Transit Element of the 2030 Metro Vision Regional Transportation Plan

PUBLIC MEETING DRAFT

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Denver Regional Council of Governments
4500 Cherry Creek Drive South, Suite 800
Denver, Colorado 80246-1531

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1. Introduction

The *Transit Element of the 2030 Metro Vision Regional Transportation Plan* examines public transit service in the nine-county 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 area. The short-range plan covers the years 2005 to 2010 and is based on the stated goals of existing transit providers. The long-range plan covers 2011 to 2030 and is based on a vision of needed transit service in the region.

The TE is an element of DRCOG's *2030 Metro Vision Regional Transportation Plan* (2030 MVRTP) and reflects the principles outlined in the *Metro Vision 2030 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 will use the TE to establish eligibility of applications for Federal Transit Administration grants that it administers.

The TE was prepared with the valuable assistance of several transit providers and local communities. A written survey was completed by the transit providers in 2004. Transit advisory workshops were conducted at DRCOG in 2003 and 2004. Previous transit planning efforts such as the biennial Transit Development Program (TDP) and the Regional Job Access/Reverse Commute Transportation Plan also provided background for preparing the TE.

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* – service that is designated primarily for certain population groups, usually disabled 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* – 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

The TE addresses both general public transit and specialized human services transit for the elderly and the disabled. There is an emphasis on specialized transit in the TE, however, for several reasons. First, DRCOG plays a role in the allocation of certain types of specialized transit funding. The TE establishes important policies for the distribution of these funds. Second, the TE also establishes eligibility of certain providers to apply for some types of Federal Transit Administration grants. Finally, general public transit service in the Denver

region is dominated by the Regional Transportation District (RTD), which provides approximately 97 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 *2005-2010 Transit Development Program* and *20-Year Needs Assessment & Transit System Plan*.

A. Transit Goals and Policies

The Metro Vision 2030 Plan puts forth a vision and goals for the Denver region's transportation system. These are shown in Figure 2. The 2030 MVRTP goes further by outlining specific objectives and strategies to meet the transportation goals set in Metro Vision. Several of these strategies address the role of transit in the regional transportation system. These transit-related elements are listed in Figure 3.

Figure 2
Metro Vision 2030 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 it easy to access 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. Integrate with and support the social, economic and physical land use development of the region and state.

Figure 3
2030 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 disabled persons 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.
- Develop a metropolitan rapid transit system comprising rail and bus/BRT/HOV facilities that provide regional connectivity for passengers traveling throughout the region and to and from other regions.

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

Policy #9. 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.
- Consider opportunities for the development of an intercity commuter rail or bus system along the Front Range and also incorporate, within the region, elements of a statewide intercity rail system.

Policy #11. 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 #12. Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and disabled persons.

- 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.

Policy #13. Air and Water Quality. Develop a transportation system that contributes to improved air quality and minimizes impacts on water quality.

B. 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 all will affect the demand for transit service in the near future and in the coming decades. There are several key issues:

Challenge: Changing Demographics

- The population of the Denver region is expected to grow from 2.5 million people in 2005 to 3.8 million by 2030, an increase of about 50 percent.
- The population as a whole is aging. In 2000, 12 percent of the region's residents were over 60 years of age. By 2030, however, seniors will make up more than 22% 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 settling 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, telecommuting, 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 will implement the rapid transit components of its FasTracks plan, which will construct six new light rail or commuter rail corridors and extend the Southeast and Southwest light rail lines; demand for feeder bus and circulator service to and from new stations will arise.
- Rapid transit has been identified as a possible solution for 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.

<u>Challenge: Funding Shortages</u>

- There is already insufficient funding to meet the transportation needs of the elderly and disabled.
- The state has recently made severe 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 2030 MVRTP envisions the development of rapid transit lines beyond those found in the FasTracks plan, but funding for these projects has not been identified.

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 2030. This includes elderly, young and disabled persons as well as households that have low incomes or that do not have an automobile available.

This section will examine 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. And, "choice" riders -- those have an automobile available but could 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 weather is bad. 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 nine counties - Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson. The nine 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.

The City and County of Denver constitutes the metropolitan area's primary activity center and is surrounded by the suburban counties of Adams, Arapahoe and Jefferson. Boulder County to the northwest and Douglas County along Interstate 25 to the south are further removed geographically, yet still possess connections that tie them to the region. The mountain counties of Clear Creek and Gilpin to the west have economies oriented toward gaming, tourism and mining.

Table 1 shows the changes in population in recent decades as well as DRCOG's projections of future population. Population will increase significantly by 2030 in all counties. The greatest increases will be seen in the suburban parts of Adams, Arapahoe, Broomfield and Douglas counties, which will add over a quarter-million residents each by 2030. The rural counties of Gilpin and Clear Creek will both experience a 65 percent increase in total population in the same period.

Table 1. Total Population in the DRCOG Region

	1990	2005	2010	2030	Population increase, 2005 to 2030	
Adams	258,316	409,334	456,871	674,860	265,526	*65%*
Arapahoe	391,511	537,924	584,268	801,285	263,361	*49%*
Boulder	208,949	282,168	299,121	377,280	95,112	*34%*
Broomfield	24,636	48,207	53,974	79,773	31,566	*65%*
Clear Creek	7,619	9,753	10,871	16,002	6,249	*64%*
Denver	467,610	584,287	605,450	720,945	136,658	*23%*
Douglas	60,391	224,933	272,148	489,665	264,732	*118%*
Gilpin	3,070	5,206	5,810	8,582	3,376	*65%*
Jefferson	436,906	539,941	569,267	706,808	166,867	*31%*
Total	**1,859,008**	**2,641,753**	**2,857,778**	**3,875,200**	**1,233,447**	***47%***

Source: DRCOG

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 2030. Table 2 shows that the percentage of seniors in each county will increase dramatically. In all counties but Adams, over 20 percent of the population will be over 60 in 2030.

