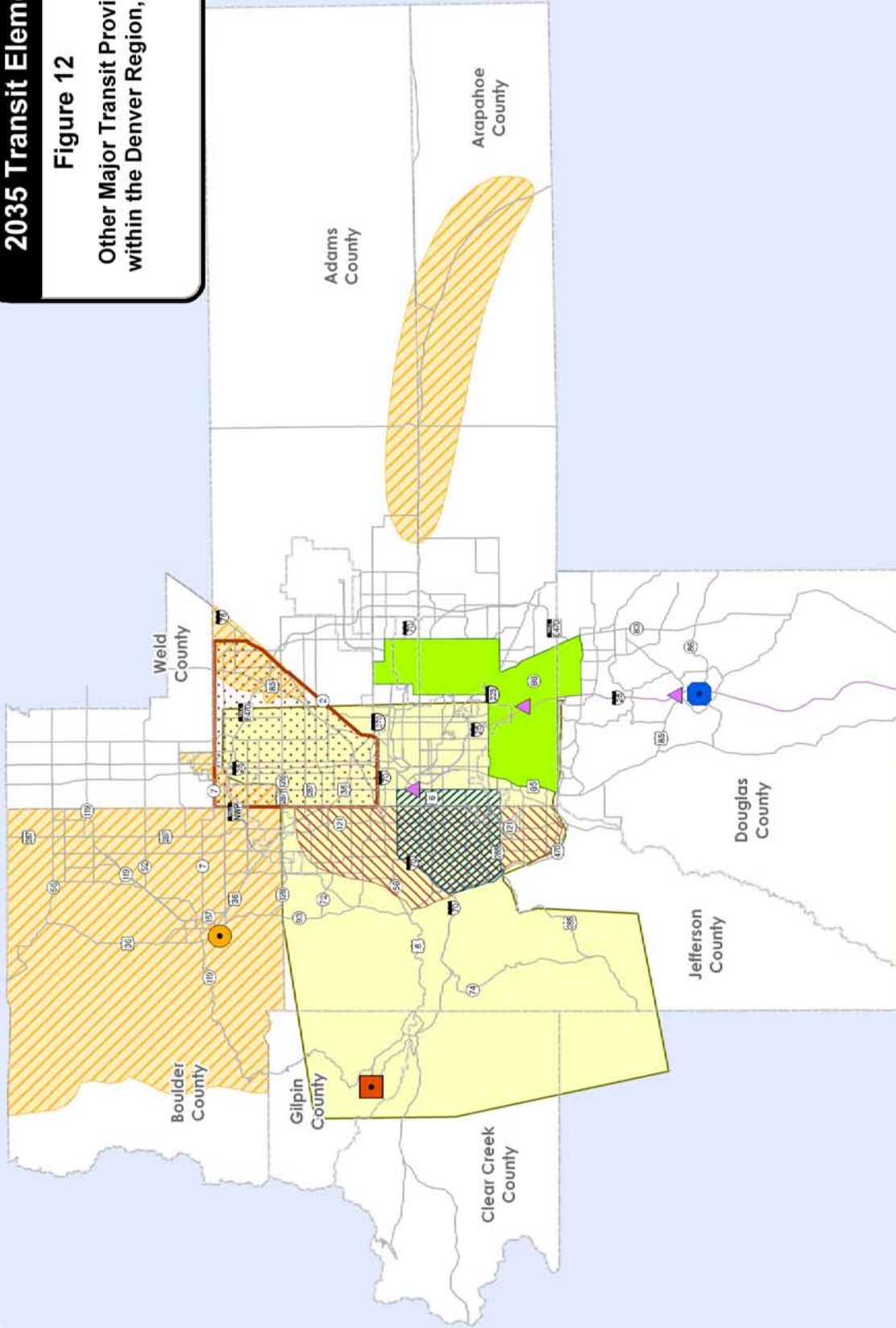
Boulder Community Transit Network

In 1989, GO Boulder/City of Boulder, later joined by Boulder County, began working in partnership with RTD to initiate and develop the Community Transit Network (CTN). The CTN is a network of uniquely identified transit services operating on high-frequency schedules designed to reduce automobile use in and around the City of Boulder. The network currently consists of seven named routes – the HOP, SKIP, JUMP, DASH, BOUND, STAMPEDE and BOLT. All are part of the RTD system, with RTD operating or contracting all of the services with the exception of the HOP services.

The City of Boulder, in partnership with CU, contracts with Special Transit to provide a myriad of services using HOP vehicles. The flagship HOP service connects Downtown Boulder, the University of Colorado (CU) and the Twenty-Ninth Street retail district and serves approximately one million customers a year. The HOP is paid for in partnership by RTD, the University of Colorado Student Union (UCSU) and the City of Boulder with.

2035 Transit Element

Figure 12 Other Major Transit Providers within the Denver Region, 2008



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 Projection: Colorado State Plane, NAD 83
 Source: DRCOG
 DS 12/03/2009

Demand-Responsive*

- DDRRC Day Program Service Area
- Developmental Pathways Service Area
- Lakewood Rides Service Area
- North Metro Community Services Area
- Seniors' Resource Center Service Area
- Special Transit Service Area

(Approximate Service Boundaries*)

Fixed-Route

- Black Hawk/Central City Tramway
- Town of Castle Rock (CATCO)
- CU Transportation Services
- North Metro Community Services Area
- Seniors' Resource Center Service Area
- Special Transit Service Area

- FREX Route
- Regional Roadway System
- County Boundaries
- Area Outside Region

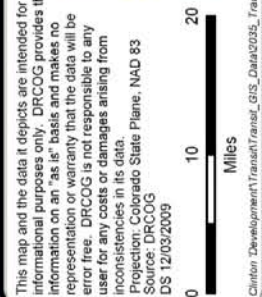


Table 16. Annual Operating Statistics – General Public Transit Service Providers - 2008

Table 16. Annual Operating Statistics - General Public Transit Service Providers - 2008									
	Data Source Year	Ownership	One-Way Passenger Trips	Vehicle-Miles	Vehicle-Hours	Maintenance Costs	Administrative Costs	Total Costs	Fare Revenues
Regional Transportation District (RTD)									
a. Fixed-route Bus service (Includes HOP)	2008	Public	78,522,347	43,246,093	2,823,339	\$ 83,415,525	\$ 63,901,518	\$ 292,088,992	\$ 64,878,541
b. Light rail Service			20,635	9,405,736	488,701	\$ 15,064,306	\$ 7,274,563	\$ 41,677,168	\$ 21,945,976
c. <i>call-n-Ride</i>			665,828	4,356,210	295,068	\$ 5,162,198	\$ 4,428,140	\$ 18,084,339	\$ 1,019,404
Black Hawk Transportation Authority	2008	Public	415,845	130,833	15,906	\$ 184,200	\$ 142,724	\$ 1,187,309	N/A
City of Englewood -art	2006	Contract	200,648	56,610	N/A	\$ 6,120	\$ 7,600	\$ 145,123	N/A
CU Transportation Services	2008	Public	1,307,498	178,131	84,065	N/A	N/A	\$ 1,469,869	N/A
Front Range Express (FREX)	2006	Public	118,389	795,456	23,608	N/A	N/A	\$ 1,230,500	N/A
Town of Castle Rock (Clean Air Transit Company - CATCO)	2008	Local Govt	103,176	162,990	10,027	\$ 55,506	\$ 384,013	\$ 439,519	N/A
TOTAL:			81,354,366	58,332,059	3,740,714	\$ 103,887,855	\$ 76,138,558	\$ 356,322,819	\$ 87,843,921

Source: Transit Providers
 * RTD's Vehicle-Miles are based on Revenue Miles, Light Rail Actual, Passenger Revenue Car Miles; Vehicle-Hours are based on Revenue Hours; and
 Maintenance Costs include both maintenance and non-revenue maintenance costs.
 N/A - Data Not Provided

RTD contributing approximately 50 percent of the total operating costs and UCSU and the city paying for the remainder.

In addition to providing funding for the flagship HOP service, UCSU also pays for 100 percent of the Late Night Transit (LNT) services provided by Special Transit. The LNT routes use HOP vehicles to provide service from midnight until 3 a.m. on Thursday, Friday and Saturday nights during the CU fall and spring semesters. These routes serve an average of 100 customers per service hour or approximately 1,500 passengers a night

The SKIP operates along the Broadway corridor and serves CU, Downtown Boulder and several Boulder neighborhoods. The SKIP arrives every seven to ten minutes all day. The JUMP and DASH provide frequent service to and from Lafayette and other areas east of Boulder via Arapahoe Avenue, and South Boulder Road respectively. The BOUND operates on 30th Street from Baseline Road to Iris Avenue. The STAMPEDE offers high-frequency service between the CU’s Main and East campuses via Colorado Avenue. The BOLT provides service between Boulder and Longmont along the Diagonal Highway.

The City of Boulder subsidizes the JUMP and BOUND routes to provide higher frequencies than RTD would normally offer. CU has a similar agreement with RTD for increased STAMPEDE service during the school year. The SKIP, DASH and BOLT are completely funded by RTD.

Table 17 shows average weekday customers served in Spring and Summer, 2009. Since many of the buses carry a significant number of college students and employees, buses run less frequently and customers served by all routes declines in the summer.

Table 17. GO Boulder Bus Routes Average Weekday Boardings		
	Spring 2009	Summer 2009
BOUND	1,519	1,072
DASH	2,999	1,717
HOP	4,316	1,868
JUMP	2,002	1,609
SKIP	6,332	4,077
STAMPEDE	1,235	237
TOTAL	18,403	10,580

Source: City of Boulder 2009

The BOLT is a more regional commuter service that doesn’t see the same fluctuations in customers serviced. For the spring and summer of 2009, the BOLT served an average of 1,367 and 1,275 customers per day, respectively.

All buses interface with the City of Boulder's bicycle and pedestrian trail network and other RTD bus routes. Real-time bus arrival information is available for 11 bus routes in the city as a demonstration project. Fares are \$1.25 and 60¢ for seniors and students. Use of transit passes, including the Neighborhood Eco Pass available in 15 Boulder neighborhoods, is encouraged; Eco Pass users ride free.

City of Englewood – *art*

The City of Englewood implemented a free shuttle service called *art* in September 2004. The shuttle provides fixed-route service between the RTD Englewood light rail station, CityCenter Englewood, downtown Englewood businesses and the hospitals near Girard Avenue and Emerson Street. The shuttle runs on weekdays between 6:30 a.m. and 6:30p.m. In 2006 the total estimated ridership was 200,648.

Clear Creek County

Clear Creek County contracts with Seniors' Resource Center to provide fixed-route service which began in 2005. Federal Transit Administration grant funds were used to purchase one vehicle. Service was initially along one fixed route but the service now extends to the metro Denver area.

Front Range Express (FREX)

FREX began service in October, 2004 as the first and only public transportation commuter service connecting the Pikes Peak Region with the Denver metropolitan area. It is operated by the City of Colorado Springs, Transit Services Division, and Mountain Metropolitan Transit. In 2006, FREX provided 154,861 one-way trips. There are several stops between Colorado Springs and Denver including Monument, and the Arapahoe Park and Ride. FREX utilizes 19 buses and operates Monday-Friday from 3:45 a.m. to 9:50 p.m. FREX does not operate on weekends or major holidays. At the time of this writing, FREX service to the DRCOG region has been identified for significant service reductions in 2010.

Gilpin County

Gilpin County contracted with Seniors' Resource Center to provide deviated fixed-route service called the Gilpin County Connector in July, 2009. Previously, the service had been provided by the Black Hawk Transportation authority. The Connector program is funded through general fund monies, largely generated through limited stakes gaming tax revenues. Federal Transit Administration 5311 funds were used to provide additional operating funds. A 5311/ARRA capital grant was obtained in 2010 to purchase one additional vehicle. The Connector makes multiple stops in Central City and Black Hawk in the south, connecting with various job locations, County facilities and the Gilpin School in mid-county, and extending through Rollinsville to a final connection with an RTD *park-n-Ride* in the nearby Boulder County town of Nederland. Operation is from 6 a.m. until 9 p.m. daily. The Connector is a free-fare service.

Town of Castle Rock - Clean Air Transit Company (CATCO)

The Town of Castle Rock offers deviated fixed-route service along three lines that serves downtown Castle Rock: retail uses on the northern edge of the community and residential areas within the Castle Rock town limits. Route deviations for riders with special needs can be arranged and offers curb-to-curb and advanced reservations. The service operates five days a week, from 8:00 a.m. to 5:00 p.m., using five vehicles.

The Town of Castle Rock owns and maintains the local scheduled transit service vehicles which are operated via contract with Clean Air Transit Company (CATCO) drivers. The Town of Castle Rock provides and coordinates transit planning, grant contracting, additional administrative services, and provides office space and equipment for its local scheduled transit service which is operated by CATCO. In 2008, CATCO provided 103,180 one-way passenger trips for the people of Castle Rock.

University of Colorado Transportation Services

There are many examples of student transportation services that are not individually addressed in this *Transit Element*. However, University of Colorado Transportation Services is noteworthy because of the magnitude of its service and its integral role in public transportation in the City of Boulder. University of Colorado Transportation Services is a government, non-profit agency that acts as an auxiliary of the university. The agency provided about 1,307,500 passenger trips in the year 2008, utilizing 18 buses, 13 of which are accessible. The university offers curb-to-curb services. The fixed-route/fixed-schedule service is free and operates seven days a week. Service is structured to connect to RTD and GO Boulder buses. The agency also supplies charter bus service, primarily along the Front Range, for academic departments, non-profit organizations and student groups.

Other Local General Service Transit Providers

Travel to and from Denver International Airport (DIA) is provided through numerous services. In addition to RTD's *SkyRide* service, over 250 limousine services, 25 charter bus companies, three taxi services, 14 mountain carriers and numerous hotel shuttles provide rides to DIA. The City of Arvada introduced its own shuttle service, Ride Provide, to DIA after RTD ended its *SkyRide* service in the city.

Four taxi companies offer service in the urbanized Denver area—Metro Taxi, Union Cab, Yellow Cab and Freedom Cab. Metro Taxi and Yellow Cab have some wheelchair-accessible vans in their fleet.

Numerous other small-scale transit service providers exist in the region. For example, private entrepreneurs began offering jitney service in 2004 for weekday commuters from Aurora to downtown Denver. Pedicabs operate in the evenings in Denver's downtown. Several bars and restaurants offer shuttle service for their patrons to baseball and football

games. An apartment/condominium complex in downtown Denver offers a shuttle service during work hours for its residents and there are similar examples elsewhere.

Services provided by these other sources are estimated to comprise about one percent of all general public transit in the region. This equals about 2.4 million one-way passenger trips a year. The average operating cost per trip for general transit providers other than RTD of \$3.11 was used to estimate a combined annual operating cost of \$3.5 million for these other providers.

D. Agencies Providing Primarily Specialized Transit

This section addresses the primary providers of transit service for the elderly and persons with disabilities in the region in addition to RTD's *access-a-Ride* and *call-n-Ride* services. Operating statistics for providers who responded to the DRCOG survey are presented in *Table 18*. Service areas for the larger specialized providers are shown in *Figure 12*.

Many public and private agencies as described provide specialized transit services for the elderly and disabled, both within and outside the RTD service area. Providers also include entities funding all or part of other services within the region, such as Adams County A-LIFT, Littleton Omnibus and Shopping Shuttle, and Lakewood Rides.

Adams County A-LIFT

Adams County implemented emergency measures to meet unmet specialized transportation needs when Metro Mobility ceased operations in April 1998. Funding designated for Metro Mobility was reallocated to two existing non-profit specialized transportation providers. Seniors' Resource Center (SRC) now provides service in the urbanized areas of the county and Special Transit provides services for certain rural parts of the county. SRC contracts with Adams County to run the A-LIFT program for Adams County residents. General boundaries extend from Kipling Street east to Tower Road and from 152nd Avenue, south to 6th Avenue. Services are primarily for those over 60-years of age. Limited service is provided to persons less than 60 years of age, with mobility disabilities. At present, all metro area trips for Jefferson and Adams county residents are free of charge, though donations are accepted, with service provided door-to-door and door-through-door.

A-LIFT, the urban service, operates Monday through Friday from 7:00 a.m. to 6:00 p.m., with limited Saturday service to dialysis appointments. Rides are provided to county residents 60 and over and to people with disabilities. Fares are not charged to patrons, but donations are accepted. In 2003, SRC provided 13,500 A-LIFT trips.

In addition to taking and assigning trip requests, Adams County's Office of Community Outreach is also responsible for securing funds in order to acquire capital equipment needed to provide the specialized transportation services in urban areas. Vehicles are acquired by Adams County and SRC operates them free of charge.

Adams County – Brighton and Tri-Valley (including portions of Arapahoe County)

Rural demand-responsive service is provided in the Tri-Valley area of Arapahoe and Adams counties and in the City of Brighton by Special Transit. While the service is open to the general public, it is primarily used by the elderly and persons with disabilities. Tri-Valley transportation is available for trips into Denver on Tuesday and Friday, and Brighton service operates on weekdays. Special Transit provided about 16,505 one-way passenger trips in rural Adams and Arapahoe counties in 2008, using four wheelchair-accessible vehicles. Fares range from \$1.25 (rural) to \$4.00 (inter-city) and most are subsidized.

CARE-ful Wheels Transportation

CARE-ful Wheels Transportation is a private-for-profit agency that provides non-emergency wheelchair services along the Front Range and the Denver Metro areas. They provide door-to-door, door-through-door and advanced reservations to their clients. They maintain four accessible vans.

Castle Rock Senior Center

Castle Rock Senior Center is a private, non-profit organization that provides demand-responsive, door-to-door service. There are four vehicles in its fleet, two of which are wheelchair-accessible. The hours of operation are Monday through Friday from 9 a.m. to 3 p.m. The agency provided more than 5,500 trips in 2003. The transportation service area includes Castle Rock, Larkspur, Perry Park, Louviers, Sedalia, Franktown and Castle Pines North. Fares are not charged, but donations are requested. The Senior Center also provides transportation service to its members for outings and special events for a fee.

City of Broomfield - Easy Ride

The City of Broomfield Easy Ride provides transit service to Broomfield residents Monday through Friday, offering door-to-door, driver-assisted service, with advanced reservations. Service is limited to people with disabilities and seniors only. Trips are for medical visits, nutritional trips, and personal trips. The service operates from 7 a.m. to 3 p.m. on weekdays. Easy Ride uses four vehicles, two of which are wheelchair-accessible. In 2008, about 12,700 trips were provided. Donations are requested for the service at the rate of \$1/per round-trip ride in Broomfield, \$3/ride to and from Kaiser Rock Creek, and \$6 round-trip outside of Broomfield. This service originated in 1984 by the City of Broomfield.

City of Littleton - Omnibus and Shopping Cart

The City of Littleton provides two transit services to its residents. The Omnibus is a demand-responsive service for persons with disabilities and elderly that operates from 8 a.m. to 4 p.m. on weekdays. Priority is given to medical and grocery shopping trips,

but all types of trips are eligible. The fixed-route Shopping Cart service circulates among several apartment complexes, grocery stores and shopping centers. The service operates two trips Monday to Friday; from 10 a.m. to 2 p.m. and again from 3 p.m. to 5 p.m. On Saturdays, only the earlier trip runs. Five vehicles, all of which are wheelchair-accessible, are devoted to the two services. Approximately 13,200 Omnibus and 12,000 Shopping Cart trips were provided in 2006. Services are free but donations are accepted.

Community Intersections

Community Intersections provides demand responsive transportation for persons with disabilities in the Denver, Colorado Springs, and Grand Junction metro areas. Door-through-door and door-to-door transportation services are provided. The Community Intersections Denver agency, a division of Common Works, a Colorado based non-profit corporation, operates in Jefferson, Arapahoe, Adams, Douglas and Denver counties. Programs in the Denver area currently provide over 2,300 passenger trips per year.

Developmental Disabilities Resource Center (DDRC)

DDRC is a non-profit organization that provides services to residents of Clear Creek, Gilpin, Jefferson and Summit counties, with developmental disabilities who are enrolled in DDRC's programs. DDRC operates several programs that provide extensive transportation services. DDRC has 97 vehicles in its fleet. Of these, 33 are wheelchair lift-equipped. All of DDRC's transportation services are funded under a contract with the State of Colorado.

DDRC's Day Program provides transportation to DDRC programs for participants who live in Jefferson County. DDRC vehicles are routed to pick up several individuals at their homes. The Day Program service is available Monday to Thursday from 7 a.m. to 5 p.m. Approximately 15 percent of participants are over 60 years old. In 2008, about 58,500 trips were supplied.