Table 2. Population Age 60 or Older

County	2005		2030	
	60+ Population	% 60+	60+ Population	% 60+
Adams	43,997	*10.7%*	120,766	*17.9%*
Arapahoe	69,204	*12.9%*	190,579	*23.8%*
Boulder	33,036	*11.7%*	87,230	*23.1%*
Broomfield	5,053	*10.5%*	20,704	*26.0%*
Clear Creek	1,396	*14.3%*	6,255	*39.1%*
Denver	81,139	*13.9%*	151,864	*21.1%*
Douglas	19,218	*8.5%*	115,506	*23.6%*
Gilpin	635	*12.2%*	2,725	*31.8%*
Jefferson	80,915	*15.0%*	166,035	*23.5%*
Total	**334,594**	***12.7%***	**861,663**	***22.2%***

Source: DRCOG

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, Clear Creek and Gilpin, over 30 percent of the population will be seniors; few transit services exist in these counties today.

Youth Population

As the senior population of the region increases, the youth population conversely decreases slightly (Table 3). However, the proportion of regional residents under the age of 16 is still significant, making up over 20% of the total population. 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 Under 16

	2005		2030	
County	Under 16 Population	% Under 16	Under 16 Population	% Under 16
Adams	102,905	*25.1%*	152,439	*22.6%*
Arapahoe	120,126	*22.3%*	160,964	*20.1%*
Boulder	55,510	*19.7%*	67,741	*18.0%*
Broomfield	12,039	*25.0%*	18,510	*23.2%*
Clear Creek	1,709	*17.5%*	2,151	*13.4%*
Denver	123,359	*21.1%*	149,898	*20.8%*
Douglas	61,249	*27.2%*	112,904	*23.1%*
Gilpin	924	*17.7%*	1,606	*18.7%*
Jefferson	114,201	*21.2%*	172,516	*24.4%*
Total	**592,021**	***22.4%***	**838,730**	***21.6%***

Source: DRCOG

Disabled Population

The size of the disabled population is difficult to estimate. For this document, the definition of "disabled" 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 6 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 Disabled	% of Total Population Disabled
	16-64	65+	Total	16-64	65+	Total		
Adams	8,117	2,068	10,185	7,803	3,971	11,774	21,959	8.20%
Arapahoe	6,952	2,210	9,162	6,752	4,796	11,548	20,710	5.60%
Boulder	2,875	1,220	4,095	2,744	2,482	5,226	9,321	4.10%
Clear Creek	103	23	126	148	76	224	350	4.70%
Denver	12,614	3,738	16,352	11,395	7,818	19,213	35,565	8.10%
Douglas	1,140	300	1,440	1,189	582	1,771	3,211	2.60%
Gilpin	54	21	75	46	23	69	144	3.70%
Jefferson	5,983	2,736	8,719	6,388	5,384	11,772	20,491	5.10%
Total	**37,838**	**12,316**	**50,154**	**36,465**	**25,132**	**61,597**	**111,751**	**6.10%**

Source: U.S. Census Bureau
Broomfield did not exist as a county at the time of the 2000 Census. Disabled residents in what is now the City and County of Broomfield are included in other counties in this table.

Low-Income Population and Households without a Motor Vehicle

Residents of the region with low incomes and those without access to 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 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.

Figure 4 also shows that in many parts of the region a significant number of households do have an automobile available for use. Residents of these households are often transit users. Most of these areas with high concentrations of autoless households have frequent fixed-route transit service, but others 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. All counties except Denver experienced an increase from 1990 to 2000 in both the number of households without a car and the percentage of all households that did not have one. Even counties with significant rural area experienced sizable increases in autoless households.

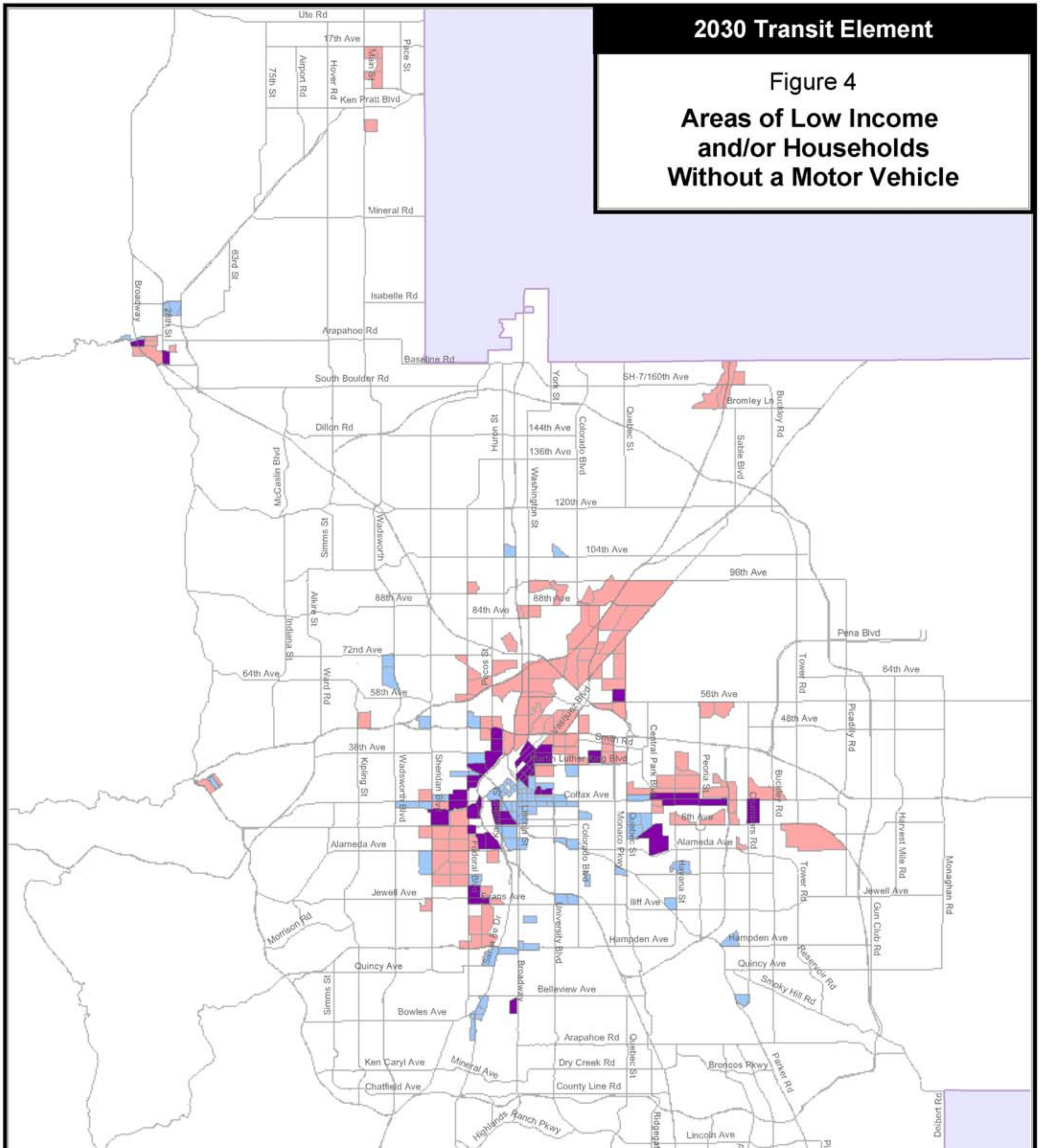
Table 5. Households without a Motor Vehicle

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%
Total	**57,355**	**66,920**	**6.1%**	**7.1%**

Source: DRCOG

2030 Transit Element

Figure 4
Areas of Low Income and/or Households Without a Motor Vehicle



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

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- Concentrations of Both Low-income* and Autoless** Households
- Concentrations of Low-income Households
- Concentrations of Autoless Households
- Regional Roadway System
- Area Outside Region

* 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

These 67,000 autoless households represent about 167,000 regional residents who must rely 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 2030 transportation system is presented in the *2030 Metro Vision Regional Transportation Plan*. The environmental 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 2030; 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. Travel Profile

Commuting Patterns

In 2000, 4.6 percent of the Denver region's workforce traveled to work by public transit (Table 6). 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

Table 6. Commute to Work, 1990 and 2000

	1990	2000
Drove alone	74.9%	75.4%
Carpool	12.5%	11.5%
Public transit	4.2%	4.6%
Walk or bicycle	4.0%	3.1%
Other means	0.7%	0.7%
Work at home	3.6%	4.8%

Source: U.S. Census Bureau

share of people getting to work in a single-occupant vehicle (SOV) also increased. Reducing SOV use is one of the policies outlined in Metro Vision as a means of reducing congestion and air pollution. Table 7 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 7. 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	27.6	76.0%	14.4%	4.3%	1.5%	0.7%	3.1%
Arapahoe	26.1	78.8%	10.9%	3.2%	1.8%	0.7%	4.6%
Boulder	22.4	70.8%	10.4%	4.9%	6.9%	0.7%	6.4%
Clear Creek	32.6	72.8%	13.2%	2.1%	3.7%	0.6%	7.6%
Denver	24.5	68.3%	13.5%	8.4%	5.3%	0.8%	3.7%
Douglas	29.3	81.0%	8.0%	1.5%	0.9%	0.7%	7.9%
Gilpin	34.7	73.0%	15.5%	1.2%	4.2%	0.8%	5.2%
Jefferson	27.4	79.6%	9.9%	3.3%	1.5%	0.6%	5.1%
Total	**26.0**	**75.4%**	**11.5%**	**4.6%**	**3.1%**	**0.7%**	**4.8%**

Source: U.S. Census Bureau * does not include work at home ** including taxi

Commuter traffic is dispersed throughout the region, but also focuses on several major employment centers; these include the Denver and Boulder central business districts, the Denver Tech Center, Denver International Airport, and the Federal Center in Lakewood. By 2030, several other employment centers will grow to significant size to impact travel patterns. For instance, the redeveloped Fitzsimons area will eventually be the site of over 40,000 new jobs.

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 of the 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, compressed work week and teleworking 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, almost 14,000 residents of southwest Weld County 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.

The region will also see an increase in transit-oriented development (TOD) as new light rail and commuter rail lines are built. TOD involves 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.

CityCenter Englewood at the Englewood light rail station is an existing example of TOD in the region; the development features apartments, shops and government offices within walking distance of the rail station. Another TOD site being planned is the redevelopment of the former Gates Rubber factory property. The 50-acre site is adjacent to RTD's I-25/Broadway light rail station, bus transfer point and park-n-Ride. The development will feature residential, office, retail and entertainment uses. As RTD implements its FasTracks plan, new opportunities for TOD will arise at many of the new rail stations. Planning is already in early stages for proposed stations such as the Federal Center in Lakewood and the Boulder Transit Village.

Travel Patterns of the Elderly and Disabled

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 8). 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, indicating that transit use by seniors is not increasing or decreasing.

Table 8. 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

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 9 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, disability or health -- could be lessened if efficient, affordable transit service were readily available and if potential riders knew how to access it.

Table 9. 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	4%

Source: DRCOG

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 were unfamiliar with what services were available or how to use them. Clearly, more abundant and more extensive specialized transit service would be utilized by many of these seniors if it were available.

In a 1994 study, RTD and DRCOG interviewed over 1,600 people in a survey of 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 travel-impaired were:

- more likely to be female (64 percent) and over the age of 60 (58 percent)
- far less likely to be employed than the general population
- more likely to live alone than the general population
- disproportionately found in lower-income households

The ability to drive a motor vehicle varied significantly between the travel-impaired and seniors. While only one-fifth of the travel-impaired were able to drive, 86 percent of the seniors were able. 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 (Table 10). Twenty-three percent drove a car. Seventeen percent primarily used some kind of transit service.

Table 10. Transportation Mode for the Disabled, 1994

Primary transportation mode	Percent responding
Ride in car	47%
Drive car	23%
General public transit	14%
Walk or wheelchair	10%
Specialized transit	3%
Other	3%

Source: DRCOG

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 two-way 7.6 trips per week. Only 1 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 origination and destination points must be identified. Frequent destinations of the elderly and disabled 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. Transportation for transit-dependent users is often not considered in the planning of these new facilities.