DDRC's Residential Program provides demand-responsive transportation for individuals to and from work, medical appointments, shopping, recreation and other activities. Transportation is available to program participants 24 hours a day, seven days a week. About one-quarter of those who participate are elderly. DDRC does not track transportation trips in its Residential Program, but there are typically up to 432 individuals receiving residential services, most of whom make several trips per day for various purposes.

Transportation is also available through DDRC's Supported Living Program. This program designs individualized service plans that are customized to meet the needs of the individual; this may include transportation.

Developmental Pathways

Developmental Pathways is a private, non-profit organization that provides direct, door-to-door transportation services for developmentally disabled persons to Developmental Pathways programs. The service area includes Arapahoe and Douglas counties and service is provided on weekdays from 6 a.m. to 5 p.m. There are 13 vehicles in the Developmental Pathways fleet, eight of which are wheelchair lift-equipped.

Douglas County Human Services

Douglas County Human Services provides transportation through the Neighbor Network Program. Trips generally occur between 8 a.m. and 5 p.m. on weekdays but may be arranged for other times. The service is for the elderly and individuals with disabilities. The service is free but donations are accepted. In 2006 there were 2,488 passenger trips. The service is primarily for Douglas County but does extend into the metro area for medical trips.

First Ride (First Transit, Inc.)

First Ride provides senior transportation in the Denver and Arapahoe County areas with the use of 15 accessible vans. Their operation is from 9 a.m. to 4 p.m., Monday through Fridays. Services provided to their clients include door-to-door and advanced reservations. In 2008, 17,345 one-way passenger trips were provided to seniors by First Ride.

Gilpin County Department of Human Services

The Gilpin County Department of Human Services provides non-emergency Medicaid transportation and transportation for seniors. Service is provided between 8 a.m. to 5 p.m. Monday through Friday. Transportation is mostly within Gilpin County with limited trips to the surrounding area for Medicaid services, with 4,519 trips were provided in 2006. The county has three vehicles and one of them is wheelchair-accessible.

Midtown Express

Midtown Express, a private, for-profit organization, provides demand-responsive transportation to primarily elderly and customers with disabilities in Denver, Arapahoe, Adams, Douglas and Jefferson counties. Service is available from 5 a.m. to 5 p.m., Monday through Saturday. Midtown Express maintains a fleet of six vehicles, two of which are wheelchair-accessible. Thirty thousand trips were provided in 2003.

Mobile Access

Elder Options, a private, for-profit organization, operates Mobile Access, a demand-responsive service for the elderly and persons with disabilities within the Denver metro area and areas as far as Greeley, Fort Collins, Colorado Springs and Winter Park. General transit service hours are weekdays from 5 a.m. to 5 p.m. and at other times

with prior reservations. Four wheelchair-accessible vehicles are used. In 2003, Mobile Access provided approximately 5,700 passenger trips.

North Metro Community Services

North Metro is a non-profit organization that provides fixed-route transit service for developmentally disabled adults primarily in Adams County to day programs or work destinations. The agency provides door-to-door and driver-assisted services to their clients only. The service operates from 7 a.m. to 5 p.m. four days a week. North Metro operates 69 vans, 31 of which are wheelchair-accessible. In 2008, they provided about 50 one-way passenger trips per operating day.

Parker Senior Center

Parker Senior Center is a private non-profit organization that provides various services to seniors. Demand-responsive transit within a 10-mile radius of the center is available to seniors and field trips are also provided. Transportation is available from 9:30 a.m. to 3 p.m. on Monday, Tuesday, Wednesday and Friday. Two vehicles are used to provide service; neither is able to accommodate wheelchairs. In 2003, approximately 900 trips were provided. Donations are accepted for regular transit service. A fare of \$1 to \$3 is charged for field trips.

Seniors' Resource Center (SRC)

Seniors' Resource Center is a Jefferson County based private, non-profit agency that provides specialized transportation and contract transportation services as one of the six SRC program service areas. SRC Transportation Services provides specialized transportation services in multiple counties; Jefferson, Adams, Clear Creek, Gilpin and Park county residents are able to access service. As a transportation broker, SRC can arrange to provide necessary trips beyond its own services by working with volunteers and using the following vendors: American Red Cross, Lakewood Rides, Developmental Disabilities Resource Center, Metro and Yellow taxi services, Lakewood Rides, Thornton Senior Center, Westminster MAC, and other private vendors. Regular referrals are made to the RTD *access-a-Ride* program as appropriate for certified passengers, with 130,000 trips provided in 2008.

SRC Transportation consists of three separate divisions:

- Urban areas are served under SRC Transportation Services, based in Wheat Ridge, operating 14 vehicles daily (five vehicles are owned by Adams County and the rest by SRC). Jefferson County services are Monday through Friday from 7:30 a.m. and to 5 p.m. SRC Transportation Services also brokers rides using a network of outside providers allowing service hours and boundaries to be stretched, extending hours from 6 a.m. to 6 p.m. primarily for dialysis and other critical care appointments and allows some weekend service. Services are for county residents over the age of 55 with boundaries from 156th Avenue, south to C-470, and from the Foothills east to Tower Road.

Table 18. Annual Operating Statistics – Specialized Transit Service Providers - 2008

Table 18. Annual Operating Statistics - Specialized Transit Service Providers - 2008									
Data Source Year	Ownership	One-Way Passenger Trips	Vehicle-Miles	Vehicle-Hours	Maintenance Costs	Administrative Costs	Total Costs	Fare Revenues	
RTD - access-a-Ride *	Public	786,115	5,113,812	346,384	\$ 6,059,972	\$ 5,198,252	\$ 21,229,442	\$ 1,196,692	
Adams Community Development	Public	13,500	62,489	5,324	N/A	\$ 108,550	\$ 364,730	N/A	
Broomfield Easy Ride	Public	12,698	32,898	1,872	\$ 26,733	\$ 134,214	\$ 160,947	\$ 7,354	
Castle Rock Senior Center	Non-profit	5,519	26,449	8,000	\$ 2,933	\$ 8,000	\$ 21,742	\$ 4,260	
City of Lakewood - Lakewood Rides	Public	15,783	85,219	11,440	\$ 54,380	\$ 87,258	\$ 385,253	\$ 14,803	
City of Littleton – Omnibus	Public	13,214	54,247	6,240	\$ 16,468	\$ 148,026	\$ 206,874	\$ 3,600	
City of Littleton - Shopping Cart	Public	12,039	27,567	1,720	\$ 4,250	\$ 600	\$ 66,198	\$ 4,500	
Developmental Disabilities Resource Center	Private, non-profit	58,500	163,205	9,750	\$ 55,653	\$ 52,233	\$ 678,146	\$ 0	
Developmental Pathways	Non-profit	50,160	236,160	15,540	\$ 73,806	\$ 168,793	\$ 805,542	N/A	
Gilpin County Dept of Human Services	Public	4,519	N/A	N/A	N/A	N/A	\$ 61,171	N/A	
First Ride	For-Profit	17,345	222,047	17,765	\$ 106,926	\$ 576,594	\$ 683,520	\$ 450,970	
Mobile Access	For-profit	5,720	N/A	N/A	N/A	N/A	N/A	N/A	
Midtown Express	For-profit	30,000	500,000	19,000	\$ 100,000	\$ 100,000	\$ 550,000	\$ 600,000	
North Metro Community Services	Non-profit	2,808	N/A	N/A	N/A	N/A	N/A	N/A	
Parker Senior Center	Non-profit	894	17,594	1,040	\$ 1,283	\$ 210	\$ 8,394	\$ 2,338	
Seniors' Resource Center	Private, non-profit	129,810	463,888	33,904	\$ 210,000	\$ 300,000	\$ 1,500,000	Donations	
Special Transit **	Private, non-profit	123,261	565,279	55,683	\$ 107,496	\$ 301,856	\$ 3,030,513	\$ 81,824	
Tri-Valley Senior Citizens Association	Private, non-profit	170	5,350	520	\$ 1,799	\$ 1,833	\$ 3,632	N/A	
VOA-Gilpin/Clear Creek Project	Private, non-profit	6,669	N/A	N/A	N/A	\$ 14,386	\$ 57,276	\$ 5,748	
SUBTOTAL:		1,288,724	7,576,204	534,182	\$ 6,821,699	\$ 7,200,805	\$ 29,813,380	\$ 2,372,089	
All Others (Estimate based on 1997 Study)		450,000							
TOTAL:		1,738,724	7,576,204	534,182	\$ 6,821,699	\$ 7,200,805	\$ 29,813,380	\$ 2,372,089	

Source: Transit providers
 * RTD's Vehicle-Miles are based on Revenue Miles, Light Rail Actual, Passenger Revenue Car Miles; Vehicle-Hours are based on Revenue Hours; and Maintenance Costs include both maintenance and non-revenue maintenance costs.
 ** Does not include HOP, call-n-Ride and access-a-Ride

- SRC-Evergreen Transportation operates out of the Evergreen agency, providing general public transportation. These services are provided in Jefferson, Clear Creek, Park and Gilpin Counties using seven agency owned vehicles and one owned by Clear Creek. This service is door-to-door and is offered Monday through Friday throughout the day. Service into Denver occurs four days a week. Fares for local Evergreen-Conifer rides are \$4 each way. Fares for trips into the metro area can be up to \$25 each way. SRC Evergreen is under contract to run a two zone *call-n-Ride* system in the Evergreen area for RTD using two RTD owned vehicles. SRC-Evergreen has a contract with Gilpin County to run the Gilpin County Connector service using a vehicle owned by Gilpin County. This is a fixed-route system that operates throughout the communities of Central City, Blackhawk and also into Nederland where it connects with the RTD service. This service operates 14-hour days, 365 days per year.
- SRC Volunteer Driver Program (initiated by funding from Rose Community Foundation and HealthOne Alliance) coordinates over 45 volunteer drivers monthly, using their personal vehicles to augment the two other SRC divisions. This program provides just over 400 trips per month throughout the Denver metro and mountain service areas and can include almost any non-wheelchair trip that does not fit within the other services. Boundaries are determined by the volunteers and can exceed the common service areas and extend beyond the normal service times.

Special Transit

Special Transit is a private, non-profit agency that provides a variety of transportation services. Service is provided throughout Boulder County, rural Adams and north Arapahoe Counties (Brighton, Watkins, Strasburg, Bennett, Byers, and Deer Trail), Estes Park, and southwest Weld County (tri-town-area).

Special Transit provides door-through-door, driver-assisted, and same-day services. It also provides suburban specialized transit through suburban deviated fixed-route (the HOP) under contract to the City of Boulder, and *access-a-Ride* service and *call-n-Ride* service under contract to RTD.

Fares for Special Transit's demand-responsive service are charged at variable rates, currently \$2.00 for one-way local trips in urban communities, \$1.25 in rural communities, and \$4.00 for an inter-community trip. Adjusted fares are available based on income and no one is denied a ride due to inability to pay. Service is offered seven days a week with schedules varying by community. In 2008 Special Transit's ridership was 123,356.

- *Boulder County Demand-Responsive Transit*

Special Transit provides traditional demand-responsive service for elderly and persons with disabilities in Boulder County. Service hours are Monday through Friday, 7:30 a.m. to 5:30 p.m. In the City of Boulder, service is also provided Saturday, 9 a.m. to 5 p.m. and Sunday, 9 a.m. to 2 p.m. In rural Boulder County,

demand-responsive service is also available to the general public. Special Transit supplied 100,800 demand-responsive passenger trips in Boulder County in 2008.

- *Adams and Arapahoe County Demand-Responsive Service*

Special Transit operates demand-responsive service in the Tri-Valley area of Adams and Arapahoe counties and in Brighton. These services are available to the general public and are heavily used by elderly and persons with disabilities. The Brighton service is available on weekdays with 15,575 trips provided in 2008. Service in the Tri-Valley area is offered on Tuesdays and Fridays with 930 trips provided in 2008.

- *Weld County*

Incidental service is provided in the southwestern area of Weld County; 918 trips were provided in 2008.

- *Contract Services*

Special Transit also operates as one of five contractors for RTD's *access-a-Ride* service throughout the Denver Metro area. In addition, Special Transit operates eight *call-n-Ride* services under contract to RTD in the communities of Brighton, Broomfield, Louisville, Longmont, Superior, North and South Thornton and the Interlocken/Westmoor business park. Finally, Special Transit operates the HOP transit service, a fixed-route, circulator shuttle bus between the University of Colorado, Boulder's downtown, and the 29th Street Mall area, under contract to the City of Boulder (with financial support from RTD).

- *Travel Training*

Special Transit provides mobility assessment and travel training services through its Easy Rider program, designed to teach seniors and people with disabilities how to safely and confidently use public transportation to expand their independent travel options. Trainees receive comprehensive one-on-one training that thoroughly prepares them to use RTD services in urban areas of Boulder County. On average, each successful trainee utilizes public transit services for 13 trips per month.

Special Transit brokers trips with cab companies and the Red Cross in Boulder and Longmont, and has partnered with RSVP of Boulder County to develop a volunteer driver program. These programs provided a total of 8,286 trips in 2008. Special Transit also offers mileage reimbursement through its Family and Friends program to facilitate another 1,100 trips annually.

Tri Valley Seniors Association

Tri Valley Seniors receives 'Aid to Agencies' funds from Arapahoe County. These funds are primarily used to provide a van for local services to seniors attending aqua exercise,

shipping trips from Deer Trail to Byers, transporting seniors to local senior meetings, holiday events, and Arapahoe County Council on Aging meetings.

The value of this service is in providing some local transportation for seniors who wish to remain independent in their rural communities but need access to a grocery store, pharmacy, etc. and also in providing opportunities to reduce isolation through transportation to local meetings.

Volunteers of America (VOA) - Gilpin/Clear Creek Project

The Volunteers of America, a private, non-profit organization, provides transportation service for the elderly in Clear Creek and Gilpin counties. Service is focused on transportation to meal sites; however, the agency also provides trips for medical appointments, personal care, nursing home visits and shopping. The service is free, with donations requested. In 2006, VOA provided 6,669 passenger trips with a fleet of five vehicles. The demand-responsive service is available Monday to Friday from 8 a.m. to 5 p.m.

Private Non-Profit Agencies

Private non-profit agencies providing transit services may be single purpose entities such as the Clean Air Transit Company (CATCO) in Douglas County or Special Transit in Boulder County. Multi-purpose agencies may also provide transportation services as part of their overall mission. Examples of multi-purpose agencies providing transportation services include Seniors' Resource Center (providing a wide range of services to seniors); and some Community Centered Boards. Many other agencies and programs from long-term care providers to youth clubs may also have a transportation component.

Private non-profit agencies operate under a board of directors, each develops its own programs and budgets, and these may compete for funding for both general program activities and transportation services. Private non-profit agencies are eligible for FTA Section 5310 and Section 5311 (rural transportation) funds. Those with strong transportation programs generally compete for a range of transportation and human service grant funding.

Other Specialized Service Providers

There are currently numerous other organizations that provide specialized transportation as an ancillary service to their overall mission. These organizations are typically human service organizations, such as nursing homes, hospitals, retirement communities, mental health centers and charities. Several human service and medical groups offer client-specific transit service. The sum of the services provided by these organizations is a substantial component of the overall specialized transit picture. Such service often overlaps or fills gaps in service provided by primary specialized transportation providers.

Although there are several dozen such programs in the Denver area, it is not feasible to identify all operators or services provided. Many transportation services, therefore, are not listed individually here. For example, the American Cancer Society provides about 150 free trips per year for cancer patients going to medical appointments. Organizations such as Jewish Family Service, Imagine!, and numerous places of worship have volunteer drivers that provide rides primarily to elderly and persons with disabilities.

School districts also provide varied levels of transportation including specialized transportation of students with disabilities. Several municipalities also operate transportation services or fund non-profit providers.

It is estimated that transit providers other than those that participated in the DRCOG survey account for about 450,000 one-way passenger trips in 2008.

Intercity Bus (ICB) and Rail

Greyhound and Amtrak provide bus and passenger rail service from Denver to other parts of the state and nation. Several Greyhound buses depart from the Denver Bus Center every day. Amtrak's California Zephyr line from Chicago to Emeryville, California, stops at Denver Union Station daily. One westbound train leaves in the morning and one eastbound train in the evening. At least six private operators offer bus service to numerous cities in Mexico and the southwestern United States; most depart from the Curtis Park neighborhood north of downtown Denver.

Several private operators offer transportation for recreational travelers to the mountains. Many ski resorts have shuttle services for their employees, and many private operators provide rides to ski areas.

Fifteen providers offer bus service from the metro area to the casinos in Black Hawk and Central City; 170 scheduled trips are made daily to the gaming communities and these are supplemented by many charter bus trips.

4. TRANSIT FUNDING

Funding for transit services in the DRCOG region is available from a wide range of programs. This section presents an overview of the major federal, state and local sources used to fund transit in the Denver region and describes agencies involved in the distribution of funds.

A. Flow of Transit Funding in the Region

Figure 13 illustrates the primary flow of funding from various programs in the DRCOG region. Regional coordination efforts include federal programs, those agencies with the authority to make funding decisions, and the recipients of funds for transit service. Detailed information on several of the sources follows in the next section.

Federal Funding Sources

The Federal Transit Administration (FTA) funds flow through RTD, DRCOG and CDOT for distribution to specific provider services or projects, as described in the next section.

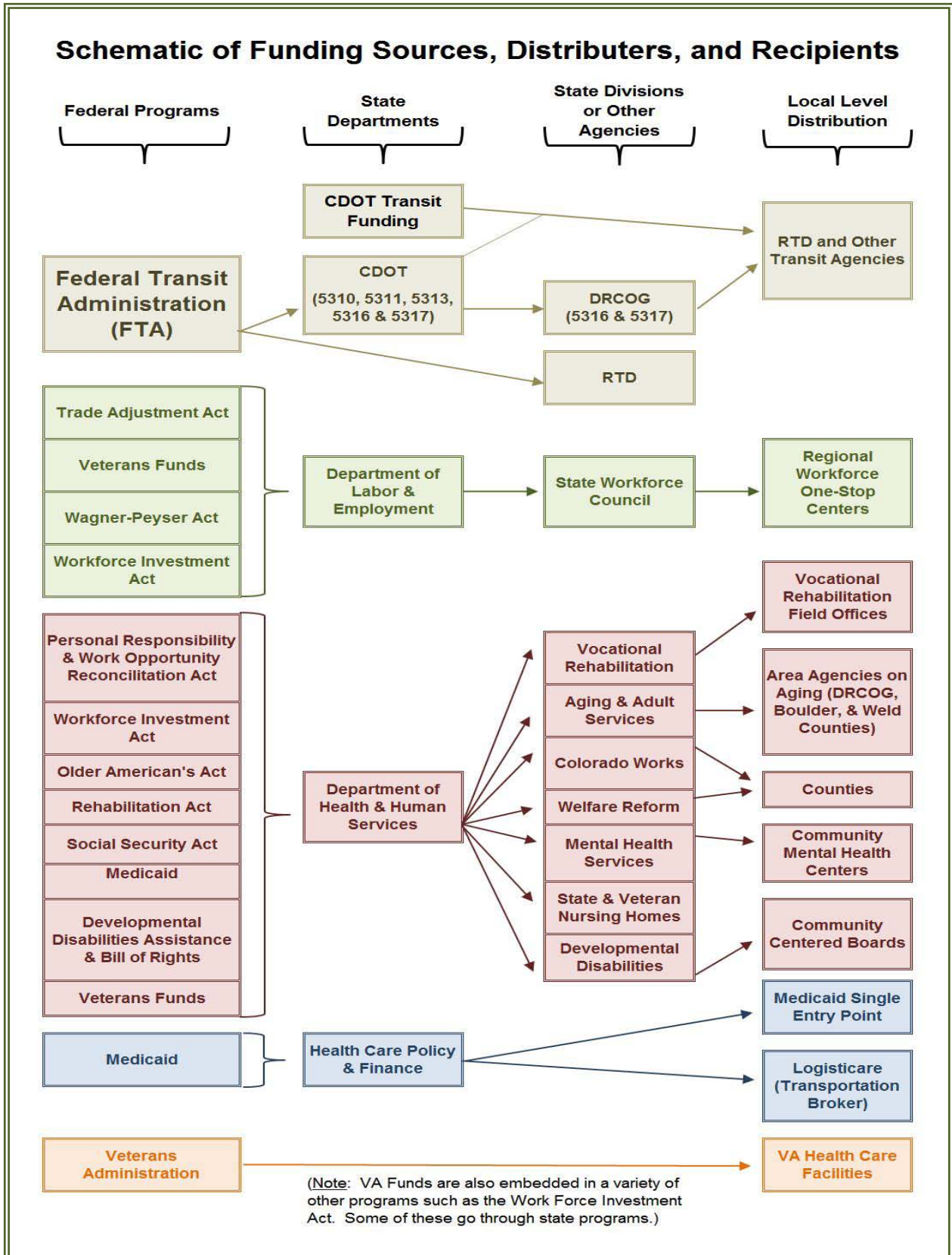
The Veterans Administration (VA) is the only area where services are operated directly by the Federal government, although other VA funds flow to the State and are embedded in a variety of programs. Most of the remaining Federal funds for regional transit and human services activities will flow through to State agencies for distribution to State programs and some funds go directly to county programs. The key State agencies that direct Federal funding are:

- Department of Transportation
- Department of Health and Human Services
- Health Care Policy and Finance

The Colorado Department of Local Affairs and the Department of Labor and Employment have relatively minor roles in directing funding for transportation services.