The three major providers of specialized transportation in the region were surveyed to determine the most common reasons for trips (Table 11). 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 11. Specialized Transit Trip Purpose, January to April 2004

Trip Purpose	RTD access-a-Ride	Special Transit	Seniors' Resource Center	Total
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

3. Inventory of Existing Transit Services in the DRCOG Region

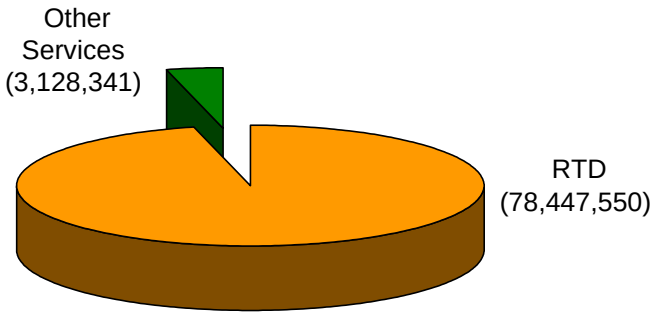
Within the DRCOG planning area, there are many entities that provide transit services. These include services funded by local governments and by non-profit and for-profit organizations. Some services are open to the general public. Others are reserved for certain groups of students, employees, clients or members of a particular organization.

DRCOG surveyed transit agencies that provide intraregional service within the Denver are in 2004. The results of the survey are presented in 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 who offer service to the general public and those who offer primarily specialized transit services. Other 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

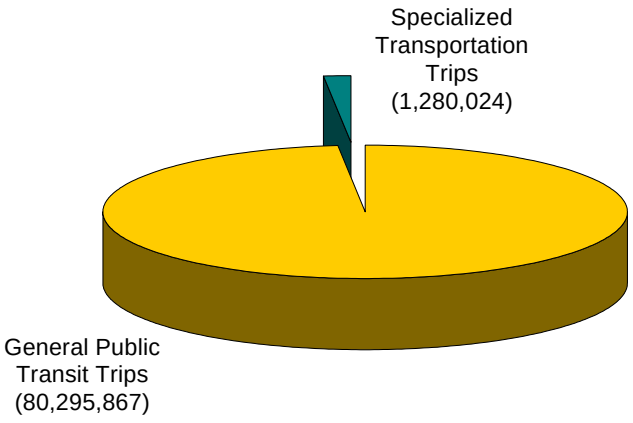
In 2003, about 81.6 million one-way trips occurred on transit. Most transit trips in the region were provided by RTD. As shown in Figure 5, RTD provided approximately 78.4 million trips (including access-a-Ride) or 96 percent of the total transit trips. The remaining 4 percent were provided by other general public and specialized transit providers.

Figure 5
Transit Trips by Provider, 2003



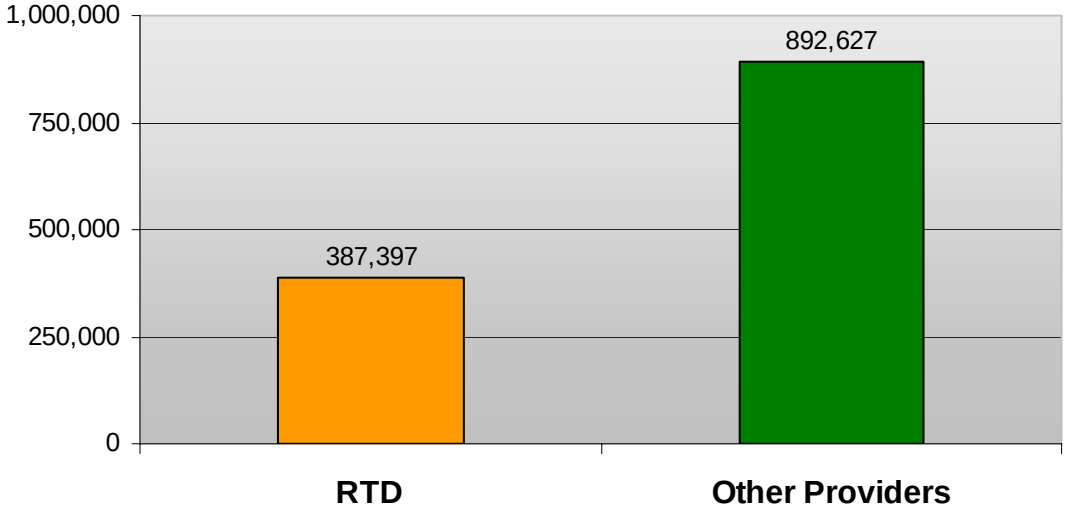
Specialized transit trips for the elderly and disabled accounted for 1.6 percent of all transit trips in 2003 (Figure 6). Specialized transit is provided by a variety of services funded by local governments, non-profit agencies and for-profit companies. Specialized transit almost always is demand-responsive and involves curb-to-curb service. Vehicles used are usually vans or small buses and are often wheelchair-accessible.

Figure 6
Trips Provided by Service Type, 2003



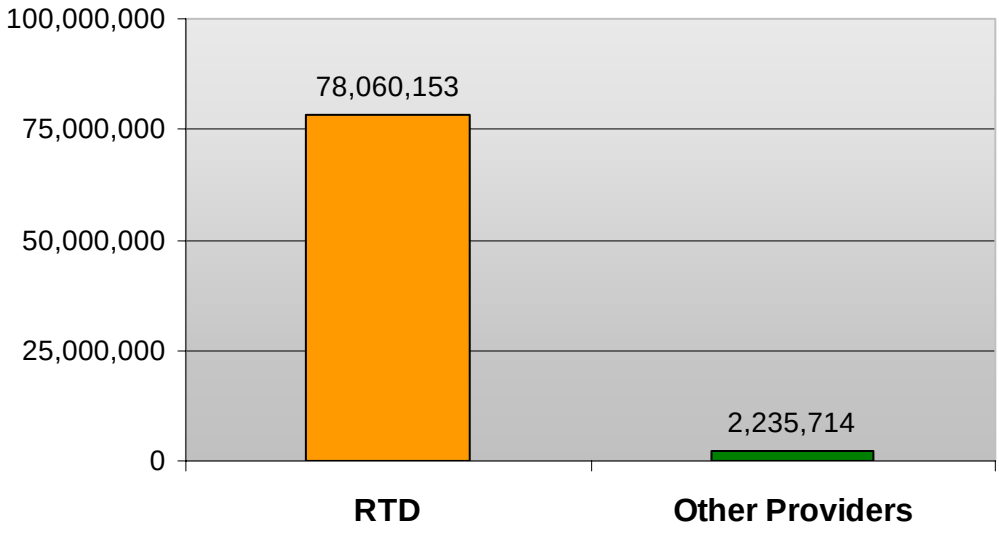
RTD's access-a-Ride service provided 30 percent of all specialized transit trips (Figure 7). Various other non-profit, for-profit and publicly funded agencies provided the other 70 percent.

Figure 7
Specialized Transit Trips by Provider, 2003



General public transit is available to all people, regardless of age or disability. Much of this service is fixed-route bus or light rail service, but also includes demand-responsive transit in less densely populated parts of the region. RTD provided more than 97 percent of all general public transit trips with its fixed-route bus, light rail and call-n-Ride services (Figure 8).

Figure 8
General Public Transit Trips by Provider, 2003



B. Regional Transportation District (RTD)

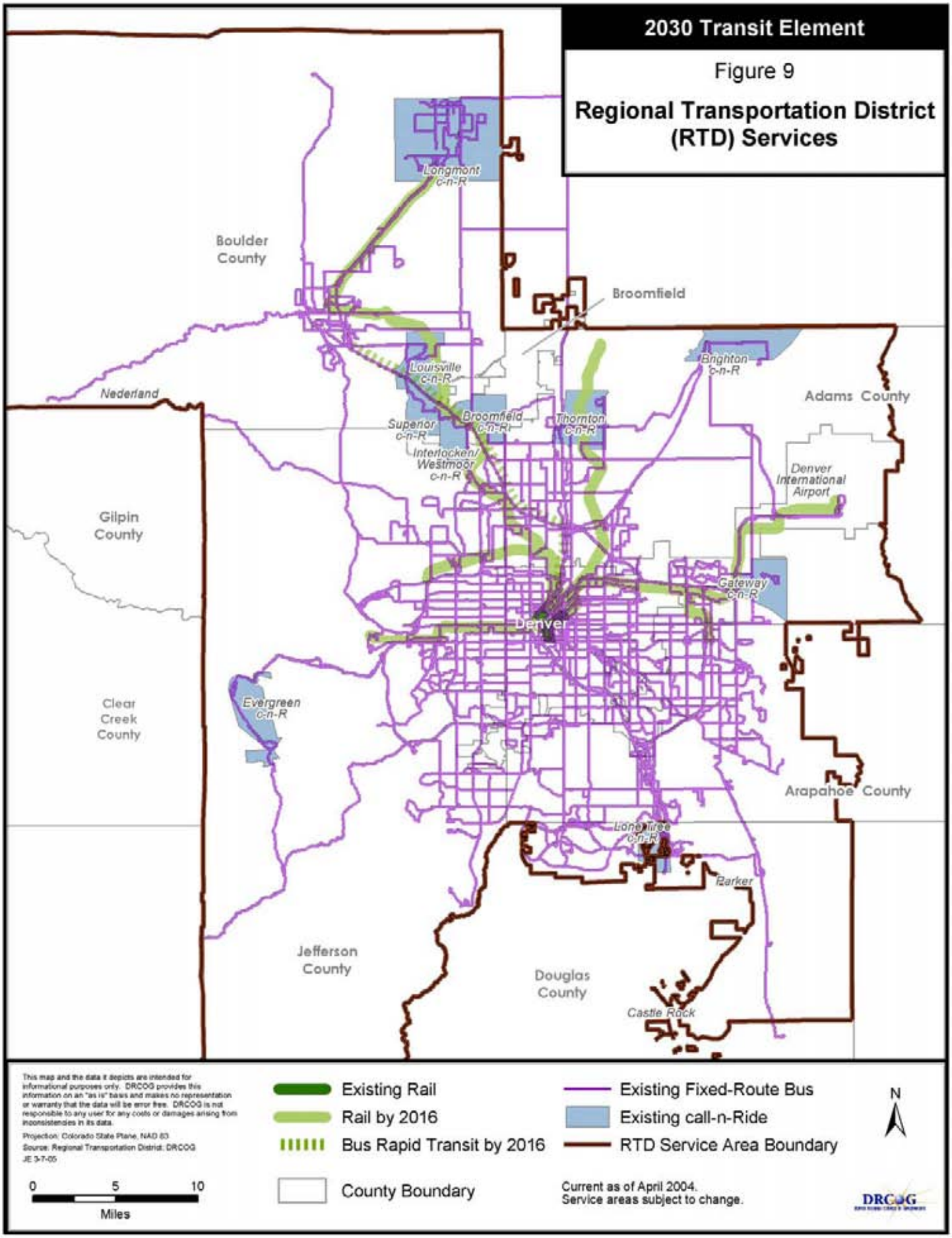
RTD, a public agency, is the designated provider of public transportation for an area that includes over 92 percent of the 2.6 million residents of the Denver region. RTD's service area, shown in Figure 9, is a special district established by the Colorado General Assembly. The district covers 2,326 square miles and spans six counties, including all of Denver, Boulder, Broomfield and Jefferson counties; the urbanized areas of Adams and Arapahoe counties; and the northern portion of Douglas 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.