Counties are responsible for administering funds for social service programs operated by the Department of Health and Human Services, and each county Board of Commissioners also serves as a Board of Social Services. For some programs (e.g., Labor and Employment programs) counties have the ability to opt out and the State will include them in a statewide network. In the case of Medicaid transportation services, all counties in the Metro region are part of a transportation brokerage operated by Logisticare.

Figure 13. Schematic of Funding Sources, Distributers, and Recipients

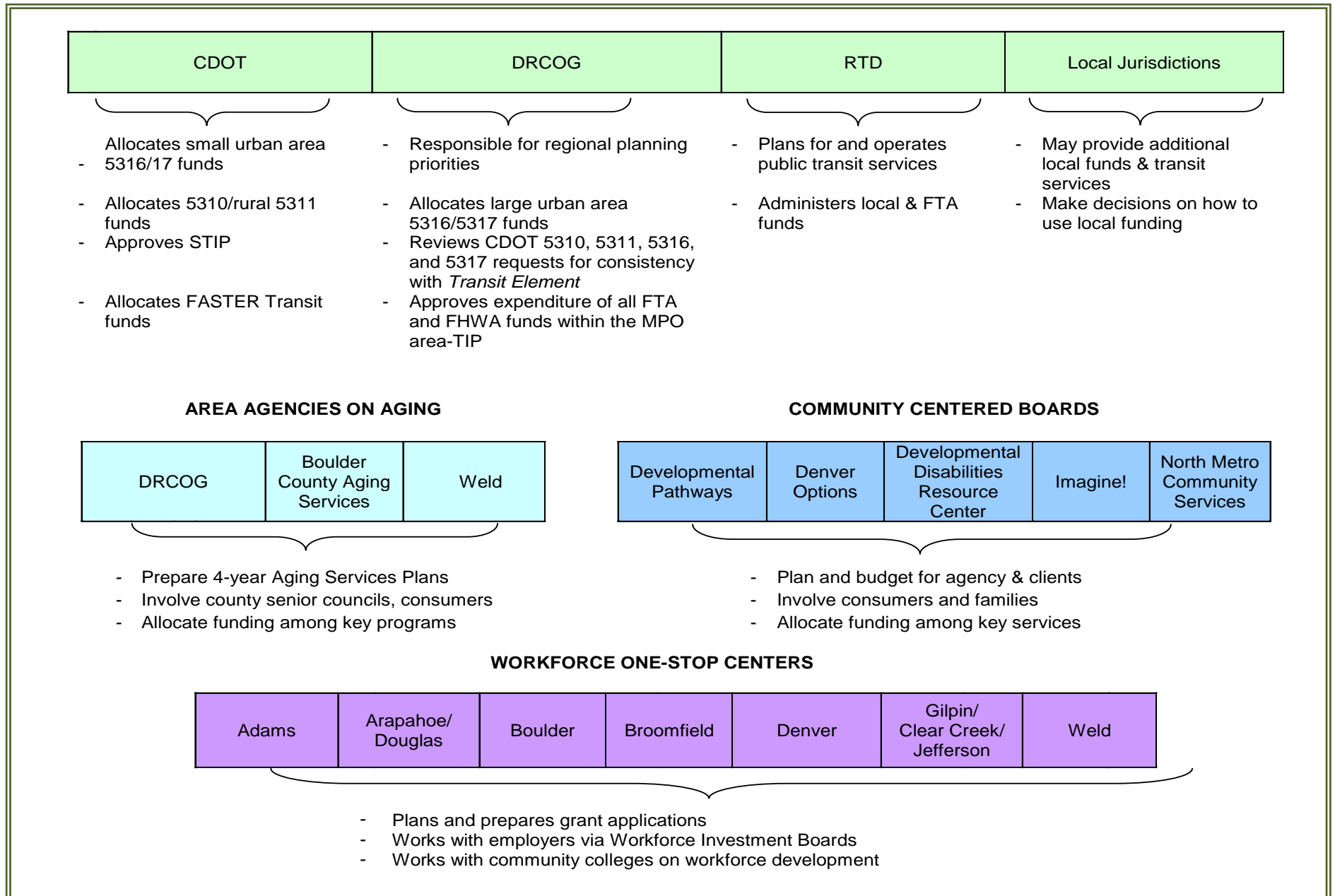


Some of these programs also have extensive planning and outreach activities associated with them as identified in *Figure 14*. Planning processes and roles within the region include:

- Transportation planning and programming, shared between CDOT, DRCOG, RTD, and other public providers.
- Aging services plans, led by Area Agencies on Aging (DRCOG, Boulder County Aging Services, and Weld County).
- Developmental disabilities planning, both at the state level through the Developmental Disabilities Planning Council and at the local level through each of the Community Centered Boards.
- Labor and employment programming and planning, often a joint effort that involves Workforce Boards, Workforce Centers, and community colleges.

Most of these planning efforts identify the importance of a collaborative approach. While counties are the key organization for human service programs, a variety of other regional agencies are important for coordinating transportation services, as described in *Chapter 6*.

Figure 14. Primary Planning Processes and Roles



B. Federal Transit Administration Programs

The Federal Transit Administration (FTA) operates several grant programs that fund operating and administrative costs of transit providers and capital purchases such as vehicles, facilities, software, equipment and other transit-related multimodal facilities. All of these grant programs require a local funding match ranging from 10 to 50 percent of the total project cost, depending on how the monies are used.

Section 5307 - Urbanized Area Formula Program

These funds are available to urbanized areas of more than 50,000 people; the amount of funding going to a region is determined through a formula that takes population and population density into account. Funds can be used for transit capital expenditures, operating assistance and transportation planning. Up to 10 percent of the formula funds can be used to fund ADA service for persons with disabilities. In the DRCOG region, Section 5307 grants flow directly to the designated recipient, RTD.

Section 5309 - Transit Capital Investment Program

The Section 5309 program provides capital assistance primarily for three purposes:

- New and replacement buses and related facilities,
- Modernization of existing rail transit systems, and
- New fixed-guideway transit systems.

Bus and Bus-Related Program

Funds granted under this part of the Section 5309 program can be used to purchase and maintain buses, maintenance and administrative facilities, transfer facilities, *park-n-Rides*, bus stops and shelters, and other bus-related items. These funds are typically awarded on a discretionary basis.

The Colorado Association of Transit Agencies (CASTA) coordinates provider requests for Section 5309 funds and submits a single statewide request to Congress annually. Six agencies in the DRCOG region have requested Section 5309 funds for 2008: Adams County, Black Hawk Transportation Authority, RTD, South I-25 Urban Corridor Transportation (requested funds on the behalf of RTD), Seniors' Resource Center and Special Transit.

Section 5309 grants are an important funding source for smaller transit providers since they do not receive formula funding. However, the discretionary nature of 5309 funding makes it an unpredictable funding source for these providers.

Fixed-Guideway Modernization

This program provides funds to modernize or improve existing rail or other fixed-guideway systems. Eligible projects include updating or rehabilitation of vehicles, track, signals, stations, maintenance facilities and other structures. These funds are awarded by formula to urbanized areas that have rail systems in operation for at least seven years.

Major Capital Investments – New Starts

The New Starts program funds construction of new fixed-guideway transit systems or extensions to existing systems. New Starts funds can also be used for other projects in the transit corridor such as construction of *park-n-Rides* and purchase of right-of-way. Eligible transit authorities or public agencies must have completed planning and project development processes before funds can be awarded.

New Starts funding is discretionary. Typically, many transit agencies around the country compete for these earmarked funds. The Secretary of Transportation recommends projects in an annual report to Congress. A full funding grant agreement is established for projects that receive New Starts grants; the agreement defines the scope of the project and outlines the federal financial commitment to the project. RTD anticipates about 19 percent of the 2009 cost of implementing the FasTracks plan will be funded through New Starts grants.

Section 5310 – Elderly and Persons with Disabilities Grant Program

The Section 5310 program provides funding to private, non-profit agencies that provide transportation for the elderly and persons with disabilities. Section 5310 funds are distributed by FTA to CDOT; individual transit providers then apply to CDOT for the funds. While FTA allows these funds to be used for both capital purchases and to purchase service from other providers, CDOT awards Section 5310 grants only for capital purchases.

Section 5311 – Non-urbanized Area Formula Program

This program provides capital, operating and administrative funds for general public transit in areas with fewer than 50,000 people. Transit services in rural portions of the DRCOG region are eligible for these funds. Like Section 5310 funds, Section 5311 funds are distributed to CDOT and transit providers then apply to CDOT for the funds. State and local governments, non-profit organizations and other public transit providers are eligible. At least 15 percent of the total state apportionment must be used for intercity bus service or the state must submit a waiver letter from the Governor certifying Intercity Bus (ICB) needs are being met with less than 15 percent.

Eligibility for FTA Section 5310 and Section 5311 Grants

CDOT administers Section 5310 and Section 5311 grant programs in the state of Colorado with the 5310/5311 application and award process conducted every two years. *Table 19* shows transit providers in the DRCOG region receiving funds in 2010.

In March 2009, CDOT issued the notification of availability of funds for 2010 and providers submitted applications to CDOT for the grants. CDOT requires that providers in the Denver region wishing to apply for these funds must be listed in DRCOG's *Transit Element*.

Table 19. FTA Section 5310 and 5311 Awards (FY 2010)		
Provider	5310 Award	5311 Award
Seniors' Resource Center	\$ 256,064	\$ 263,185
Special Transit	\$ 40,000	\$ 344,050
Gilpin County	\$ 0	\$ 181,780
Douglas County	\$ 15,000	\$ 0
Total	\$ 311,064	\$ 789,015

Source: CDOT

Individual projects submitted for funding must be consistent with the *Transit Element*. All providers and projects listed in this document are contributing toward meeting the goals and objectives of the *Transit Element*. *Figure 15* lists the non-profit and public providers for whom DRCOG has established eligibility to apply for FTA Sections 5310 or 5311 grants, as applicable. Because of the occasional establishment of new service providers and applicants, DRCOG may modify this list. Additionally, although providers have been verified to apply by DRCOG, they may need to meet additional requirements set by CDOT and FTA to be eligible to receive the grants. CDOT reviews, scores and prioritizes projects and allocates the FTA funds to selected recipients.

In the interest of promoting coordination of specialized transit, DRCOG requires that any provider receiving 5310 funding for services provided in the region agree to work with the county service brokers if so designated in their service area, at the time of the award. Any provider not willing to do so will not be working toward DRCOG's transit goals and, therefore, will not meet CDOT's requirement of being consistent with the *Transit Element*.

Figure 15
Transit Providers Verified to Apply for FTA 5310 or 5311 Grants*

- Adams Community Development
- American Cancer Society
- Arapahoe County
- Black Hawk Transportation Authority
- Castle Rock Senior Center
- City and County of Broomfield
- City of Englewood
- City of Lakewood
- City of Littleton
- Clear Creek County
- Community Intersections
- Developmental Disabilities Resource Center
- Developmental Pathways
- Douglas County
- First Transit
- Gilpin County
- Parker Senior Center
- Seniors' Resource Center
- Southeast Transportation Authority
- Special Transit
- Town of Castle Rock
- Tri-Valley Senior Citizens Association
- VOA-Gilpin/Clear Creek Project
- Weld County

*(*Specific projects proposed by these agencies must be verified for eligibility)*

Section 5316 – Job Access and Reverse Commute Program

The FTA Section 5316, or Job Access and Reverse Commute (JARC), program was instituted to help develop new transportation options for welfare recipients and other low-income individuals to get to jobs and to better develop transportation links between urban areas and suburban job sites. Funds can be used for capital purchases, for operating costs and for promoting use of transit vouchers and passes. Under SAFETEA-LU the program changed from a discretionary to a formula-based program.

In the Denver-Aurora Urbanized Area, DRCOG solicits and selects projects for funding. RTD acts as the designated recipient for the funds and acts as the contracting agent for FTA. In the rural and small urbanized areas, CDOT makes the selections, acts as the designated recipient, and administers the funding.

RTD has used JARC funds for several bus routes that provide access to training centers or suburban employers from low-income areas. In the 2010/2011 JARC funding cycle, DRCOG and CDOT awarded funds for the projects described in *Table 20*.

Table 20. JARC Funded Projects (FY 2010/2011)		
Sponsor	Description of Project	2-Year Total (2010-11)
RTD	Integration with 511 CDOT - Adding public transit capabilities to the existing 511 system	\$ 137,000
RTD	Southeast Corridor <i>call-n-Rides</i> - Continued funding for the <i>call-n-Rides</i>	\$ 901,268
RTD	Rte 20 - 20th Avenue Crosstown to Colfax/Federal Blvd Service Increase - Extension of Rte. #20 to the major transfer facility at W. Colfax and Federal	\$ 88,700
RTD	Suburban Crosstown Service Increase - Maintain the increased service level provided on the Route 153 based upon its performance and continued growth	\$ 426,044
RTD	Rte 73 - Technology Transfer/Quebec - Continue funding of the Route 73 Quebec Crosstown from Belleview to Stapleton Station	\$ 1,204,396
Boulder County*	Operating funds for low-income rider subsidy program	\$ 26,000
Boulder County*	Mobility Management – Access to jobs and services for low-income residents	\$ 59,200
	TOTAL	\$ 2,842,608

Source: DRCOG and CDOT

*Amounts are for the 2010 grant year only and are CDOT's selection for rural areas.

Section 5317 – New Freedom Program

The FTA Section 5317 New Freedom funding is designated for new public transportation services and facilities that are beyond the ADA requirements. Projects that do not meet both criteria (new and beyond the ADA) will not be eligible for funding. The new service is limited to projects that are not already included in the Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP).

In the Denver-Aurora Urbanized Area, DRCOG selects projects for New Freedom funding, and RTD acts as the designated recipient for the funds. In the rural and small urbanized areas, CDOT acts as the designated recipient. The following New Freedom projects listed in *Table 21* were awarded grant funding in the 2010/2011 grant cycle:

Table 21. New Freedom Funded Projects (FY 2010/2011)		
Sponsor	Description of Projects	2-Year Total (FY 2010-2011)
SRC	Operational support for trips to residents of Jefferson and Adams Co. (<i>Increase services to include transit for personal reasons</i>)	\$ 142,110
Colorado Cab Company, LLC	Mobility Plus (<i>New accessible vans for expansion of service area</i>)	\$ 159,375
RTD	RTD <i>Access-a-Ride</i> Automated system to create better efficiency in the transit system.	\$ 418,625
DRMAC	Regional Mobility Management (<i>Administration</i>)	\$ 180,200
DRMAC	Analysis of call and scheduling options for Metro Area Specialized Transportation Services	\$ 108,460
RTD	RTD Fixed Bus Route Automated Stop Announcements for person with disabilities such as sight and hearing.	\$ 1,170,996
Transit Alliance	To identify and construct improvements to the transit system along the South Cherry Street Corridor.	\$ 200,000
City of Centennial	City of Centennial Missing Link Sidewalks along RTD Bus Routes and Handicap Access Pedestrian Bridge. (<i>Physical improvements to the existing facilities to improve transit accessibility.</i>)	\$ 201,920
City of Centennial	City of Centennial RTD bus stop improvements (benches). (<i>Physical improvements to bus stop facilities to encourage transit use.</i>)	\$ 80,000
Special Transit*	Operating funds for new partnership w/Longmont Housing Authority to provide door-through-door service	\$ 47,785
Special Transit*	Capital funds for Special Transit Mobility Specialist Services	\$ 45,793
Special Transit*	Capital funds for technology and mobility management for on-demand services coordination pilot project	\$ 82,632
Special Transit*	Operating funds to continue volunteer driver program	\$ 36,450
Special Transit*	Operating funds to continue brokerage to taxis	\$ 80,000
	TOTAL	\$ 2,954,346

Source: DRCOG & CDOT

*Amounts are for the 2010 grant year only and are CDOT's selection for small urban areas.

Eligibility for FTA Section 5316 and Section 5317 Grants

For both FTA programs, the funds may be used for eligible capital, planning, or operating expenses. Projects submitted for funding, whether to DRCOG or CDOT, must be consistent with the current *2035 Transit Element*. The TE specifically identifies strategies, priorities, and service gaps throughout the Denver metropolitan region. Portions of this document may be referenced by grant applicants to demonstrate consistency with the TE and area needs.

C. Other Federal Sources

Medicaid

Medicaid and Medicare are the largest funding sources for transportation to medical care in the country. While Medicare only pays for ambulance service, Medicaid regulations require that states assure transportation for recipients to and from medical appointments. States develop their own plans for how this non-emergency transportation will be provided. In Colorado, each county has a designated Medicaid broker; the broker can provide services, assign the trips to contracted providers, or provide bus tokens or passes. The state is currently exploring the alternative of using one statewide broker instead of individual county brokers. In 2004, the state reduced the percentage of its Medicaid funds that are directed to transportation by more than 85 percent. This significant reduction means that essential medical trips must be funded through other existing sources and, thus, many non-medical trips cannot be funded.

Older Americans Act, Title III

DRCOG, as the designated Area Agency on Aging, manages transportation funding through *Title III of the Older Americans Act* (OAA) for the region (excluding Boulder and Weld County). OAA funds are used for various services that assist economically and socially disadvantaged seniors, but can be used for services for anyone 60 years or older. The state passes the federal funds to DRCOG's Aging Services Division and DRCOG distributes them proportionally to eight counties on the basis of population. The DRCOG Board of Directors sets priorities annually for what types of services the OAA funds will be used. Over the past six years the annual average funding for transportation was about \$650,000. The 2009-2010 transportation funding is approximately \$550,000. DRCOG's OAA transportation funds are generally used for medical and nutrition trips. The Boulder County Aging Services Division manages OAA funding in Boulder County, with approximately \$100,000 per year directed toward transportation. The Weld County Area Agency on Aging, located within the Department of Human Services, manages OAA programs and funding in Weld County.

Flexible Use of Highway Funds

Under SAFETEA-LU, some highway funds can be used for transit projects and vice versa. Highway funds eligible for this type of flexible use are Federal Highway

Administration (FHWA) Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and National Highway System (NHS) funds. Funds can be transferred into FTA Section 5307, 5310 or 5311 programs. STP and CMAQ funds have been used in the DRCOG region for transit projects such as the Santa Fe Drive HOV lanes, the Central Platte Valley light rail line, the acquisition of Denver Union Station and Boulder Transit Village, and new transit service.

D. State and Other Funding Sources

Senate Bill 09-108, also known as the FASTER Bill, 2009 (*Funding Advancements for Surface Transportation and Economic Recovery*), legislation increased and/or created fees, fines and surcharges to generate increased revenues for statewide transportation improvements. Ten million dollars per year must be spent on transit-like improvements. An additional \$5 million of funds will be allocated annually to the state Transit and Rail Fund for grants to local governments for local transit projects.

The state also provides funding for services for the elderly (*Older Coloradans Program*), a portion of which can be used for transportation. This program is modeled after the *Older Americans Act* and funds are also administered by DRCOG's Aging Services Division (except in Boulder County). In previous years, the average annual funding for transportation services was \$456,000. In 2006 the funding increased to \$750,000.

Small amounts of funding for transportation as a part of various human services are available from agencies such as the Colorado Department of Human Services and the Denver Housing Authority. Several city and county governments also provide funding for transit services for their residents, especially specialized transit.

RTD's services are partly funded through a one percent sales tax (.4% goes to FasTracks; .6% goes to the base system) within RTD's service area. Bonding and government loans are another important source of funding for large-scale RTD projects. Fares cover about 20 percent of RTD's total operating costs. Some of the smaller transit providers charge a fare; some specialized providers provide free service but request donations from riders (see *Chapter 2*).

E. Human Service Agencies

Several human service agencies in the region receive or distribute funds for transit service. The agencies listed here and their clientele rely on regional transit and coordinate with various provider services.

Community Centered Boards

There are five Community Centered Boards in the DRCOG region (*Table 22*). While organized as private non-profit agencies, they are authorized by the State as a local area's single point of entry into local, state and federally funded programs for people with developmental disabilities in a community. They have the authority to receive local

tax funding in addition to Medicaid funding from the State and Federal government. Each has an independent board of directors.