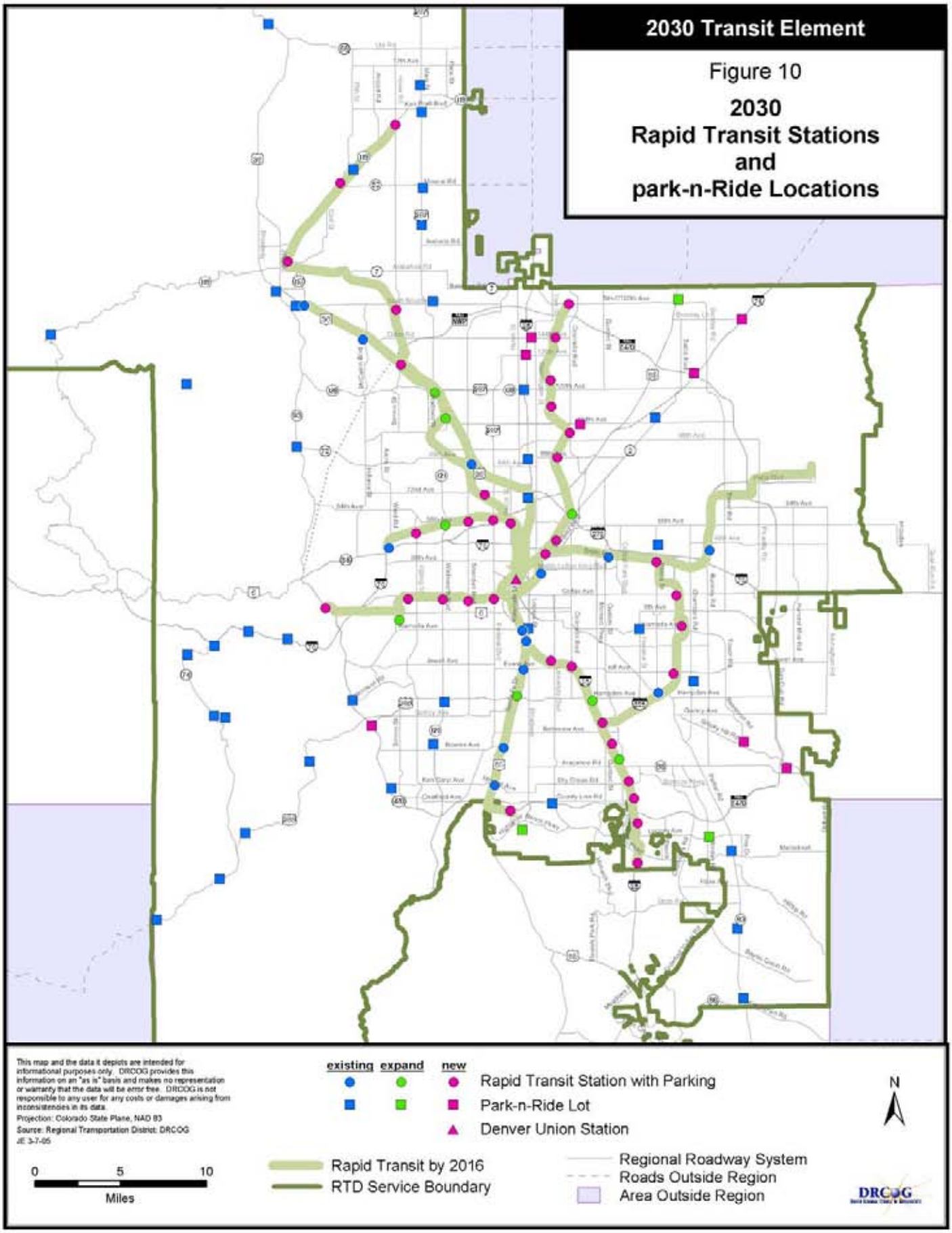
RTD Fixed-Route Service

RTD's fixed-route system currently includes local, limited, express and regional bus service and two light rail transit (LRT) routes. RTD recorded 67.2 million passenger boardings on its fixed-route bus system in 2003. In addition, the system provided 10.6 million light rail trips along the C Line (Central Corridor and Central Platte Valley lines) and D Line (Central Corridor and Southwest lines).

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

- 577 passenger shelters at over 10,000 bus stops and 23 light rail stations. All light rail stations have raised-block ramp platforms for disabled riders and wheelchair users.
- 66 park-n-Ride facilities that provide 20,849 free parking spaces (Figure 10). Since 1997, park-n-Ride capacity has increased 70 percent.


2030 Transit Element
Figure 9
Regional Transportation District (RTD) Services
Longmont c-n-R
Boulder County
Broomfield
Louisville c-n-R
Nederland
Superior c-n-R
Broomfield c-n-R
Thornton c-n-R
Interlocken/ Westmoor c-n-R
Brighton c-n-R
Adams County
Denver International Airport
Gilpin County
Gateway c-n-R
Denver
Evergreen c-n-R
Clear Creek County
Arapahoe County
Lone Tree c-n-R
Parker
Jefferson County
Douglas County
Castle Rock
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: Regional Transportation District, DRCOG
JE 3-7-05
0 5 10
Miles
Existing Rail
Rail by 2016
Bus Rapid Transit by 2016
County Boundary
Existing Fixed-Route Bus
Existing call-n-Ride
RTD Service Area Boundary
Current as of April 2004.
Service areas subject to change.
N
DRCOG


2030 Transit Element
Figure 10
2030
Rapid Transit Stations
and
park-n-Ride Locations
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: Regional Transportation District; DRCOG
JE 3-7-05
existing
expand
new
Rapid Transit Station with Parking
Park-n-Ride Lot
Denver Union Station
N
0
5
10
Miles
Rapid Transit by 2016
RTD Service Boundary
Regional Roadway System
Roads Outside Region
Area Outside Region
DRCOG

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

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

Service	Fare
Local and limited bus, local light rail, call-n-Ride, circulators	$1.25
Express bus, express light rail	$2.75
Regional bus	$3.75
SkyRide (service to Denver International Airport)	$6 – $10

RTD offers a variety of discount programs. Senior, disabled and 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 12 lists the 10 existing call-Ride areas and hours of service. Additional call-n-Ride service will begin in Spring 2005 in Arvada. Over 250,000 passenger trips were made in 2003.

Table 12. RTD call-n-Ride Areas			
	Monday-Friday	**Saturday**	**Sunday**
Brighton	6 am to 7 pm	8 am to 4 pm	
Broomfield	5:30 am to 8 pm		
Evergreen	5:30 am to 8 pm	9 am to 7 pm	
Gateway	6:30 am to 7 pm	9 am to 6 pm	
Interlocken/Westmoor	5:30 am to 10 pm		
Lone Tree	5:30 am to 8 pm	5:30 am to 8 pm	
Longmont	6 am to 9:30 pm	9 am to 6 pm	9 am to 6 pm
Louisville	5:30 am to 10 pm		
Superior	5:30 am to 8 pm		
Thornton/Northglenn	5:30 am to 8 pm	8 am to 6 pm	

Source: RTD

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 for any person within its service area who is certified as meeting all 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 is not able to 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 must have the following characteristics:

- Serves any origin and destination within ¾ mile of a non-commuter, fixed-route bus route or within a ¾-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.
- Has fares that do not exceed twice that of comparable fixed-route service.

Through the course of planning and implementing ADA service, RTD has used several methods to estimate clients and ridership. Each of these methods has estimated the population eligible for access-a-Ride service to be between 22,000 to 23,000 persons. 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 13 shows the number of certified access-a-Ride clients as of 2002. The total of 15,391 clients falls somewhat below the estimated demand. This could indicate either that there is an unmet

Table 13
Access-a-Ride Clients by County, 2002

County	Active access-a-Ride Clients
Adams	1,885
Arapahoe	2,303
Boulder	971
Clear Creek	n/a
Denver	7,368
Douglas	50
Gilpin	n/a
Jefferson	2,814
Total	**15,391**

Source: RTD

need or that these demand estimates are high. On average, the population of the Denver region is younger and healthier than the population of the nation as a whole, so the estimates may be conservatively high.

In addition to access-a-Ride, RTD partners with taxi services in order to provide more trips. RTD will reimburse any ADA-certified passenger $7 for each trip they arrange via the taxi service. The passenger must pay the first $2 and then any costs over $9. These trips are currently limited to a total of 100 per day in the RTD service area; trips are rationed over the course of each day and there is a limit of four trips per person per day.

Additional RTD 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 transit centers and the Denver Union Station multimodal hub. In 2003, the MallRide provided 17,572,653 passenger trips.

Senior Shopper - Senior Shopper buses provide transportation to shopping destinations for passengers who would otherwise have difficulty riding a fixed-route bus or driving. Senior Shopper buses serve groups of ten or more and run Monday through Saturday. Monday through Friday shopper buses travel an established route from senior housing centers to shopping facilities. Saturday buses are arranged on Monday by request. The current fare is $1.25 round trip for seniors 65 and older and $2.50 for passengers under the age of 65.

Mid-day Shopper - Mid-day Shopper is also a curb-to-curb shopping service for the elderly and persons with disabilities. It operates weekdays, servicing the residents of various communities throughout the Denver area on a fixed-route schedule. The fare is $1 each way.

SeniorRide - SeniorRide transports seniors to a variety of cultural, educational and entertainment events. SeniorRide serves groups of ten or more. The local fare is $1.25 round trip for seniors 65 and older and $2.50 for passengers under the age of 65. For longer trips the fare is $3.75 round trip for seniors 65 and older and $7.50 for those under 65. In 2003, Senior Shopper and SeniorRide provided nearly 100,000 rides.

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. Figure 11 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 14.

Black Hawk Transportation Authority – Black Hawk/Central City Tramway

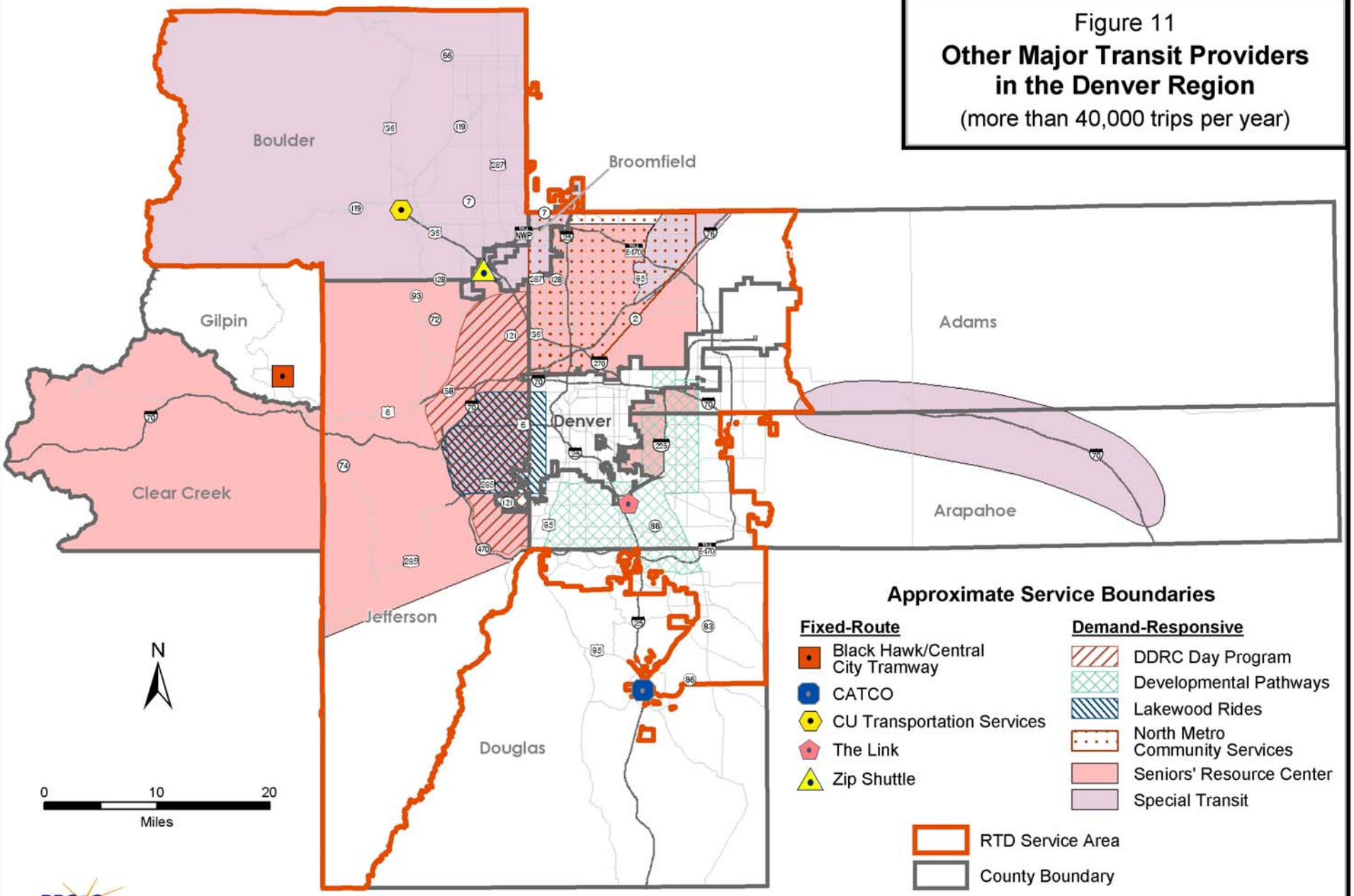
The Black Hawk Transportation Authority provides free fixed-route service within Black Hawk and Central City. The publicly owned Black Hawk/Central City Tramway is primarily funded through device fees collected from casino operations in the two communities. Service to Central City began in December 2004. The tramway operates seven days a week, between 7 a.m. and 3 a.m., utilizing three low-floor buses. The service largely serves casino guests and employees. Many of the riders arrive on charter buses or park at the free lot on