Table 22. Regional Community Centered Boards	
Community Centered Board	Counties Served
Denver Options	Denver
Developmental Disabilities Resource Center	Jefferson, Clear Creek, Gilpin, and Summit
Developmental Pathways	Arapahoe and Douglas
Imagine!	Boulder and Broomfield
North Metro Community Services	Adams
Envision	Weld

Source: DRMAC 2009

These organizations have limited program and client transportation and remain underfunded. Most have long waiting lists for services. As a result many have reduced transportation services and shifted much of the responsibility for transportation to a combination of public transportation services or family members.

Community Mental Health Centers

The DRCOG region is served by the six mental health centers listed below (Table 23). These operate as non-profit agencies with independent boards of directors.

Table 23. Regional Mental Health Centers	
CMHC	Counties Served
Arapahoe/Douglas Mental Health Network	Arapahoe and Douglas
Aurora Comprehensive Community Mental Health Center	City of Aurora, parts of Arapahoe
Community Reach Center	Adams
Jefferson Center for Mental Health	Clear Creek, Gilpin, and Jefferson
Mental Health Center of Denver	Denver
Mental Health Center Serving Boulder and Broomfield Counties	Boulder and Broomfield
North Range Behavioral Health Center	Weld

Source: DRMAC 2009

Mental health centers provide a point of contact for clientele in need of community resources, including transportation services.

Medicaid Long-Term Care Single Entry Point Agencies

Residents needing long-term care services access them through a Medicaid Single Entry Point (SEP) agency. These agencies determine functional eligibility for community-based long-term care programs, provide care planning and case management for clients in these programs, and make referrals to other resources.

- Adult Care Management, Inc. serves Boulder, Broomfield, Clear Creek and Gilpin counties.
- Long-term Care Options, LLC serves Adams, Arapahoe, Denver, Douglas, and Elbert counties.
- Jefferson County Human Services Department provides these services for its residents.

Among the resources provided by SEP agencies for eligible Medicaid clients are medical and care-related transportation services.

Area Agencies on Aging

Comprehensive services to the elderly for the region are provided through DRCOG's Agency on Aging (AAA), the Boulder County Aging Services Division, and the Weld County Area Agency on Aging (WCAAA). This includes meal delivery to the homebound and transportation services.

DRCOG has an Aging Advisory Committee, provides many services on a regional basis, and works actively with senior councils in each of the remaining counties in the region. These county-level organizations each have different membership and responsibilities. They are:

- Adams County Aging Network
- Arapahoe County Council on Aging
- Broomfield County Council on Aging
- Clear Creek County Council on Aging
- Denver Commission on Aging
- Douglas County Seniors Council
- Gilpin County Seniors
- Jefferson County Council on Aging

Each Area Agency on Aging also provides resources for service needs. The DRCOG Area Agency on Aging is in the process of developing a web-based directory of services for the elderly.

The Boulder County Aging Services Division is part of the Division of Community Services. The Countywide Leadership Council provides a forum for Boulder County Aging Services Division and the senior services divisions of the cities of Boulder, Lafayette, Longmont, Louisville, and Erie to collaborate.

The Weld County Area Agency on Aging (WCAAA) is part of the Weld County Department of Human Services and is located in Greeley. The WCAAA provides a variety of services for older adults, such as: legal assistance, family caregiver services, transportation services, dental/vision/hearing assistance, ombudsman (advocacy for seniors in long-term care facilities and assisted-living facilities), wellness programs, congregate and home delivered meals to cities and towns in Weld County.

Regional Workforce One-Stop Centers

Regional Workforce One-Stop Centers (*Table 24*) combine many of the programs geared towards assisting workers to find jobs and employers to find workers. Some programs offer limited transportation benefits. They also have a strong emphasis on workforce development so many training programs are accessed through these centers. Workforce Boards guide the One-Stop Centers, and these boards have solid ties to both employers and the community college system.

Funding for these programs flow to the counties, and counties can opt to run these operations directly, jointly with other counties, or request the State to include the functions as part of the Rural Consortium. All three options can be found in the DRCOG region. Most have multiple locations and are illustrated on *Figure 16*.

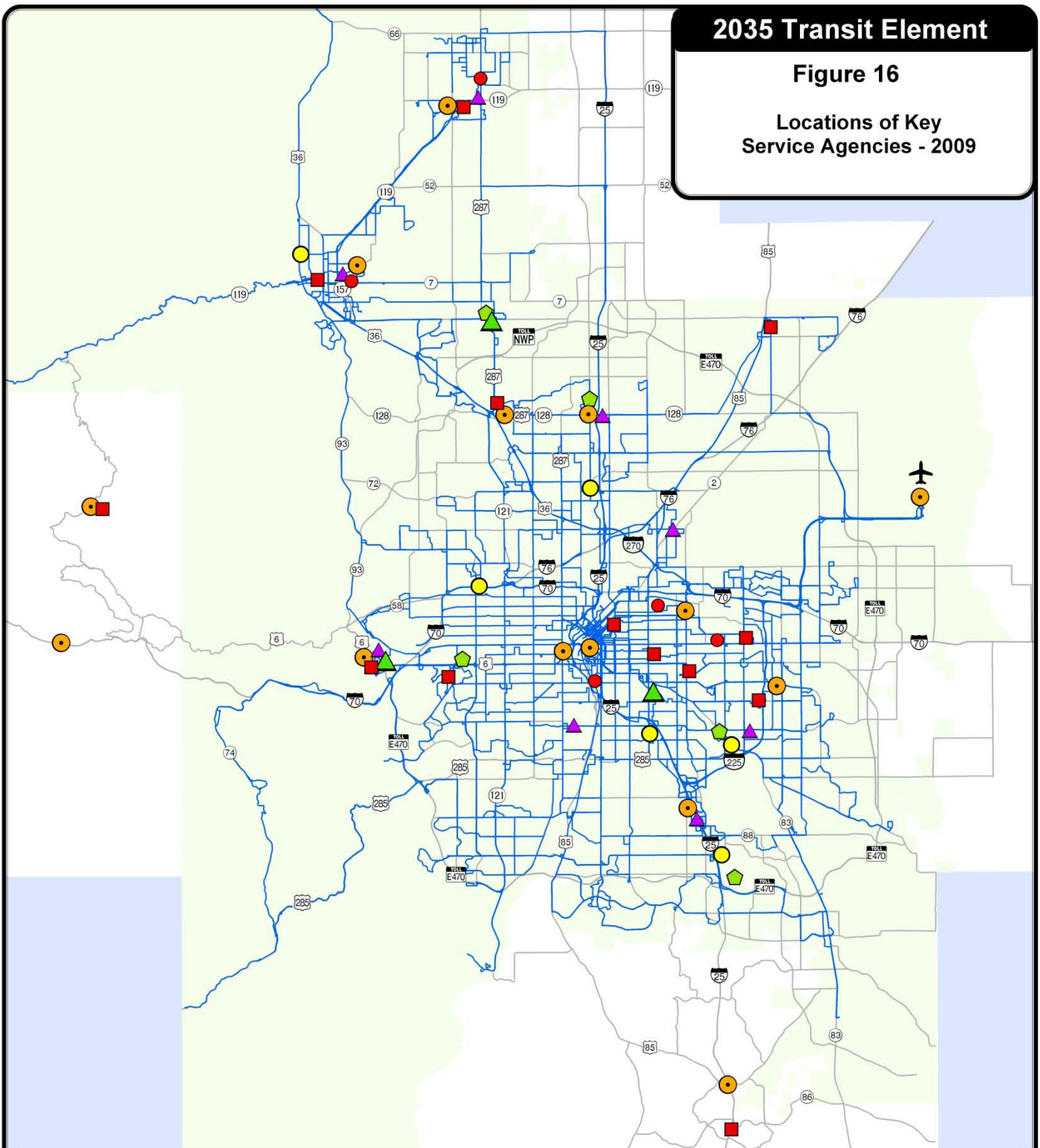
Table 24. Regional Workforce One-Stop Programs		
Program Name	Counties Served	Locations
Adams County Workforce & Business Center–Human Services Department	Adams	Westminster
Arapahoe/Douglas Works	Arapahoe and Douglas	Main Office: Greenwood Village; Satellites: Castle Rock and Aurora (Child Support Enforcement resources only)
Workforce Boulder County	Boulder	Boulder and Longmont
Broomfield Workforce Center-Member of Rural Consortium	Broomfield	Broomfield
Denver Economic Development Office	Denver	14 th & Speer, Federal & 12 th (Human Services office); Northeast Denver at 34 th & Quebec, and DIA (main terminal)
Jefferson County Workforce Center	Clear Creek, Gilpin, and Jefferson	Golden, Black Hawk, and Idaho Springs
Weld County Workforce Center	Weld	Greeley

Source: DRMAC 2009

2035 Transit Element

Figure 16






Locations of Key Service Agencies - 2009



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.
 Projection: Colorado State Plane, NAD 83
 Source: DRCOG
 DS 12/16/2009

Special Services Agencies

-  Community Centered Board
-  Independent Living Center
-  Vocational Rehabilitation Services
-  Workforce Center
-  Community Mental Health Center
-  Veterans Services
-  Single-Entry Point Agencies

-  RTD Current Bus Routes
-  Roads
-  Denver International Airport
-  RTD Service Area
-  Area Outside of Region



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Veterans Services

A wide range of services are provided to Veterans, and these are dispersed through many organizations.

Medical services are provided directly by the Veterans Administration (VA). Key trip destinations include the VA Medical Center and the State Veterans Nursing Home at Fitzsimons in Aurora, and other VA service facilities, including outpatient facilities in Aurora and Lakewood. The VA obtains transportation services through a network of volunteers who use VA vehicles and also contracts directly for some services.

VA funding also flows to the State to support services at the county level, and each county in the region has a Veterans Service Officer to assist Veterans with navigating the service network. The region is also home to the Rocky Mountain Regional Headquarters. The headquarters, along with Veterans Centers in Denver and Boulder also provide intake services.

Independent Living Centers

The five Centers for Independent Living (CILs) in the region are illustrated on *Figure 16*. They are private non-profit organizations that provide services to maximize the independence of individuals with disabilities and the accessibility of the communities they live in. CILs are funded in part by the Department of Education, Rehabilitation Services Administration, and Independent Living Branch, to provide the following core services: advocacy, independent living skills training, information and referral, and peer counseling. Centers for Independent Living in the region are:

- Disability Center for Independent Living, Aurora
- Center for People with Disabilities, Boulder
- Atlantis Community, Inc., Denver
- Disability Center for Independent Living, Denver
- Center for People with Disabilities, Longmont

CILs also provide additional services to meet the needs of persons with disabilities, including coordination and referrals to satisfy transportation needs.

5. TRANSIT NEEDS ASSESSMENT AND ALTERNATIVES ANALYSIS

A. General Public Transit Needs Assessment and Alternatives Analysis

RTD's 20-Year Needs Assessment

General public transit service in the Denver region is dominated by RTD. RTD's *20-Year Needs Assessment & Transit System Plan* (TSP) was developed after the agency conducted a study of mobility needs in the Greater Denver region. The TSP identifies services and facilities necessary to meet RTD's needs to 2035.

The TSP examined regional growth and travel patterns and examined how existing RTD services could respond to these trends. It was found that change in travel patterns could lead to gaps in RTD's service. Major findings presented in the TSP include:

- Increased demand for RTD services is expected in the city center and outside the current RTD service area.
- Areas identified as places for RTD to consider adding new services were Douglas County, northwest Jefferson County, eastern Adams and Arapahoe counties and southwest Weld County.
- Express route service may be able to operate longer service hours. Express routes may have to make more stops to accommodate increased employment growth.
- Major regional employment centers should be the site of transit hubs, with radial feeder service access.
- Rapid transit end-of-line stations are logical bus feeder and transfer locations.
- In areas that require service but do not have the residential density to support fixed-route service, options such as demand-responsive, route-deviation and subscription services could be offered.
- Capacity is an issue for the Mall Shuttle, Market Street Station and Civic Center Station.
- New or expanded maintenance facilities will be required soon.
- Utilization of *park-n-Rides* is increasing rapidly, outpacing increases in capacity.
- Major transfer facilities should be located to support regional land use and transportation goals. For instance, new transfer centers could be located in DRCOG-designated urban centers.

RTD further clarified its transit needs in the *FasTracks Service Development Plan* with additional transit priorities including:

- Annual increases in bus service with over 2 percent annual increases starting in 2026.
- Bus route adjustments to provide feeder service to future commuter and light rail stations.
- Improved access to activity centers and population growth centers.
- Implementation of a system based on timed-transfers from one transit vehicle to another known as FastConnects.

Other long-range needs for RTD services are discussed in Chapter 9.

Performance Measures

Several measures of performance were derived for each general public transit provider, including RTD, based on the operating statistics they reported for 2008 (see *Table 25*). These measures assess how well transit resources are being used and whether transit services are cost-effective:

Table 25. Performance Measures – General Public Transit – 2008					
Agency	Cost/ Operating Hour	Passengers/ Operating Hour	Cost/ Passenger Trip	Subsidy/ Trip	Farebox Recovery
Regional Transportation District (RTD)*	\$ 94.37	25	\$ 3.71	\$ 2.82	24%
Black Hawk Transportation Authority	\$ 74.64	26	\$ 2.85	\$ 2.85	0%
CU Transportation Services	\$ 71.46	64	\$ 1.12	N/A	0%
Town of Castle Rock	\$ 43.83	10	\$ 4.25	N/A	0%

Source: Transit Providers

*Fixed-route bus service (Includes HOP), Light rail service, call-n-Ride & access-a-Ride combined

N/A—data not provided

- *Cost per operating hour* – total operating cost divided by operating hours.
- *Passengers per operating hour* – total passenger trips divided by operating hours.
- *Cost per passenger trip* – cost per operating hour divided by total passenger trips.
- *Subsidy per passenger trip* – level of public subsidy (total cost minus fares) per passenger trip.
- *Farebox recovery* – percentage of total operating cost covered by fares or fees paid in lieu of fare.

B. Specialized Transit Needs Assessment

Quantitative Analysis

A variety of mathematical models exist to estimate demand for trips by specialized transit services. No single technique can take into account the multitude of factors that affect transportation needs and demand. DRCOG conducted three unique methodologies, based on the population of elderly and persons with disabilities, to estimate demand for specialized transportation in the region. *Table 26* presents the results of these analyses, updating the forecast of mobility needs to 2035. The specific methods are described in *Appendix B*.

Table 26. Estimated Demand for Trips by Specialized Transportation Services		
	Annual One-Way Trips	
	2008	2035
1. Estimated Trip Demand <i>(average of three methods)</i>	2,900,000	6,078,000
2. Trips Provided <i>(by specialized transit agencies at current funding levels)</i>	1,739,000	1,739,000
<i>Percentage of demand met (service level)</i>	60%	29%
3. Total unmet demand	1,161,000	4,339,000
4. Additional trips required in 2035 to meet current level of service (60%)		2,600,000

Source: DRCOG

Note: Funding level assumed to be inflated in future.

Total Demand

The results of the three methods were averaged to arrive at an estimated demand for current day and for 2035. The estimated demand for 2008 specialized transportation trips was approximately 1.7 million. By 2035, this need is expected to more than double to about 6.1 million annual trips. Part of the increased need can be attributed simply to the 50 percent population increase between now and 2035. Additionally, the proportion of the population that is over age 60 is expected to nearly triple.

Currently, about 1,739,000 specialized trips by elderly and persons with disabilities are made annually through specialized transit services. This means that only 60 percent of the estimated demand is currently being met. If the number of trips provided remained unchanged through 2035, only 29 percent of the total demand would be met and over 4.3 million needed trips would go unfulfilled. To merely meet the current level of service provided (60 percent of demand) about 2.6 million trips on top of the 1.65 million already supplied would have to be provided in 2035. Note that trips made on fixed-route services and RTD *call-n-Ride* are not included in this analysis. Therefore it is important

that persons with disabilities are encouraged and trained to use viable fixed-route transit services.

Qualitative Analysis – DRCOG Surveys

Transportation providers were surveyed in 2007 and again in 2009. The new DRCOG survey response from transit providers in 2009 confirmed ongoing funding and resource challenges, the need for coordination efforts, and unmet demand for transit service in many areas. In 2009, transit users and advocates were also surveyed. *Figure 17* lists key issues.

Qualitative Needs Identified in the *Getting There Collaborative*

- Create a one-call number for transit services. The current system includes county service brokers, RTD *access-a-Ride* system, and the Colorado Medicaid system provided by Logisticare. Separate registration is needed for each program.
- Allow comingling of transit trips on RTD *access-a-Ride* vehicles.
- Address transit service needs on the urban fringe and rural portions of the DRCOG region.
- Provide long-distance trips to access medical facilities.
- Provide additional funding to support transit trips for riders with developmental disabilities and for Medicaid non-emergency medical trips.

Qualitative Job-Access/Reverse Commute Needs

A summary of the key needs associated with job access and reverse commutes in the Denver region is provided below.

- Provide transit connections between low-income residential areas and suburban job opportunities such as the Denver Tech Center, Boulder, Broomfield, and DIA.
- Plan and build affordable housing for low-income persons near suburban employment centers.
- Consider the work-trip needs of low-income workers and the high variability in evening and weekend work shifts.
- Address transportation gaps in evening and weekend transit trips.
- Support specialized transportation service operators, particularly those that address the transportation needs of low-income individuals.
- Increase awareness of the types of services that are available and how to utilize them.

Figure 17
Comments from DRCOG Surveys on Unmet Transit Demand

- Some trips are unmet due to boundary or time constraints.
- Some trips must be rescheduled due to vendor capacity constraints.
- People have limited job access due to lack of night or weekend service and the geographic limits of *access-a-Ride*.
- Mountain and rural plains communities, including parts of Adams County, Gilpin, Douglas and Weld Counties are underserved by transit.
- Some intercity areas of Denver and Aurora have unmet service needs due to service restrictions or boundary limitations.
- Trips are often not completed because transfers cannot occur or cannot be reimbursed beyond established service areas.
- Limited capture of potential for elderly transportation and increasing needs from a growing elderly population.
- The low-income elderly need transportation for non-medical trips such as shopping trips and other personal needs.
- Adams County and other providers turn down calls due to limited funding and service.
- In Castle Rock, unmet demand exists for local transit trips, regional transit trips, and for specialized transit.
- Volunteer drivers or family may be able to serve unmet trip demands, but without such assistance, the trip is not made.
- Peak hour demand issues for the University of Colorado students.
- Certain trip categories remain unfunded; e.g., personal, adult day care and visitation trips.
- After higher-prioritized trips for certain trip purposes are met, there is little time or enough resources for personal trips.
- Some agencies or funding sources do not allow comingling of trips for different kinds of users.
- There is no connection between some provider services and RTD.
- The frail elderly and persons with disabilities need special attention and more personalized service that is difficult to provide or that may not be available.
- Many who need it are unable to pay for the service and volunteer drivers not available.
- Many people who could use specialized transit are not aware of what services are available.
- Service referrals from doctors offices, social service workers and HMOs are increasing for those treated who are unable to drive themselves.
- Expanded service to meet user needs cannot be provided due to a lack of funding.
- Certain agencies cannot expand service due to regulations or restrictive policies and procedures.
- The attitude toward transit in general by elected officials is negative. For many, the focus is on accommodating automobiles.

Qualitative New Freedom Needs

A qualitative assessment of the key needs associated with New Freedom funding in the Denver region is provided below.

- Provide travel training programs and information to help people complete their trips to the store, medical facility, or home.
- Provide additional vehicles and equipment beyond ADA requirements that will improve mobility and access for the disabled.
- Fund accessibility improvements such as curb ramps and elevators at transit stations that are not designated 'key stations' by the Federal Register.

Qualitative Needs of the Elderly

The DRCOG Area Agency on Aging (AAA) report, *Strengths and Needs Assessment of Older Adults in the Denver Metro Area*, provides insight into the transportation needs of the elderly. One of the main transportation conclusions from the AAA report is that transportation services are not sufficiently funded to meet demand. There is a clear unmet need for transportation services and how the service gap is being filled, is unknown.

- In 2003, 6,487 older adults or about 22 of every 1,000 adults in the region used DRCOG AAA transportation services. It is estimated that approximately 56,000 adults need the service. This suggests that nearly 90 percent of elderly adults that need transportation in the area do not get assistance through DRCOG AAA services.
- It is estimated that by 2020 over 100,000 adults will need transportation services. Only 12,500 adults are expected to actually be able to use the available services.

Performance Measures

Five performance measures were derived for each specialized provider that reported operating statistics to DRCOG (see *Table 27*).

Table 27. Performance Measures - Specialized Transit - 2008

Agency	Cost/ Operating Hour	Passengers /Operating Hour	Cost/ Passenger Trip	Subsidy/ Trip	Farebox Recovery
RTD <i>access-a-Ride</i> and <i>call-n-Ride</i>	\$ 52.77	1.2	\$ 43.33	\$ 42.59	1.7%
Adams Community Development	\$ 68.51	2.5	\$ 27.02	\$ 27.02	0.0%
Broomfield Easy Ride	\$ 81.12	6.4	\$ 6.39	\$ 5.19	4.5%
Castle Rock Senior Center	\$ 2.72	0.7	\$ 3.94	\$ 3.17	19.6%
City of Lakewood - Lakewood Rides	\$ 33.68	1.4	\$ 24.41	\$ 23.47	3.8%
City of Littleton - Omnibus	\$ 33.15	2.1	\$ 15.66	\$ 15.38	1.7%
City of Littleton - Shopping Cart	\$ 38.49	7.0	\$ 5.50	\$ 5.12	6.8%
DDRC – Day Program	\$ 69.54	6.0	\$ 11.59	\$ 11.59	0.0%
Developmental Pathways	\$ 51.84	3.2	\$ 16.06	\$ 16.06	0.0%
Parker Senior Center	\$ 8.07	0.9	\$ 9.39	\$ 6.77	27.9%
Seniors' Resource Center	\$ 40.00	1.8	\$ 22.00	\$ 0	0.0%
Special Transit*	\$ 55.12	2.2	\$ 24.90	\$ 18.18	2.7%
Tri-Valley Senior Citizens Association	\$ 10.70	0.3	\$ 31.66	\$ 31.66	0.0%
VOA-Gilpin/Clear Creek Project	NA	NA	\$ 8.59	\$ 7.73	10.0%

Source: *Transit Providers*
*Does not include HOP

C. Specialized Transit Service Delivery Alternatives Analysis

A detailed analysis of alternative service delivery methods for specialized transit was undertaken by the Transit Development Program (TDP) Task Force as part of the 1999 TDP planning process. An extensive research and planning effort included investigation of service methods and programs implemented in other regions of the country and development of a set of ideal elements of a regional specialized transit system. Some of the recommendations arising from this effort have been implemented and the findings of the TDP Task Force are still valid today.

Three alternatives were considered by the TDP Task Force:

- Retain the existing provider service structure and existing relationships.
- Implement a county- or service area-based brokerage structure.
- Establish a Colorado Specialized Transportation Commission/Regional Transportation Coordinator who would coordinate service among all providers.

After evaluating the three alternative delivery methods, the TDP Task Force recommended the second option, a system of transportation brokerages. In addition, task force members decided that a system of transportation brokers would work best if it was based on county boundaries, with the county government designating an official broker for service within its boundaries. This county broker-based system was recommended as the preferred alternative. The intent was to create a centralized approach to managing all specialized service within the county. One brokering agency would match trip requests with appropriate providers from among a group of providers operating under contract and then schedule the trip.

Two major considerations contributed to the final recommendation of the TDP Task Force:

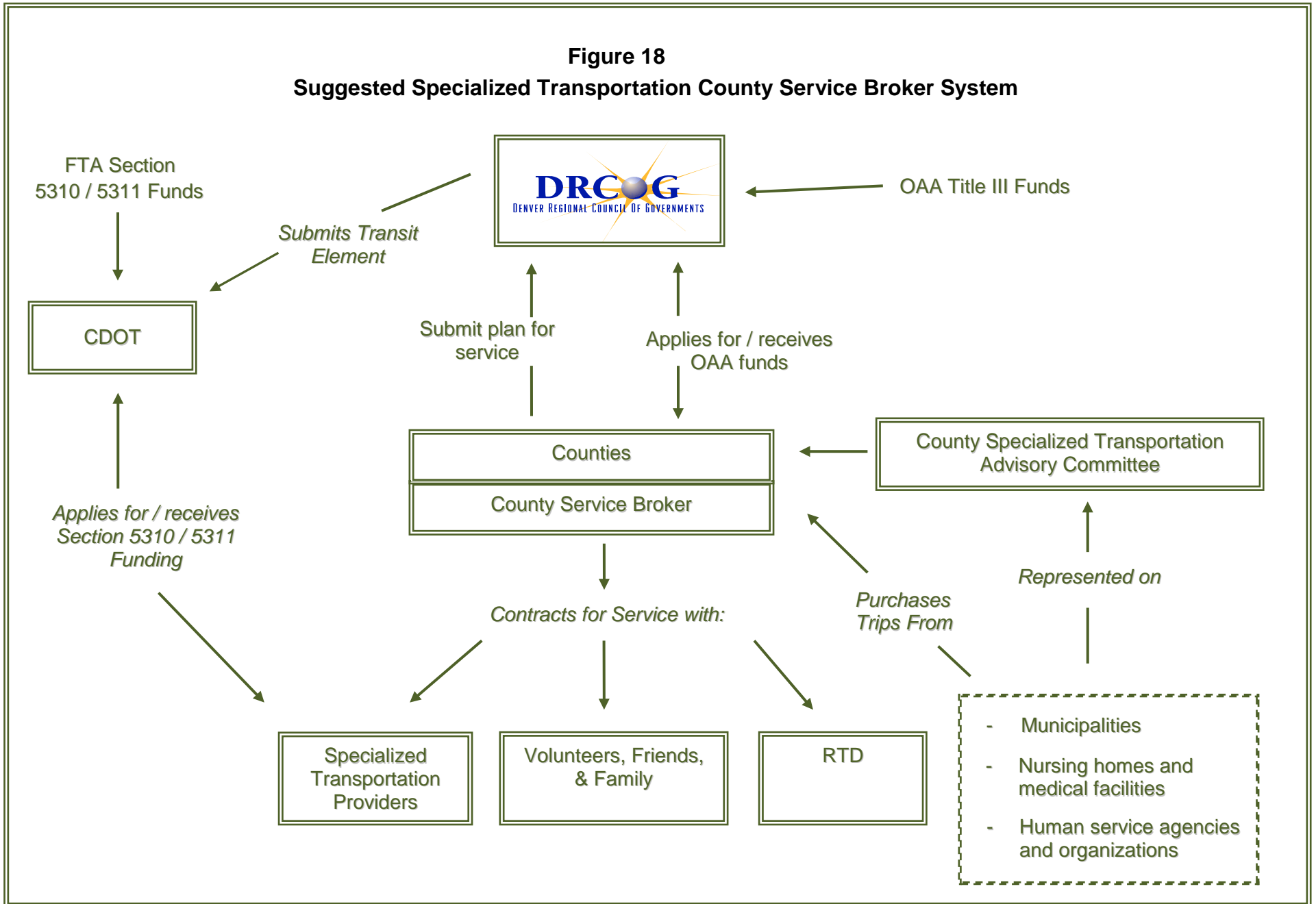
- Some form of centralization is needed to maximize the use of existing resources and to eliminate confusion on the part of those in need of specialized transportation as to who was responsible for the provision of that transportation. The TDP Task Force recommended that a single, highly publicized telephone number be used for trip requests for the entire region or for each county.
- Members of the TDP Task Force contended that the most efficient use of existing resources could only be accomplished through a system in which only one organization had the authority, leverage and financial resources to coordinate and schedule trips funded by all of the various funding sources.

A suggested organizational structure for this system was developed; it is outlined in *Figure 18*. Each agency or governmental unit within the structure has unique responsibilities; these are described in the following section.

Colorado Department of Transportation

CDOT will continue to allocate FTA Section 5310 and Section 5311 funding. These grants are awarded every other year for the succeeding two years. CDOT is requested to award this funding to providers in the DRCOG region that are identified as eligible recipients in *Figure 15* of the *2035 Transit Element*. CDOT also conducts the JARC and New Freedom selection process for rural and small-urbanized areas throughout the state.

Figure 18
Suggested Specialized Transportation County Service Broker System



County Governments

A county may serve as a service broker for specialized transportation services within its jurisdiction. The county may assign this function to a county department. The county broker could either provide the services or contract with a service provider(s). Counties must designate a service provider(s) for Medicaid transportation; this may or may not be the same agency(ies) that is acting as the service provider for specialized transportation.

The county would be responsible for the administrative costs of serving as the broker and coordinating other funding sources. Partial federal and state funding assistance is available through DRCOG for administrative costs.

The DRCOG Area Agency on Aging may either contract directly with a county within its jurisdiction or with transportation service providers. As Boulder County and Weld County each have a separate Area Agency on Aging, they may assign responsibilities and contract differently as determined by the County Commissioners.

Each county is encouraged to develop a *County Plan for the Provision of Specialized Transportation*, either as a stand-alone plan or as part of another adopted document. This plan serves as the basis for consideration of federal grant awards from various sources to providers in the county. Plans are submitted to the DRCOG AAA annually.

The *County Plan for the Provision of Specialized Transportation* should include, as applicable, the following:

- An inventory of existing and planned local transportation resources.
- A summary of goals and objectives.
- A list of trip priorities.
- An identification of the agency serving as the county service broker.
- A method for evaluating client satisfaction.

It is requested that each county involve interested parties in an advisory capacity. A Specialized Transportation Advisory Committee is suggested as a means to receive comments. Recommended membership on the advisory committee includes representation from these groups:

- Each municipality that provides funding for specialized transportation for its residents.
- Nursing homes or assisted living facilities that provide funding for transportation for their residents.
- Organizations that provide services to persons age 60 and older, such as senior centers.

- Organizations that provide services to persons who are disabled, regardless of whether they qualify for ADA transportation.
- Consumers or users of specialized transportation.
- The county department responsible for Medicaid services and benefits.

Finally, the planning entity within each county is requested to seriously consider the transportation needs of residents of proposed housing developments targeting the elderly population prior to approving such development.

County Service Brokers

The county service broker has many responsibilities. Its primary responsibility is to coordinate transportation services for the county's elderly, disabled, and low-income populations. The county service broker may provide the transportation services itself or that responsibility may be contracted out. If transportation services are contracted out, the responsibility to act as the broker remains with the county.

Responsibilities of a county service broker include the following:

- Act as a central point of information on specialized transportation services in the county.
- Provide one phone number to call for specialized transportation within or originating in the county.
- Act as a central grant application resource to assist the county, municipalities and providers with the development of grant applications. This responsibility could include acting as an information clearinghouse, reviewing applications and preparing grant applications.
- Solicit and negotiate with entities to provide service in the county.
- Coordinate with regional and local partners to plan inter-county routes and services and provide or contract with providers for such services. For example, the county service broker may choose to enter into a joint contract with another county service broker to provide service between specific, frequently traveled origins and destinations that cross county boundaries.
- Monitor service to ensure that contracted providers meet regulatory requirements and that they are providing the type and quality of service expected.
- Provide technical assistance to providers, counties, municipalities and other agencies as needed.
- Perform accounting, record keeping and performance monitoring and management, including complaint management.
- Compile and furnish reports regarding the services provided.
- Promote specialized transportation services.

Municipal Governments

Municipalities that provide funding for specialized transportation are encouraged to purchase service from the county service broker. Municipalities that provide service are encouraged to sell service to the county service broker. Municipalities providing any level of funding are encouraged to appoint a representative to their counties' Specialized Transportation Advisory Committees. The planning entity within each municipality is also requested to seriously consider the transportation needs of residents of proposed developments targeting the elderly population prior to approving such development.

Regional Transportation District

RTD's *access-a-Ride* division is encouraged to work to ensure that ADA trips it and its contractors provide are coordinated with other trips on an "as appropriate" basis. RTD and its contractors should work closely with each of the county service brokers within the ADA service area to maximize the region's resources. A system is envisioned whereby the county service brokers and *access-a-Ride* service would be connected to a common computer network so that trips could be transferred between brokers to optimize efficiency.

In the TDP Task Force recommendations, RTD was also requested to take on the following responsibilities:

- Provide centralized training for transportation providers in the region. This could include driver training, sensitivity training for the special needs of the disabled, and safety training.
- Provide technical assistance in the development of Requests for Proposals (RFP) for and contracts with the county service brokers. Ideally, RTD staff will work with DRCOG staff to develop a "standard" RFP and contract that can be tailored to meet the specific needs of each county.
- Develop and administer a regional travel training program.
- Develop a regional joint purchasing program.
- Develop an insurance pool program.

RTD is in the process of developing an *access-a-Ride* automated service to include telephone and web access to regional programs and services.

Other Transit Providers

All transit providers will be responsible for providing DRCOG with information necessary to complete the *Transit Element*. In addition to information already required by CDOT, those agencies and organizations seeking funding will be responsible for demonstrating to the county that funds will be used to implement the County Plan, thereby implementing this *Transit Element*.

Human Service Agencies

Human service agencies that currently purchase specialized transportation are encouraged to purchase service from the county service broker. Human service agencies that currently provide transportation are encouraged to work with the county service broker to determine whether it would be worthwhile for them to continue providing service and to contract with the broker. It is expected that most human service agencies that provide transportation as an ancillary service to accomplish their primary mission will find that purchasing service from the county service broker is more cost-effective and efficient than providing the service themselves.

Volunteers, Friends and Family

The various volunteer time banks and organizations that provide rides to the elderly and disabled in the Denver region are encouraged to work with the Specialized Transportation Advisory Committee in each county to determine how volunteer drivers can be incorporated into the brokerage system.

Friends and family who provide transportation are encouraged to coordinate with county service brokers under the direction of the county. The county service broker can work directly with friends and family to supplement the work of volunteer organizations.

D. Efforts to Address Areas Underserved by Transit

Efforts are underway in several parts of the region where residents and local officials feel they are underserved by transit, both for the general public and for specialized needs. The mountain counties of Clear Creek and Gilpin have long had a need for regular transit service for all residents. The need is especially great for the increasing number of seniors, who must travel long distances to reach the few medical facilities, grocery stores and meal sites in the area. The Black Hawk and Central City Tramway connects Black Hawk and Central City 20 hours per day, seven days per week. It serves approximately 1,400 workers and visitors daily.

Gilpin County completed a *Transit Expansion Feasibility Study*, conducted by LSC Transportation Consultants and funded in part by an FTA 5304 grant in 2009. That study demonstrated the need for expansion of the existing Gilpin County Connector service, operated by the Black Hawk Transportation Authority and servicing primarily the towns of Black Hawk and Central City, connecting residents of those towns with job opportunities in the casinos in those two towns, and County services in the immediately adjacent unincorporated areas, including the County Justice Center (courts) and Community Center. As a result of that study, Gilpin County contracted with Seniors' Resource Center in July, 2009 to provide expanded service. The operation is on a route with multiple stops in Central City and Black Hawk in the south, connecting the various job locations, County facilities and the Gilpin School in mid-county, and extending through Rollinsville to a final connection with an RTD *park-n-Ride* stop in the nearby Boulder County town of Nederland.

Clear Creek County completed a study in 2004 of transportation needs in the county. The study found that inadequate transportation options diminished the quality of life of elderly, low-income and mobility-challenged residents. The county has also expressed a need for more transportation for those who work in the more urbanized parts of the region. The county also commissioned the *2002 Silver Heritage Area Internal Transit Plan*, which assessed transit demand in the area including Georgetown, Silver Plume and the Loveland Ski Area. This study found significant unmet demand among local service workers, elderly and young residents, disabled residents, commuters and both winter and summer visitors. The study proposed a variety of alternatives including better coordination of existing transit and implementation of new fixed-route, demand-responsive and shuttle services. Officials from Clear Creek County are also actively supporting an advanced guideway transit system along the I-70 corridor.

Since the completion of the Clear Creek County studies, Seniors' Resource Center initiated limited transit service. Bus service is available on Mondays and Wednesdays for medical trips to Black Hawk/Central City-area doctors. Bus service is also available Monday–Thursday that originates in Idaho Springs, stops in Evergreen, and continues into Denver. The service originally began for riders with developmental disabilities but it is open to all riders. Two trips are offered daily with morning and mid-day departures. One of the stops en route to Denver is the Cold Spring *park-n-Ride* which allows passengers to transfer to RTD service.

In response to the cut of Federal funding for certain senior transportation options, Douglas County Human Services and Administration staff worked with staff from area senior centers to establish Douglas County Transit Solutions (DCTS). Over the past six years DCTS has expanded its membership to include several other municipalities and the Highlands Ranch Metro District. DCTS is forming a Local Coordinating Council to advocate for coordinated and improved human service transportation throughout the County.

Arapahoe County is experiencing similar concerns over transit service. Since the elimination of Arapahoe County Transportation Services (ACTS) in 2004, there is concern that services for seniors and disabled residents may be reduced. The City of Centennial in Arapahoe County completed a study of transit services and demand within its borders in 2004. Parts of the city are currently not well-served by transit and the study recommends providing transit opportunities for transit-dependent residents at all times of the day, increasing east-west service within the city, and providing effective connections for residents to new Southeast Corridor light rail stations.

As Weld County communities along the I-25 corridor continue to grow, so too does the need for transportation alternatives. Weld County coordinates transportation and human service needs through various public agencies, though service gaps and funding are significant issues. Only a small portion of Weld County is within the RTD district. The remainder of Weld County is currently beyond the reach of RTD service.

6. HUMAN SERVICES TRANSPORTATION COORDINATION

A. Federal Emphasis on Specialized Transportation Coordination

While there are many reasons that coordinating specialized transportation is an important and a worthwhile endeavor, the SAFETEA-LU requirements provide an immediate impetus to engage in coordination planning. SAFETEA-LU specifically requires that requests for Section 5310, 5316, and 5317 funds must be derived from a *Coordinated Public Transit Human Services Transportation Plan (CPTHSTP)*.

B. DRCOG Role in Transportation Planning and Coordination

This *Transit Element*, as prepared and adopted by the Denver Regional Council of Governments (DRCOG), serves as the CPTHSTP for the Denver region under SAFETEA-LU. It establishes a starting point for an on-going collaborative effort to improve specialized transportation coordination. Future coordinated transportation planning efforts will build from these collaborative efforts.

DRCOG performs other transportation planning and programming activities as the Metropolitan Planning Organization (MPO) for the region, including support and development of public transit options. DRCOG also provides a rideshare matching and vanpool program for the region. The DRCOG Area Agency on Aging is responsible for planning, funding and providing services to adults 60 years of age and older. Together these efforts build partnerships, inform and educate, research issues, and provide training to enhance coordination. In addition, DRCOG facilitates this coordination through its planning, public outreach, and decision-making processes.

As part of its ongoing planning responsibilities, DRCOG identifies and plans for unmet service needs, particularly for key constituent groups and areas including:

- The elderly,
- Individuals with cognitive or physical disabilities,
- Low-income individuals, and
- The provision of mobility options across the region and that consider the needs and impacts for minority, low-income, elderly, and disabled persons.

Many activities are undertaken by DRCOG to support coordination of human service agencies and access to public transportation. DRCOG encourages a built environment that provides accessible paths of travel in public right-of-ways. Access to key destinations (medical facilities, service centers, etc.) and at key transfer locations is important to meet user needs. In addition, DRCOG establishes project selection criteria for Job Access/New Freedom projects according to Federal Transit Administration criteria and funds projects within the Denver Aurora Urbanized Area that meet implementation priorities in the region.

C. Denver Regional Mobility and Access Council (DRMAC) Role

The Denver Regional Mobility and Access Council (DRMAC) is a local non-profit association of transit providers and allied organizations established to enhance area wide coordination and services. The mission of DRMAC is to reduce barriers to mobility and access in the Denver metro region by fostering interagency and organization collaboration. DRMAC is comprised of transportation providers, medical providers, governmental entities and human service organizations within the DRCOG planning area. Its bylaws state the organization's purpose:

- Help develop recommendations for and provide guidance to the coordination of transportation options within the Denver Metro Area so that (1) seniors and persons with disabilities can access local and regional transportation services to get to locations throughout the Denver Metro Area; and (2) municipalities, human service agencies, and other organizations can purchase such coordinated transportation services for their citizens, clients, and customers.
- Advocate for planning, policies, and practices that support this purpose.
- In addition to actual service delivery options, the scope of the Council's efforts will encompass transportation options such as mileage reimbursement, subsidy programs, and vehicle sharing, as well as related functions such as travel training, information referral, call-center functions, vehicle procurement, insurance and maintenance, training, and technological support.

DRMAC is currently developing a database of transit providers and studying how service information from sources throughout the region can be shared from a single source among providers and users.

DRMAC functions as the Regional Coordinating Council, identifying transit service coordination issues that are common to many counties or that can be best addressed at a regional level. Through studies and other activities, DRMAC has worked to raise awareness of the specialized transportation needs of elderly, disabled, and low-income individuals while providing a forum to share ideas and increase coordination between providers.

D. Other Entity Roles

County Service Broker Systems

From a model of county-based transportation brokerages recommended by DRCOG, organizations using this system of specialized transit service delivery are now operating in Adams County, Boulder County, and Jefferson County, each with a somewhat different structure and function.

In Adams County, an interagency agreement between the County and most cities provides a framework for contracting for the A-LIFT specialized transportation services.

Adams County Department of Community Services acts as the lead agency and a board makes decisions on services based on the level of funding available.

Special Transit is a single purpose agency providing a range of transportation services in Boulder County. Special Transit directly operates services and also provides services under contract to communities and agencies. Special Transit is a private non-profit agency with a board of directors. Some board members represent human service agencies, some elected officials, and others are interested citizens or riders.

Seniors' Resource Center (SRC) in Jefferson County is a multi-purpose agency providing a range of services for seniors. SRC's transportation program, like Special Transit, is nationally known. SRC provides specialized transportation services in Jefferson County and will operate under contract in other areas. It operates the A-LIFT under contract. SRC has strong ties to human service agencies, including the Developmental Disabilities Resource Center and the Jefferson County Workforce Center.

County Coordinating Councils

Many counties are in the process of developing coordinating councils, partnering with DRMAC, transit providers, human service agencies, and others. Also participating with counties on the councils are labor and employment agencies, charitable organizations, consumers, and other stakeholders.

The Colorado Interagency Coordination Council for Transportation Access and Mobility, referred to here as the CICC or "State Council", recommends having counties as the basis of local councils because so many human service and employment services are provided on the county level in Colorado. The CICC suggests that more than one county may wish to join together in establishing a local coordinating council and that regional councils may be needed in some circumstances.

Broomfield, Clear Creek, Gilpin, and Jefferson County were awarded funding from the State Council to develop county-level coordination councils. Note that Jefferson County, through Seniors' Resource Center and the "Aging Well" Transportation/Mobility Workgroup, will build upon previous efforts to formalize coordination between transportation and human service agencies.

There is considerable variation in the structure of existing formal and informal organizations in each county and the coordination activities each undertakes. Few counties have specialized services for all major constituent groups or have connections between each of the groups. Others choose to continue current activities for coordinating transportation resources. Sorting out what function is best served at each level is an activity for the near term. Key goals and tasks for improved transit coordination and services will be identified and discussed in *Chapter 9*.

E. Past Specialized Transportation Coordination Activities in the Denver Region

Numerous efforts have been undertaken in the past two decades to examine the need for coordination among specialized transit providers. Based on the investigations that had taken place at the time the TDP Task Force identified specific elements that could increase the efficient and effective use of resources for specialized transportation in the Denver region, the following elements were identified as desirable characteristics of the region's specialized transportation system:

- A brokered system
- One phone number for trip requests
- Integration of ADA transportation with other specialized transportation
- Increased use of and central coordination of volunteer drivers
- One computer network for the region for use by brokers and providers
- Incentives to coordinate
- A regional travel training program with satellite training locations throughout the region
- Policies and programs to reduce demand for specialized transportation
- Policies and programs to increase supply of specialized transportation
- Increased use of non-traditional resources
- All of the above elements could be implemented at the regional, service area or county level.

By early 2007, two complementary coordination efforts had been conducted. The first was called *United We Ride*, led by state agencies and funded by the federal government. *United We Ride* focused on all types of specialized transit at both the state and local levels. The second, *Getting There Collaborative*, examined mobility needs of specialized transportation users throughout Colorado and included an analysis of the Denver metropolitan area.

United We Ride

In February 2004, a presidential Executive Order was released to improve human service transportation coordination and reduce duplication of service for individuals with disabilities, older adults, and people with lower incomes. The goal of *United We Ride* is to “*break down barriers between transportation programs and set the stage for local partnerships that generate common sense solutions and deliver A-plus performance for everyone who needs transportation.*”

The result of the *United We Ride* effort is five broad recommendations that advance the principles of the Executive Order:

- *Coordinated Transportation Planning*

In order to effectively promote the development and delivery of coordinated transportation services it is recommended that the Administration seek mechanisms (statutory, regulatory, or administrative) to require participation in a community transportation planning process for human service transportation programs.

- *Vehicle Sharing*

In order to reduce duplicative transportation services, as well as idle time for drivers and vehicles, it is recommended that vehicles used in human service transportation be made available to other federally-funded programs, consistent with the Common Grant Rule. *Figure 19* summarizes the federal guidance on vehicle sharing.

- *Cost Sharing*

In order to ensure that adequate resources are available for transportation services for persons with disabilities, older adults and individuals with lower incomes, and to encourage the shared use of vehicles and existing public transportation services, it is recommended that where statutorily permitted, that standard cost allocation principles for transportation be developed and endorsed by Federal human services and transportation agencies.

- *Reporting and Evaluation*

It is recommended that a method be developed to permit cross agency analysis of the effectiveness, efficiency, and progress of States, communities, and tribes toward improved coordination of transportation programs, as evidenced by improvements in the overall quality and cost-effectiveness of human services transportation.

- *Consolidated Access Transportation Demonstration Program*

It was recommended that statutory authority be sought to permit the development of demonstration projects in metropolitan, rural, and/or tribal areas. In the demonstration projects a single transportation system—not necessarily a single provider—financed through a consolidated federally funded stream would meet the total needs of transportation-disadvantaged populations.

Additional Guidance on Specialized Transit Coordination

The Federal Interagency Coordinating Council on Access and Mobility has provided additional guidance on coordination. This includes policy statements on vehicle resource sharing, coordinated human service transportation planning, and VA policy implementation guidance.

Figure 19

Policy Statement Summary on Vehicle Resource Sharing From the Federal Interagency Coordinating Council on Access and Mobility

Background

Often Federal grantees at the State and local levels restrict transportation services funded by a Federal program to clients or beneficiaries of that Federal program. Some grantees do not permit vehicles and rides to be shared with other federally-assisted program clients or other members of the riding public. Federal grantees may attribute such restrictions to Federal requirements. This view is a misconception of Federal intent.

Purpose

This policy guidance clarifies that Federal cost principles do not restrict grantees to serving only their own clients. To the contrary, applicable cost principles enable grantees to share the use of their own vehicles if the cost of providing transportation to the community is also shared. This maximizes the use of all available transportation vehicles and facilitates access for persons with disabilities, persons with low income, children, and senior citizens to community and medical services, employment and training opportunities, and other necessary services.

Applicable Programs

This policy guidance applies to Federal programs that allow funds to be used for transportation services. This guidance pertains to Federal program grantees that either directly operate transportation services or procure transportation services for or on behalf of their clientele.

Federal Cost Principles Permit Sharing Transportation Service

A basic rule of appropriations law is that program funds must only be used for the purposes intended. Therefore, if an allowable use of a program's funds includes the provision of transportation services, then that Federal program

may share transportation costs with other Federal programs and/or community organizations that also allow funds to be used for transportation services, as long as the programs follow appropriate cost allocation principles.

None of the standard financial principles expressed in any of the OMB circulars or associated Federal agency implementing regulations preclude vehicle resource sharing, unless the Federal program's own statutory or regulatory provisions restrict or prohibit using program funds for transportation services. For example, one common financial rule states the following. *"The grantee or sub grantee shall also make equipment available for use on other projects or programs currently or previously supported by the Federal Government, providing that such use will not interfere with the work on the project or program for which it was originally acquired. First preference for other use shall be given to other programs or projects supported by the awarding agency. User fees should be considered if appropriate."*

In summary, allowability of costs is determined in accordance with applicable Federal program statutory and regulatory provisions and the cost principles in the OMB Circular that applies to the entity incurring the costs. Federal cost principles allow programs to share costs with other programs and organizations. Program costs must be reasonable, necessary, and allocable. Thus, vehicles and transportation resources may be shared among multiple programs, as long as each program pays its allocated (fair) share of costs in accordance with relative benefits received.

Source: Federal Interagency Coordinating Council on Access and Mobility Final Policy Statement. October 1, 2006

In the Denver region, improved vehicle sharing has been identified as one of the most obvious and effective ways to improve transportation coordination. The *Getting There Collaborative* identifies RTD's practice of not allowing *access-a-Ride* trip comingling as one of the barriers to improved coordination. As explained in the report, RTD is responsible for compliance with the ADA and is not in favor of anything that it perceives would counter its ability to control the service delivery elements that affect compliance. While RTD provides the most trips in the Denver region, it is not only their responsibility to improve vehicle sharing. The federal policy statement is applicable to all federally funded transit providers.

The Colorado Interagency Coordinating Council

Recognition of the need for coordinated human services transportation extends beyond the federal level. The State of Colorado has established an Interagency Coordinating Council to bring together the various state departments with programs that either provide or depend on transportation services for clients. In addition, representatives from metropolitan planning organizations, cities, counties, transit providers, and consumers are involved. The Statewide Interagency Coordinating Council addresses issues related to funding and regulatory requirements at the state level and how to support local efforts to increase coordination.

Getting There Collaborative

The *Getting There Collaborative* was a significant effort that provided substantial background information on Colorado's human service and public transportation networks. The report provides a wealth of information and ideas on coordinated public transportation that are applicable at the state level and for the Denver region.

F. Transit Survey Feedback

DRCOG Transit Provider Surveys in 2007 and 2009 specifically asked several questions about coordination of specialized transit service including existing transportation coordination efforts, strategies to improve coordination and services, and barriers to coordination. A summary of the ideas and findings from the surveys is presented in this section.

Existing Specialized Transportation Coordination Efforts

Most of the respondents indicated that they regularly direct riders to other transportation providers if their agency is unable to provide the service. Many of the communities surrounding Denver have initiated their own transportation services for specialized trips including Broomfield, Littleton, Lakewood, and Castle Rock. When community transportation providers are unable to meet a request, RTD's *access-a-Ride* was the most frequently mentioned secondary provider but the referral is subject to rider qualification. Seniors' Resource Center and Special Transit were also mentioned as alternate community transportation providers.

Participation in- and Evaluation of- the County Service Brokerage System

Several survey respondents stated that they participate in the county service brokerage system. While many agencies participate in the broker system, many have chosen other methods to coordinate services. One transportation provider commented that the reimbursement rate for Medicaid non-emergency trips is too low, based on its billing rate, and therefore it rarely provides that kind of trip. Another provider commented that it spends more time than it would like resolving scheduling and billing discrepancies.

Strategies to Improve Specialized Transportation Coordination

Those surveyed, when asked about possible strategies for improving coordination among transportation providers, expressed the most interest in:

- Highlighting connections to other fixed-route or demand-responsive services on schedules or other information materials.
- Participating in an organized countywide transportation marketing program.

Providers recognize the importance of connecting to other transportation resources and that clients often want or need to extend their trip from one provider to another. Interest was also expressed for adjusting the hours or frequency of service. Several transportation providers indicated that there was a clear unmet demand for services. Increasing service frequency would help address this need since daytime trips constitute most of the unmet demand. Providers indicated in their response that they were not interested in purchasing transportation services from another organization to address their needs.

Barriers to Transportation Service Coordination

DRCOG surveys inquired whether there are real or perceived barriers to coordination of existing transportation services. A variety of responses were received but common themes emerged including:

- Overall lack of funding.
- The need to provide specialized service to clients for transportation needs such as assistance with shopping or medical care.
- RTD practice does not comingle non-ADA riders on *access-a-Ride* vehicles.
- Insurance and liability issues that arise due to vehicle sharing.
- Coordinated communications in mountainous terrain and other long distances.
- Lack of weekend service which limits employment opportunities for clients with special transportation needs.

Many of the real or perceived service coordination barriers expressed through the surveys are recurring issues. *access-a-Ride*'s wide geographic coverage of the Denver metropolitan area makes it one of the most visible and active specialized transportation providers. RTD's practice does not comingle ADA trips with other trips on *access-a-Ride* vehicles. In some instances this can lead to duplication of service. RTD provides service at no charge to ADA-certified clients on all general transit vehicles including *call-n-Ride* vehicles. With the Federal emphasis on resource sharing (*Figure 19*), it may merit evaluation as to whether or not RTD should comingle trips on *access-a-Ride* Vehicles.

The barriers to coordination as identified from the 2007 transportation provider surveys were confirmed in 2009 when DRCOG again surveyed transit providers, also transit users and advocates. As a follow up exercise, DRCOG, in coordination with DRMAC, also conducted a forum inviting users and providers from throughout the region to offer more details on themes identified from the survey response. These issues identified from the surveys remain in need of resolution:

- Ongoing barriers to service coordination among providers and users due to a lack of resources and funding support.
- Lack of user awareness on how to access services and limited information on transit services available.
- Boundary limitations of provider services that prevent trips from being completed and continued service gaps in rural areas.
- Lack of resource sharing among providers along with policies and procedures that inhibit coordination of services to meet user needs.

Goals and strategies to address these ongoing issues and barriers to transit services and usage are identified in *Chapter 9*.

7. SHORT-RANGE TRANSIT NEEDS

Transit providers in the Denver region were asked to assess their short-term capital and operating needs for maintaining or increasing their service.

A. Regional Transportation District (RTD)

RTD's 2010-2015 Transit Development Program (TDP) identifies the capital, operating, maintenance and administrative projects RTD intends to implement in the next six years. The primary project categories are listed in *Table 28* with the projected total cost. A total of \$2.3 billion dollars will be spent. Of those funds, \$305 million will be spent on capital projects that will:

- Replace or expand the fleet of buses and *access-a-Ride* vehicles.
- Improve bus stops, shelters, and streets.
- Purchase support/service vehicles.
- Upgrade equipment.
- Improve security and increase use of video surveillance.

About \$2 billion dollars will be used to improve operations and maintenance of RTD's fixed-route bus, *access-a-Ride* and light rail service. New or increased services include adding bus routes to serve new park-n-ride locations on US 36, feeder bus services associated with additional service to the West Corridor, scheduled to open in 2013 and other needs as identified by RTD.

Further details on short-range needs and anticipated revenue sources are identified in the 2010-2015 TDP. Also, RTD is considering alternative fare collection systems including "Smart Card" technology, with a pilot program to begin in 2011, to provide more efficient boardings and decreased fare handling. This system also provides the potential to replace transfers and/or tokens in the future.

Table 28. RTD's 2010 - 2015 Transit Development Program

Project Category	Key Projects	Cost 2010-2015 (2008 dollars)
Capital Projects		
Fleet Modernization and Expansion	Buses, ADA Vehicles, Van Pool Vans & Parts	\$ 272,257,670
Bus Infrastructure	Bus Shelters, Street Improvements	\$ 4,650,000
<i>park-n-Rides</i>	New and Expansion	\$ 5,370,000
Capital Support Equipment	Vehicles and Maintenance, Treasury, Information Systems, Security Equipment	\$ 10,938,780
Bus Maintenance, Facilities	Replacement and Upgrades	\$ 10,837,000
Light Rail Maintenance Facilities	Replace Air compressors	\$ 53,232
Discretionary Capital		\$ 1,200,000
Subtotal:		\$ 305,306,682
Operating, Maintenance and Administrative Projects		
Light Rail Operations	Fleet	\$ 236,015,058
Bus Operations	Current RTD, Private Carriers, Contracts, <i>call-n-Rides</i>	\$ 1,184,461,912
Cost Sharing Agreements	Bus, Van Pool, 5311 Local Match	\$ 20,597,442
ADA Operations	<i>access-a-Ride</i> , Call Center, <i>access-a-Cab</i>	\$ 163,353,283
Administrative Expenditures		\$ 469,181,441
Systems Planning		\$ 872,789
Transfer Stations	Maintenance, Improvements	\$ 4,000,000
<i>park-n-Rides</i>	Overlays, Maintenance, Improvements	\$ 2,355,000
District Wide	Art Work, Bicycle Lockers, Security, Surveillance, Inspections	\$ 2,350,000
Bus Maintenance Facilities	Upgrades, Repairs	\$ 1,145,040
Light Rail Maintenance Facilities	Improvements	\$ 475,000
Administrative Facilities	Upgrades	\$ 380,000
Subtotal:		\$ 2,085,186,965
GRAND TOTAL:		\$ 2,390,493,647

Source: RTD TDP 2009

B. Other Transit Providers

Tables 29 and 30 list the specific projects identified by other providers through 2014. Again, it is assumed that all providers will continue to provide their current service. The fact that it will continually become more expensive to provide that level of service must be recognized.

**Table 29. Short-Term Identified Needs For Increased Service –
General Transit Providers**

Provider	Data Source Year	Project/Item	Cost 2009 - 2014 (2008 dollars)
Black Hawk Transportation Authority	2008	Covered Storage	\$ 950,000
Black Hawk Transportation Authority	2008	Bus Wash/Equipment	\$ 500,000
Black Hawk Transportation Authority	2008	Replacement Vehicles	\$ 4,844,000
Black Hawk Transportation Authority	2008	Expansion Vehicles	\$ 1,041,000
Black Hawk Transportation Authority	2008	Stop/Shelter/Transfer Improvements	\$ 925,000
CU Transportation Services	2006 *	Purchase 1 new Nova 40	\$ 329,000
CU Transportation Services	2006 *	Purchase two used 30 passenger buses	\$ 400,000
Gilpin County Dept of Human Services	2006 *	Hire 2 drivers	\$ 60,000 /yr
Gilpin County Dept of Human Services	2006 *	Double demand trips	\$ 100,000 /yr
Town of Castle Rock	2008	Increased daily hours of operation	\$ 110,000
Town of Castle Rock	2008	Increase Service Area	\$ 200,000
Town of Castle Rock	2008	Add demand-responsive service - add a bus	\$ 300,000
Town of Castle Rock	2008	Add paratransit services	\$ 230,000
Town of Castle Rock	2008	Add regional service	\$ 300,000

Source: Transit Providers

* Amounts for Agencies with data from 2006 (assumed) are in 2007 Dollars

**Table 30. Short-Term Identified Needs For Increased Service –
Specialized Providers**

Provider	Data Source Year	Project/Item	Cost 2009-2014 (2008 dollars)
Developmental Pathways	2005 *	Vehicles to support Agency Client Demand Service needs	\$ 192,812
Seniors' Resource Center	2008	3 Replacement Vehicles per year	\$ 975,000
Seniors' Resource Center	2008	2 Expansion vehicles per year	\$ 650,000
Seniors' Resource Center	2008	Technology Upgrades	\$ 75,000
Special Transit	2008	Purchase one new bus per year @ \$50,000	\$ 300,000
Special Transit	2008	Expand service by 3% per year (\$265,000/year)	\$ 1,590,000
Special Transit	2008	Purchase on-board cameras	\$ 150,000
Special Transit	2008	Purchase GPS/MDT software and equipment	\$ 280,000

Source: Transit Providers

N/A - data not provided

* Amounts for Agencies with data from 2005 (assumed) are in 2005 Dollars

8. LONG-RANGE TRANSIT NEEDS

The long-range transit element identifies costs associated with providing transit services through 2035. Several long-term rapid transit improvements are identified in the 2035 MVRTP and transit providers who completed the DRCOG survey were also asked to identify needs they saw for increases to their current service for this future period.

A. Rapid Transit

Denver region voters approved a sales tax increase in November 2004 to provide a major portion of the funding for RTD's FasTracks plan. FasTracks will be the driving force behind all RTD service changes, both rapid transit and bus, until all FasTracks system components are in operation by 2016. Primary rapid transit elements of the plan are:

- Improvements to the existing Southwest, Central and Central Platte Valley Corridors, including the development of a new downtown circulator bus and station improvements that will allow them to accommodate four-car trains.
- 30 miles of new light rail service in the Central, West and I-225 Corridors.
- 90 miles of new commuter rail service along the US-36/Longmont Diagonal, Gold Line, North Metro and East Corridors, including service to Denver International Airport.
- 18 miles of bus rapid transit service along US-36 from Denver Union Station to Boulder.

Rapid transit needs beyond FasTracks were outlined during the development of the 2035 MVRTP. The 2035 Metro vision regional rapid transit system was separated into three system tiers:

Tier 1: Base Rapid Transit System (orange lines in *Figure 20*)

This 200-mile system includes light rail, commuter rail and bus rapid transit (BRT) corridors and bus/HOV facilities that are currently operating, under construction, or included in the FasTracks plan. This system will serve the most densely developed parts of the region, including at least 43 urban center locations. The Tier 1 system will also greatly improve transit service for many regional residents who do not have access to a private automobile.

Denver Union Station (DUS) is a major multimodal passenger hub integrating bus and rail services, and is envisioned to be a critical component of the base rapid transit system. Major improvements to DUS are planned to allow the efficient handling of the thousands of daily passengers who will be arriving, departing and transferring among rail lines and between different modes of travel.

Tier 1 is fiscally constrained, meaning that all funding necessary to complete these improvements is reasonably expected to be available by 2035. As divulged by RTD in 2009, this assumes passage of an additional sales tax of 0.4%.

Tier 2: Potential Regional Corridors and State Intercity Corridors (green lines in *Figure 20*)

Several other corridors would traverse major developed areas within the region and/or provide service to and from other parts of the state. Regional roadway corridors that are planned for rapid transit include the Wadsworth Boulevard, Hampden Avenue, East Colfax Avenue, C-470 and Speer/Alameda Avenue corridors. Intercity corridors are envisioned to include rapid transit service west to the mountains, north to Fort Collins or Greeley and south to Colorado Springs and Pueblo. Environmental studies are currently underway for the North I-25 and I-70 mountain corridors; both studies are evaluating rapid transit as an option. Officials from Clear Creek County support an advanced guideway transit system along the I-70 corridor as a strategy for reducing congestion and pollution and as an alternative to widening sections of I-70. Feeder bus transit service to and from any new rapid transit station will be essential in making intercity service useful for local residents and visitors.

Detailed design or ridership studies have not been completed for the regional and intercity rail corridors, but consideration will be given to these corridors when designing adjacent highway improvements so as not to prohibit future rapid transit construction. The potential regional corridors total 90 miles. The portion of the intercity rail corridors within the Denver region total 142 miles. Funds to complete Tier 2 are not expected to be available by 2035.

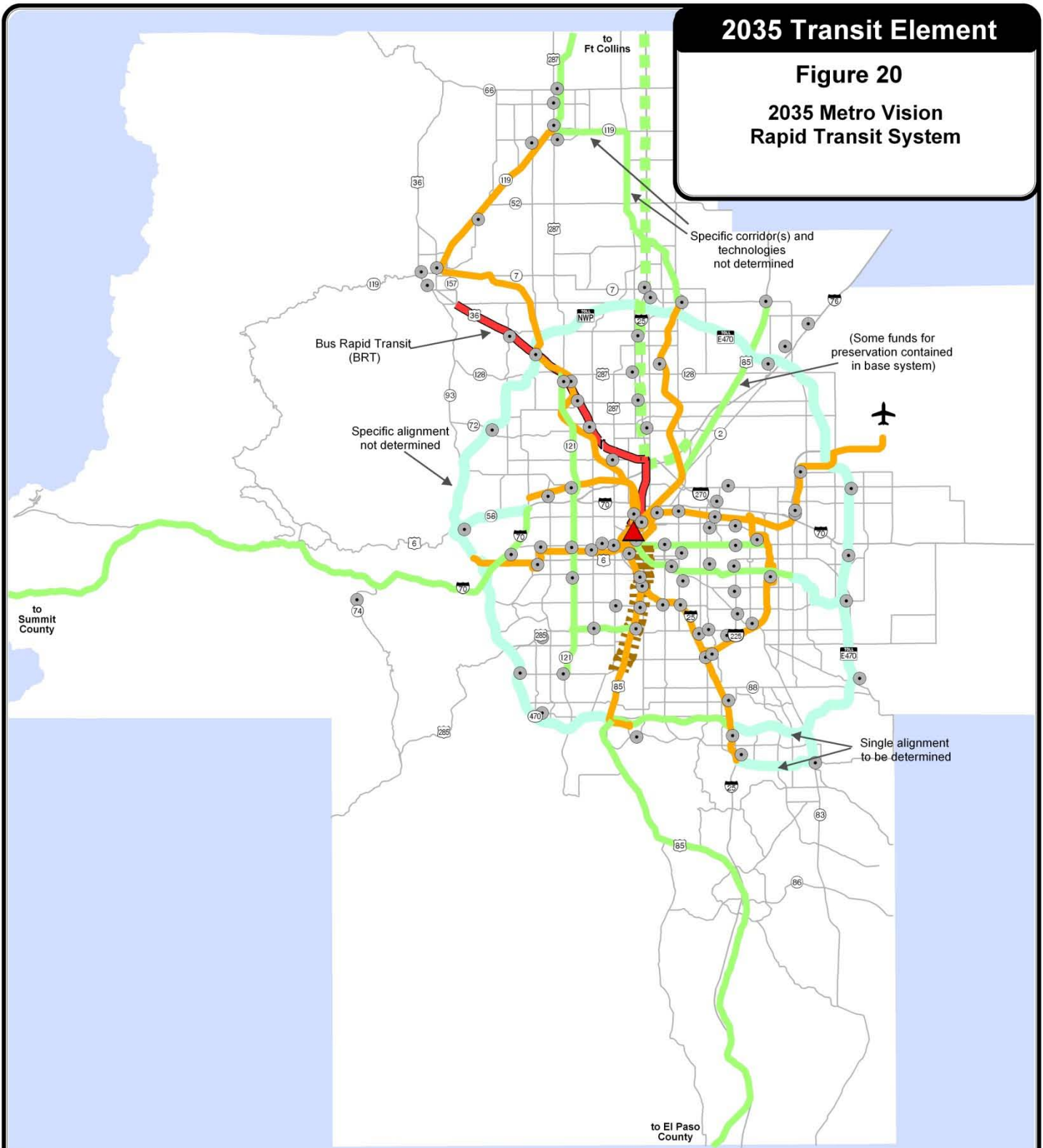
Tier 3: Conceptual Preservation Corridors (blue lines in *Figure 20*)

These future rapid transit corridors could be located along major highways or freight railroad lines such as E-470, the planned extension of the Northwest Parkway or the US-85/I-76 corridor. These lines would cover about 107 miles in the region. Rights-of-way will be preserved to the extent possible in these corridors for potential rapid transit use in the future. Funds to complete Tier 3 are not expected to be available by 2035.

Specific details of state intercity corridors are not known at this time. Concepts for high speed rail are currently under study. The Colorado High Speed Rail Feasibility Study is being conducted by the Rocky Mountain Rail Authority (RMRA) and will be completed in 2010. The newly initiated Colorado Interregional Rail Connectivity Study will consider how Colorado's High-Speed Intercity Passenger Rail (HSIPR) planning will interface with RTD's existing and planned FasTracks rail stations and rail corridors.

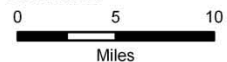
2035 Transit Element

Figure 20
2035 Metro Vision
Rapid Transit System



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.

Projection: Colorado State Plane, NAD 83
 Source: DRCOG
 DS 12/16/2009



HOT
HOV

HOV

- Tier 1 - Base Rapid Transit System
- Tier 2 - Potential Regional and State Intercity Corridors
- Tier 3 - Conceptual Preservation Corridors

- Denver Union Station
- Urban Center Location
- Denver International Airport
- Regional Roadway System
- Area Outside Region



\\Clinton\Development\Transit\GIS_Data\2035_Transit_Fig_maps\2035 Figures_maps\2035_FIG-20_2035MV_RapidTransitSystem

B. Other Transit Service

Key improvements in fixed-route bus service are also identified in the 2035 MVRTP. Links between transit corridors, land development, supporting services and other improvements will be accomplished through the FastConnects component of RTD's FasTracks Plan:

- Restructured fixed-route bus system to redeploy bus service that will be replaced by rapid transit, including feeder bus service to rapid transit stations.
- Physical and operational improvements to key multimodal streets that have high-volume bus service, to allow for faster, more efficient service.
- Enhanced timed transfer points throughout the region.
- Increased suburb-to-suburb bus service.
- Expanded bus fleet from 1,130 vehicles to 1,480.
- Significant annual increases in fixed-route bus service.
- Improved passenger amenities and facilities to accommodate FasTracks expansions.

Local governments and transit providers other than RTD may also implement feeder or circulator services to new rapid transit stations. For example, the City of Lakewood is initiating a study of alternatives for a circulator trolley that would connect the West Corridor light rail line to adjacent neighborhoods and commercial areas. In Boulder, buses operating in the high-occupancy tolled (HOT) express lanes along US-36 would continue into the city along Broadway and 28th Street, serving several urban centers. Several communities and transit providers, including RTD, have also identified promotion of Eco Pass and other transit pass programs as a key to building the ridership necessary to support increased transit service.

Transit providers who completed the DRCOG survey were asked to list long-term projects they envision to expand on their existing services. While many transit providers were unable to forecast their needs for such a long period of time, several did submit possible projects. *Table 31* provides a sampling of long-term expansion needs and estimated annual costs from providers of both non-RTD general public transit and specialized transportation. It must be recognized that these providers expect to maintain existing service, which must necessarily include replacement of existing capital equipment, and that capital and operating costs will continue to escalate.

Table 31. Long-Term Identified Needs For Increased Service

Provider	Data Source Year	Project/Item	Cost 2015 - 2035 (2008 dollars)
General Transit Providers			
Black Hawk Transportation Authority	2008	Replacement Vehicles	\$ 4,000,000
Black Hawk Transportation Authority	2008	Front Range Coach Center	\$ 1,500,000
Black Hawk Transportation Authority	2008	Expansion Vehicles	\$ 1,000,000
City of Boulder	2005 *	Revise LEAP service on Pearl and 55th to Table Mesa	\$ 25,200,000
City of Boulder	2005 *	Increase number of Eco Passes	\$ 6,300,000
City of Boulder	2005 *	Increase number of Community Eco Passes	\$ 14,000,000
City of Boulder	2005 *	Add additional transit services	\$ 44,100,000
Clear Creek County	2005 *	Construct bus and dispatch facility	\$ 1,300,000
Clear Creek County	2005 *	Provide daily shuttle service to metro area for work	\$ 500,000
Clear Creek County	2005 *	Purchase 10 additional vehicles and overhaul existing vehicles	\$ 750,000
Clear Creek County	2005 *	Hire 10 additional drivers and 2 additional dispatchers	\$ 1,000,000
Town of Castle Rock	2008	Maintenance & Operations facility	\$ 5,000,000
Town of Castle Rock	2008	<i>park-n-Ride</i>	\$ 1,500,000
Town of Castle Rock	2008	Downtown transit center	\$ 4,000,000
Specialized Transit Providers			
Adams County Community Transit	2005 *	Purchase 4 additional vans	\$ 200,000
Adams County Community Transit	2005 *	Increase operations 5% annually	\$ 430,000
City of Broomfield Easy Ride	2005 *	Additional vehicle - Capital	\$ 42,000
City of Broomfield Easy Ride	2005 *	2-3 Drivers - Part time - annually	\$ 45,000
Clear Creek County	2005 *	Provide daily shuttle service to Clear Creek Rural	\$ 150,000
Clear Creek County	2005 *	Provide 3 times/week shopping shuttle service to Evergreen	\$ 50,000
Clear Creek County	2005 *	Provide special medical transit to Denver	\$ 50,000
Developmental Pathways	2005 *	Vehicles to expand support Client Demand Service needs	\$ 192,812
Lakewood Rides	2005 *	Light Rail Shuttle	\$ 300,000
Midtown Express	2005 *	Purchase new vehicles	\$ 50,000
Seniors' Resource Center	2008	4 Replacement vehicles per year	\$ 5,200,000
Seniors' Resource Center	2008	2 Expansion vehicles per year	\$ 2,600,000
Senior's Resource Center	2008	Technology upgrades	\$ 300,000
Special Transit	2008	Purchase 3 new buses every other year @ \$60,000	\$ 1,260,000
Special Transit	2008	Expand service by 5% per year (\$500,000/year)	\$ 10,500,000

Source: Transit Providers

* Amounts for Agencies with data from 2005 (assumed) are in 2005 Dollars

N/A - Data Not Provided

9. GOALS AND IMPLEMENTATION PRIORITIES FOR TRANSIT

The vision for transportation in the Denver region as set forth in the 2035 MVRTP is “a *balanced multimodal transportation system that will provide reliable mobility choices to all users.*” The overall Metro Vision goal is to provide safe, environmentally sensitive and efficient mobility choices, including transit service, for the region.

Within the context of the Metro Vision goals, policies and strategies, specific goals and strategies have been identified for achieving improved regional mobility and service availability. This section will suggest strategies for achieving these goals for regional transit, primarily to address specialized service transit-related issues, and discuss priorities for implementation and funding.

A. Clarify Roles and Responsibilities in Coordinating Regional Transportation Services

The region should continue efforts to better define and establish appropriate regional, local and state roles for transit coordination, planning and service delivery in the region, with key sub-goals as follows:

Further Define Regional Coordination Roles

Roles and tasks of regional agencies to improve transit coordination need further definition:

- Clarify the role for DRCOG in planning for and supporting the coordination of public and human services transportation.
- Further define appropriate roles for DRMAC in implementing activities to promote coordination of public and human services transportation.
- Identify participation and service roles for RTD and other providers in transportation and human service agency planning processes.

DRMAC, as the regional coordinating council (RCC) will work closely with DRCOG to integrate planning and policy development activities and coordination activities. DRCOG has the leading role in transportation policy development as the Metropolitan Planning Organization for the Denver region. DRCOG also serves as the Area Agency on Aging (for all but Boulder and Weld County). The primary role of DRMAC is to facilitate discussion, study, and activities to improve the coordination and delivery of human services transportation across the Denver region.

With growing participation from transit providers and other area representation, DRMAC provides a forum for participants to meet, discuss, and address service coordination and other related issues throughout the region. As an advocate for specialized transportation, DRMAC provides a unified voice for transportation providers that serve the elderly, disabled, and low-income persons, sharing information, responding to issues, and

keeping transit providers and communities informed of current issues. In this capacity, DRMAC assists DRCOG in the review and development of regional policies related to transportation and human services coordination.

As the largest transportation provider in the region, RTD will continue to have a lead responsibility in planning and coordination for the region. RTD and its contracted services are in a position to expand service and also to coordinate services with other transportation and human service providers.

Local Leadership, Coordination and Planning

Agencies must coordinate with communities to identify issues and needs with a shared response and funding identified to improve transit services:

- Identify key functions and support the development of local coordinating councils.
- Improve local planning and design for transit facilities to accommodate seniors and persons with disabilities.
- Share service information, form partnerships and study methods to reach agreement on more effective policies and practices.
- Revise policies and practices to facilitate shared funding for transit.

Counties will need encouragement and assistance to continue developing local coordinating councils. Continued coordination and assistance from the Colorado Interagency Coordinating Council is needed to identify key functions and participation in local coordinating councils. Providing tools to support the development and success of county-level coordinating councils in the DRCOG region will be a priority.

Enhancing the State's Role in Coordination and Funding for Transit

CDOT (State of Colorado) has a significant role in administering funding and providing planning assistance to transit operators and communities. Improved coordination and services could be identified with a further defined role and vision supported by resources and funding. Tasks include:

- Define the state's role and vision for transit services.
- Assistance in filling funding gaps in the region.

B. Create and Implement a Single Source of Transit Service Information and Referral

Regional support, coordination among transit providers, and funding are needed to develop a single information and referral system for specialized transportation resources to assist users. Suggested steps to accomplish this aim are as follows:

- Identify a model for a single call center that will meet the region's need for transit service information and referrals.

- Provide a single source of information on available services, connecting service routes, and schedules from public and private sector providers.
- Develop a joint database and marketing program for transit providers to publicize the types of service provided and schedules.
- Create a web-based transportation portal to access service area maps, connecting services and other transportation information in addition to printed materials.
- Encourage provider participation in this one-call information and referral program.
- Upgrade technology and software as needed to provide more efficient user-friendly services.

The technology to develop a one-source call center and web-based portal could be consolidated and developed from existing sources, giving consumers the ability to access a variety of regional information to satisfy their transportation needs. The regional portal could provide information on general transit trips, transit trip information for the elderly and persons with disabilities, carpool matching, vanpool matching, and bike and pedestrian travel options. Current real-time and predicted travel conditions for both transit and roadways could also be made available on the website. DRMAC and RTD are exploring opportunities to accomplish this task. The key to implementation will be to coordinate participation and funding in support of procedures needed to provide unified information and referrals.

C. Coordination and Expansion of Services to Address Unmet Needs

Many clients in need of specialized transportation services do not live within *access-a-Ride* boundaries and the local-based transportation systems usually do not provide weekend service. Various procedural restrictions and service limitations often preclude the developmentally disabled, the elderly and other individuals' ability to use transit to access jobs and/or other destinations. These goals will help to address unmet service needs:

- Expand services and resources to address the user need for weekend service or at certain times of day.
- Support programs to promote comingling clients, developing fair cost-sharing mechanisms, and sharing of vehicles to facilitate service across jurisdictional boundaries.
- Develop more efficient procedures for transit trip cost allocation and reimbursement for services to remedy service needs.
- Create a shared insurance pool to address liability issues that occur when riders transfer from one service to another.

Coordination and funded research on methods to remove service restrictions due to statutory boundaries and procedural limitations, to address other transit access barriers, and to otherwise satisfy unmet service needs in the region will be a priority need.

Providers and human service agencies must share service information, form partnerships, and study methods to reach agreement on more effective and efficient policies and practices.

An essential function of DRCOG is to anticipate and plan for the transportation needs of the elderly. The DRCOG Area Agency on *Aging Four-Year Area Plan on Aging* identifies the need to strengthen regional partnerships to create, sustain, or improve affordable, accessible, reliable, and safe transportation of seniors. The plan recognizes that medical and immediate-need trips are particularly important. DRCOG's plan for the aging community also identifies resources and strategies for addressing these needs.

D. Develop Resource Sharing Among Providers to Support Regional Transit

Partnering among service providers and coordination among agencies to develop resource sharing opportunities will be needed to further goals identified for improved efficiency, quality and availability of mobility services in the region:

- Initiate efforts to improve scheduling services, researching options for improving, procuring and installing equipment, and training dispatchers.
- Develop a regional training program to focus on “train-the-trainer” courses and expand training opportunities for all providers with funding support.
- Provide mobility management activities at both the county and regional levels.
- Strengthen volunteer and faith based mobility services.
- Establish mechanisms to monitor the quality and availability of services.

RTD as the main provider of transit service in the Denver metropolitan area has significant resources to assist and share with other services. Transit providers in consultation with RTD service planners can improve routes or remove routes that may be duplicative or lacking adequate ridership. The training services that RTD provides to its drivers, dispatchers, and others provide a model that should be made available to all transit providers. Regional transit providers should also coordinate to ensure that scarce funding dollars are used optimally.

Expanding outreach to educate and inform community leaders, agencies and service providers across the region on the benefits of coordination to achieve these goals will be a priority. RTD, other transit providers and area communities must have a shared commitment to engage with one another and together to discover and implement the means to fill service gaps. Coordinating and expanding marketing and outreach activities across the region and, building new partnerships will facilitate this outcome.

E. Develop and Fund Transit Projects that Address Service Needs and FTA Program Guidelines

The DRCOG and CDOT project selection process for FTA Section 5316 (JARC) and 5317 (New Freedom) will focus on service needs relative to these program goals:

- Allocate JARC funding to projects that help low-income individuals get to jobs in employment areas underserved by transit.
- Allocate New Freedom funding to projects that assist individuals with disabilities to overcome barriers to transit.

Further analysis should be conducted by transit service planners to develop projects or services that could better serve identified areas with limited transportation service. The New Freedom program can be used to fund a variety of projects beyond ADA requirements that assist individuals with disabilities overcome existing barriers so that they may be integrated in the workforce and society. JARC and New Freedom projects must also adhere to eligibility requirements as identified by FTA and DRCOG.

F. Promote Increased and More Efficient Funding at the Local, Regional, State and Federal Levels

Issues related to funding levels and associated program rules or inefficiencies should be brought to the attention of the transportation community and decision makers. Tasks are as follows:

- Educate and inform community leaders regarding the benefits of enhanced personal mobility.
- Evaluate new models of funding including regional funding hourly rates, full market value rates or other means of paying for services.
- Develop programs that promote comingling of services and blending of funds.
- Seek coordination and funding commitments at the local, regional, and state level.

Developing new and efficient methods to address coordination and service needs for transit as suggested, along with education and funding to support these efforts, will be essential.

10. FISCALLY CONSTRAINED TRANSIT ELEMENT

A fiscally constrained plan has been developed where expected revenues for transit are estimated and the amount of funding in each transit category is appropriately limited. *Table 32* presents both the total vision for transit without any fiscal constraint and the needs that can be met under fiscal constraints from the current 2035 MVRTP. *Table 33* indicates expected revenue sources for the fiscally constrained element.

A total of \$25 billion is expected to be available for transit between now and 2035. The majority of this funding will go toward RTD services, including funding for the FasTracks project. About \$720 million is expected to be available from all sources for other general public transit and for specialized transit.

An additional \$12 billion would be needed to fully build out the envisioned transit system. This includes several additional rapid transit lines, expanded intercity rail service and increased specialized transit services. The total need for the envisioned 2035 transit system is \$37 billion.

Table 32. Fiscally Constrained 2035 Transit Element

System Component	Description	Total Estimated Cost (Needed Services)	Fiscally Constrained Expenditures	Estimated Shortfall
		(in millions of 2008 dollars)		
RTD				
Base Transit Services:				
System facilities and fleet		\$ 2,370	\$ 2,370	\$ 0
Base bus and rail service		\$ 10,785	\$ 10,760	\$ 25
ADA service	access-a-Ride	\$ 830	\$ 830	\$ 0
Maintaining other transit services	E&D, Rural	\$ 1,320	\$ 720	\$ 600
FasTracks Improvements	Light rail, commuter rail, bus rapid transit stations, Denver Union Station, bus service increases, US-36 HOT Lane	\$ 6,050	\$ 6,050	\$ 0
Bus Capital Expansion	RTD FasTracks and CMAQ-funded bus	\$ 570	\$ 570	\$ 0
Debt Service	Debt service for FasTracks	\$ 3,500	\$ 3,500	\$ 0
Other General Public Transit				
Existing Services:				
Maintain current levels of service		\$ 213	\$ 213	\$ 0
Expand service		\$ 490	\$ 223	\$ 267
Proposed Rapid Transit-Tier 2	Wadsworth, Hampden, East Colfax, C-470, and Speer/Alameda corridors	\$ 3,560	\$ 0	\$ 3,560
Proposed Rapid Transit-Tier 3	E-470, Northwest Corridor, SH-2/I-76, and Parker corridors	\$ 3,870	\$ 0	\$ 3,870
Specialized Transit (non-RTD)				
Existing Services:				
Maintain current levels of service		\$ 193	\$ 193	\$ 0
Expand service		\$ 59	\$ 27	\$ 24
Intercity Transit Service				
Rail	Statewide passenger rail corridors: I-70 Mountain, US-85/I-25 South, North I-25	\$ 4,180	\$ 0	\$ 4,180
Bus	Front Range Express	\$ 45	\$ 0	\$ 45

Source: 2035 MVRTP

**Table 33. 2035 Metro Vision Transit System
Estimated Costs and Revenue Sources**

Table 33. 2035 Metro Vision Transit System Estimated Costs and Revenue Sources										
System Category	Cost			Revenue Source (in millions of 2008 dollars)						
	Total	Fiscally Constrained	FHWA CM/Q	FTA			New Starts	Local		
				5310/ 5311	5316/ 5317	5307 & 5309		Fares, Taxes, etc.	RTD FasTracks	Other/ Local
Base Transit Services:										
RTD system facilities and fleet	\$ 2,370	\$ 2,370				\$ 595		\$ 1,775		
RTD base bus and rail service	\$ 10,785	\$ 10,760			\$ 355		\$ 10,405			
RTD ADA service	\$ 830	\$ 830			\$ 120		\$ 710			
Other non-RTD transit services (general & specialized)	\$ 1,320	\$ 720	\$ 46		\$ 101					\$ 573
New Regional Transit:										
FasTracks improvements	\$ 6,050	\$ 6,050	\$ 120			\$ 1,200		\$ 3,570		\$ 1,160
Proposed rapid transit - Tier 2	\$ 3,560									
Proposed rapid transit - Tier 3	\$ 3,870									
RTD bus capital expansion	\$ 570	\$ 570	\$ 15					\$ 550		
Other:										
Intercity bus	\$ 45									
Intercity rail	\$ 4,180									
RTD FasTracks debt service	\$ 3,500	\$ 3,500						\$ 3,500		
GRAND TOTAL	\$ 37,080	\$ 24,800	\$ 135	\$ 46	\$ 1,171	\$ 1,200	\$ 12,890	\$ 7,620	\$ 1,733	

Source: 2035 MVRTP

APPENDICES

APPENDIX A

Transit Agency and Other Websites

Transit Providers

Adams Community Development - A-LIFT	www.srcaging.org/alift.html
Black Hawk/Central City Tramway	www.blackhawktramway.com
Broomfield Easy Ride	www.ci.broomfield.co.us/senior/transportation.shtml
City of Englewood - art	www.engagewoodgov.org
City of Lakewood - Lakewood Rides	www.lakewood.org/index.cfm?&include=/HF/transportation/transportation.cfm
City of Littleton - Omnibus	www.littletongov.org/personnel/omnibus.asp
City of Littleton - Shopping Cart	www.littletongov.org/personnel/shoppingcart.asp
City of Castle Rock	www.crgov.com/DocumentView.aspx?DID=804
Colorado Cab Co., LLC	www.coloradocab.com/
CU Transportation Services	ucbparking.colorado.edu
Developmental Disabilities Resource Center	www.ddrcco.com
Developmental Pathways	www.developmentalpathways.org
Front Range Express	www.frontrangeexpress.com
GO Boulder	www.ci.boulder.co.us/goboulder
Metro Taxi South/ Suburban	www.metrotaxidenver.com
North Metro Community Services	www.nmcommserv.com
Parker Senior Center	www.parkerseniorcenter.org
Regional Transportation District (RTD)	www.rtd-denver.com
Seniors' Resource Center	www.srcaging.org/transportation.html
Silverprint	www.colorado.gov/cs/Satellite/Silverprint
Special Transit	www.specialtransit.org
VOA-Gilpin/Clear Creek Project	www.voacolorado.org

Transit-Related Organizations

Colorado Association of Transit Agencies (CASTA)	www.coloradotransit.com
Colorado Department of Transportation (CDOT)	www.dot.state.co.us
Colorado Rail Passenger Association	www.colorrail.org
Denver Regional Mobility and Access Council	www.drmac-co.org
Transit Alliance	www.transitalliance.org

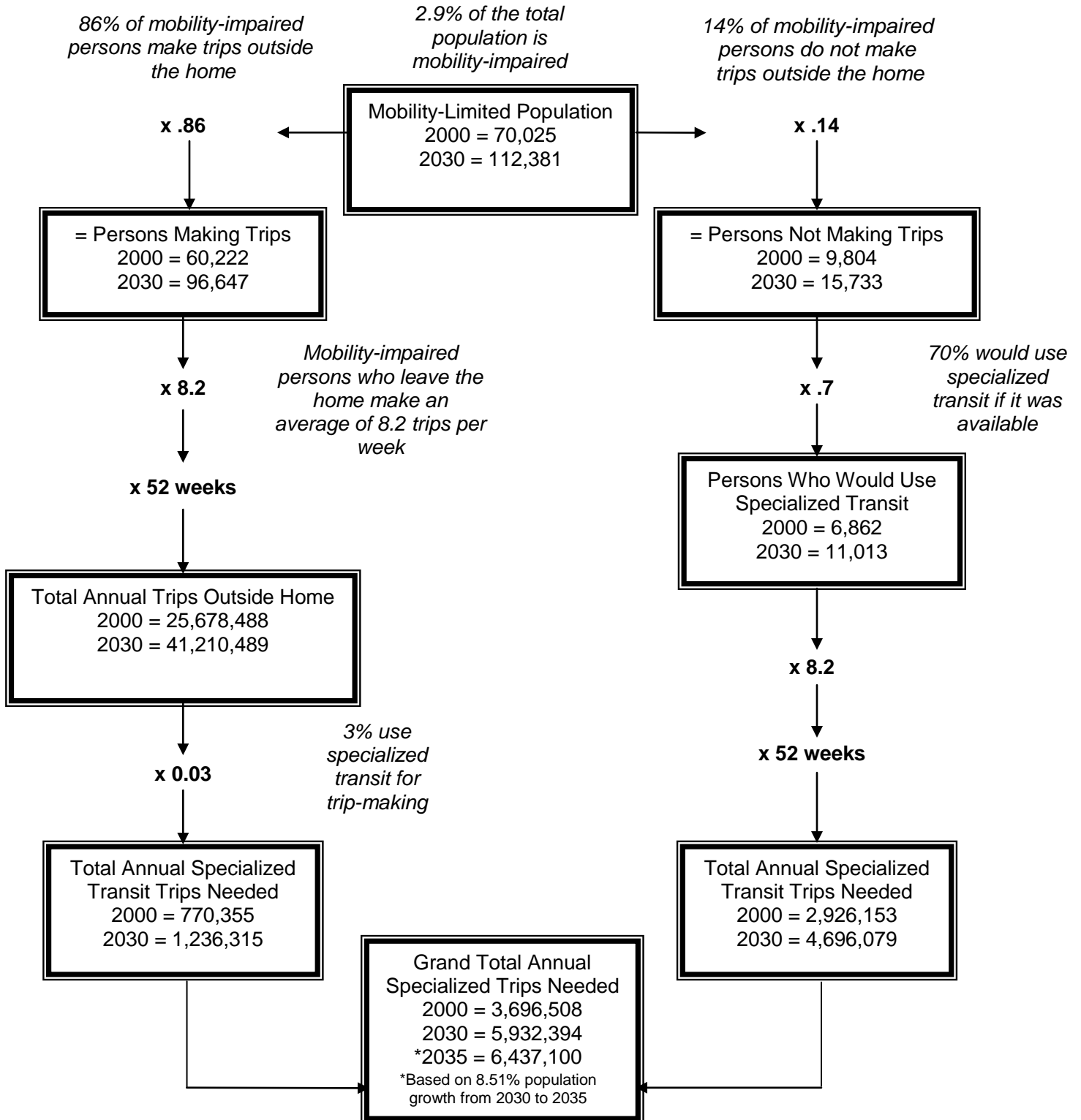
Area Agencies on Aging

DRCOG	www.drcog.org
Boulder County Aging Services	www.bouldercounty.org/cs/ag/resources
Weld County	www.co.weld.co.us/redesign/HumanServices/SeniorServices/AreaAgencyonAgingAAA/index.html

APPENDIX B
Transit Demand Calculation Methodology

Method 1

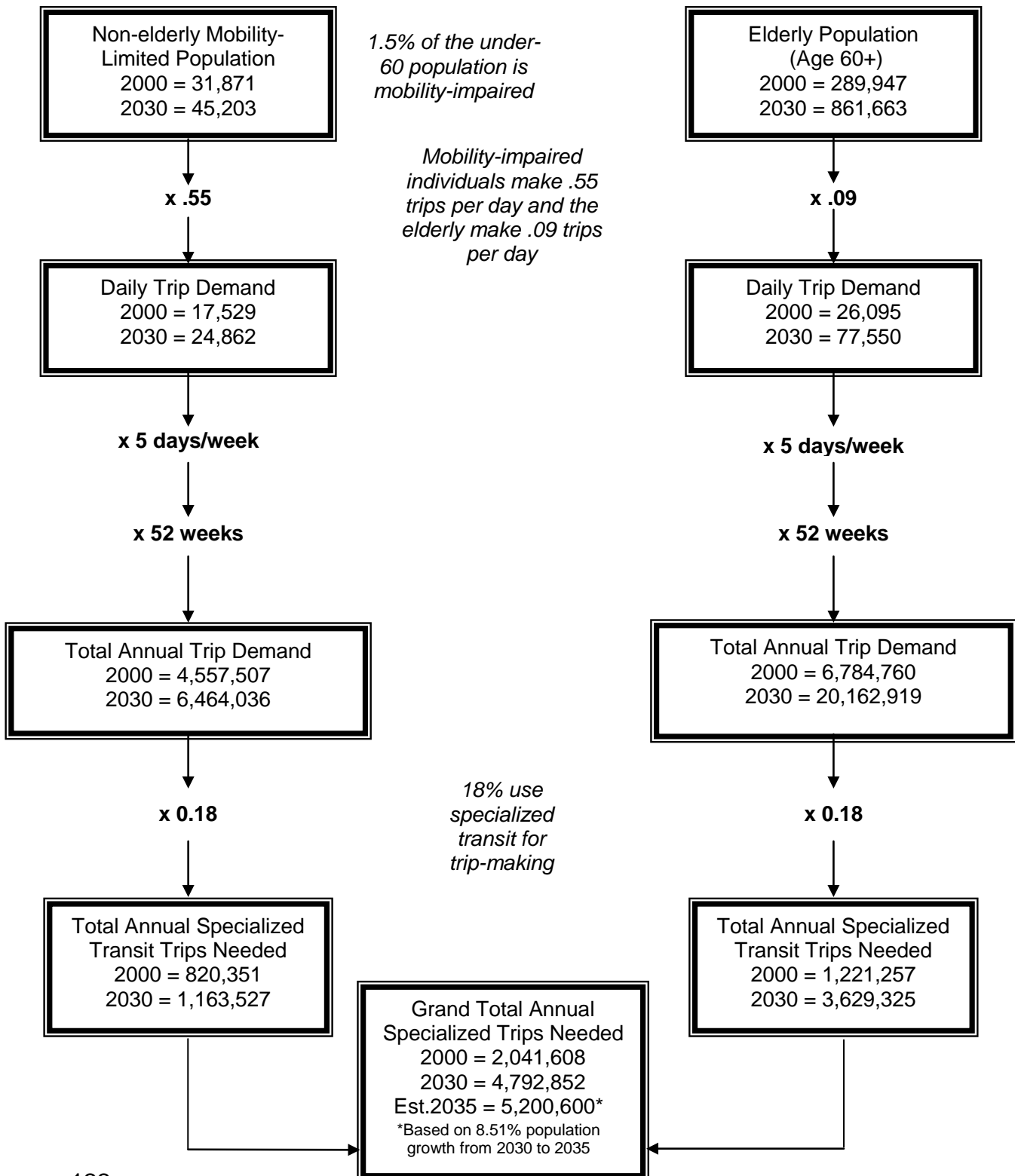
Method 1 was developed by DRCOG for use in the 2000-2005 Regional Transit Development Program. The method was based on travel pattern data derived from a 1994 survey of seniors and travel-impaired residents of the DRCOG region. Assumptions based on these results are shown in italics. Data sources: 2000 population – US Census; 2030 population – DRCOG projections



Method 2

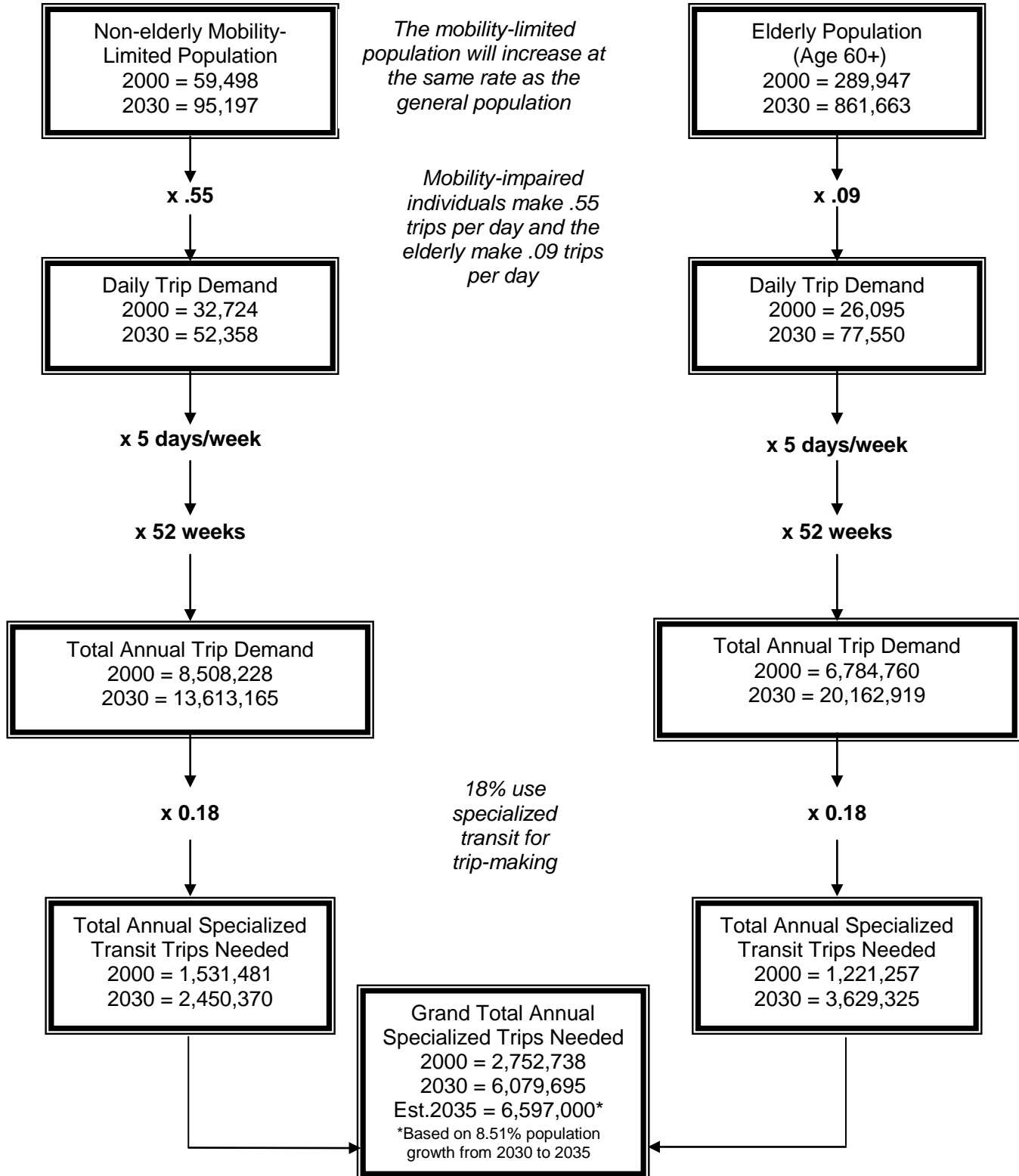
Method 2 was developed by DRCOG for use in the 2000-2005 *Regional Transit Development Program*. Trip rates and mode choice percentage were derived from CDOT's *How to Write a Transportation Development Program*. Assumptions are shown in italics.

Data sources: 2000 population – US Census; 2030 population – DRCOG projections



Modified Method 2

Method 2 was modified to use 2000 US Census data on “go-outside-the-home” disability instead of estimating the mobility-limited population as a percentage of the total population. Assumptions are shown in italics.
 Data sources: 2000 population – US Census; 2030 population – DRCOG projections



APPENDIX C

List of Acronyms

ADA	Americans With Disabilities Act
BRT	Bus Rapid Transit
CASTA	Colorado Association of Transit Agencies
CATCO	Clean Air Transit Company
CDOT	Colorado Department of Transportation
CMAQ	Congestion Mitigation/Air Quality
CNG	Compressed Natural Gas
CU	University of Colorado
DDRC	Developmental Disabilities Resource Center
DIA	Denver International Airport
DRCOG	Denver Regional Council of Governments
DRMAC	Denver Regional Mobility and Access Council
DUS	Denver Union Station
EIS	Environmental Impact Statement
FREX	Front Range Express
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
JARC	Job Access and Reverse Commute
LRT	Light Rail Transit
MVRTP	Metro Vision Regional Transportation Plan
NHS	National Highway System
OAA	Older Americans Act
RFP	Request for Proposals
RTD	Regional Transportation District
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SB-1	Senate Bill 1
SOV	Single-Occupant Vehicle
SRC	Seniors' Resource Center
STP	Surface Transportation Program
TANF	Temporary Assistance for Needy Families
TAZ	Transportation Analysis Zone
TDP	Transit Development Program
TE	Transit Element
TEA-21	Transportation Equity Act for the 21 st Century
TOD	Transit-Oriented Development
TSP	Transit System Plan
VOA	Volunteers of America

APPENDIX D
Adopting Resolution

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 9, 2010

A RESOLUTION TO ADOPT THE TRANSIT ELEMENT OF THE 2035 METRO
VISION REGIONAL TRANSPORTATION PLAN.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

WHEREAS, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, the Colorado Department of Transportation requires that each Transportation Planning Region prepare a Transit Element; and

WHEREAS, a Transit Element is required to support applications by providers of transit to the elderly and persons with disabilities and in rural areas for federal assistance; and

WHEREAS, the *2035 Transit Element* serves as the Coordinated Public Transit Human Services Transportation Plan for the Denver metropolitan area; and

WHEREAS, the *2035 Transit Element* has been prepared and reviewed by transit providers, local governments, and the public, and

WHEREAS, the Regional Transportation Committee has recommended adoption of the *2035 Transit Element*.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby adopts the *Transit Element of the 2035 Metro Vision Regional Transportation Plan*, which shall be the policy plan for provision of transit service in the Denver region.

RESOLVED, PASSED AND ADOPTED this 21ST day of April, 2010
at Denver, Colorado.



Rod Bockenfeld, Chair
Board of Directors

Denver Regional Council of Governments

ATTEST:



Jennifer Schaufele, Executive Director



DRCOG
DENVER REGIONAL COUNCIL OF GOVERNMENTS

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