2030 Transit Element

Figure 11

Other Major Transit Providers in the Denver Region

(more than 40,000 trips per year)



Current as of April 2004. Service areas subject to change.
This map represents generalized areas of residential pick-up.
Eligibility and destinations may be limited.

DRCOG

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Table 14. Annual Operating Statistics - General Public Transit									
	Ownership	**One-Way Passenger Trips**	**Vehicle-Miles**	**Vehicle-Hours**	**Operating Costs**	**Maintenance Costs**	**Administrative Costs**	**Total Costs**	**Fare Revenues**
Regional Transportation District (RTD)	public								
Fixed-route bus service		67,196,810	36,890,348	2,572,487	$107,488,944	$67,118,038	$43,850,646	$218,457,628	$43,125,685
Light rail service		10,635,977	1,649,195	91,286	$8,147,406	$7,668,765	$4,252,040	$20,068,211	$7,463,388
Call-n-Ride		227,366	450,500	36,416	$888,579	$695,610	$454,468	$2,038,657	$35,600
Black Hawk Transportation Authority	public	215,379	153,660	10,244	$650,000	$175,000	$20,000	$845,000	$0
Clean Air Transit Company	non-profit	57,422	146,738	8,065	$158,231	$60,125	$51,202	$269,558	$0
CU Transportation Services	public	726,541	129,231	17,185	$515,943	$175,473	$74,429	$765,845	$745,220
FlatIron Improvement District	public	175,860	92,473	18,623	$1,203,344		$249,270	$1,452,614	$0
Golden West Commuter	for-profit	15,530	1,200,000		$1,264,727	$124,259	$66,000	$1,454,986	$1,452,542
Platte Valley Trolley	non-profit				$1,500	$1,500	$21,000	$24,000	$24,600
Southeast Transportation Authority	non-profit	241,982	37,400	29,350	$1,186,000	$149,000	$296,000	$1,631,000	$0
All Others ~1% of total trips		803,000						$2,495,000	
TOTAL		**80,295,867**	**40,749,545**	**2,783,656**	**$121,504,674**	**$76,167,770**	**$49,335,055**	**$249,502,499**	**$52,847,035**

Source: DRCOG survey of transit providers, 2004

Miner's Mesa and then ride the Tramway to casinos and other destinations in the two towns. NextBus technology provides real-time bus arrival information at Tramway stops. Ridership was approximately 300,000 in 2003.

City of Boulder Community Transit Network – GO Boulder

In 1989, GO Boulder/City of Boulder initiated the development of a network of small buses operating on high-frequency schedules as a strategy to reduce automobile use in the city. The network currently comprises seven bus routes – the HOP, SKIP, JUMP, DASH, BOUND, STAMPEDE and BOLT.

The HOP provides service between downtown, the University of Colorado (CU) and retail uses on 28th Street and carries around one million riders a year. The SKIP, running along the Broadway corridor, serves the university, downtown Boulder and northern Boulder neighborhoods, with buses running every six minutes during the day. Two routes supply access to and from Lafayette and other areas east of Boulder – the JUMP, along Arapahoe Avenue, and the DASH, along South Boulder Road. The BOUND connects northeast Boulder to the university. The STAMPEDE offers high-frequency service between the CU Main and East campuses and the CU Research Park. The BOLT provides service between Boulder and Longmont.

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 all routes. Fares are $1.15, and 55¢ for seniors; CU students ride free. Use of transit passes, including the Neighborhood Eco Pass available in 15 Boulder neighborhoods, is encouraged.

Table 15 shows average weekday ridership for two months in 2003. Since many of the buses carry a significant number of college students and employees, buses run less frequently and ridership for all routes declines in the summer.

Table 15. GO Boulder Bus Routes, Average Weekday Boardings		
	Feb 2003	July 2003
BOUND	1,472	1,043
DASH	2,653	1,488
HOP	4,836	2,141
JUMP	1,585	1,255
SKIP	6,073	3,114
STAMPEDE	1,200	293

Source: City of Boulder

GO Boulder manages the HOP and contracts with Special Transit to provide the service. The other routes are joint ventures of the City of Boulder and RTD. RTD provides the service and Boulder pays RTD to provide more frequent service than would normally be offered on the JUMP and BOUND routes. The DASH routes is currently funded with federal Congestion Mitigation/Air Quality (CMAQ) funds. RTD will take over funding of the routes in May 2005.

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 6:30 p.m. The service averaged 10,750 riders per month between October 2004 and January 2005.

Clean Air Transit Company (CATCO)

CATCO is a private non-profit agency funded by the Town of Castle Rock. CATCO offers free fixed-route service along three lines that serve 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. The service operates six days a week, from 8:30 a.m. to 5:30 p.m., using four 15-passenger vehicles. In 2003, CATCO provided more than 57,000 passenger trips.

Clear Creek County

Clear Creek County has contracted with Seniors' Resource Center to provide fixed-route service beginning in 2005. Federal Transit Administration grant funds have been used to purchase one vehicle. Service will initially be along one fixed route, with plans to add a second route and second vehicle in the near future.

FlatIron Improvement District – The Zip

The Zip Shopping Shuttle transports patrons and employees of the FlatIron shopping district along US-36 in Broomfield and is funded primarily through a special district. The free shuttle follows a 2.6-mile fixed route and operates seven days a week. The district owns seven buses; five are wheelchair-accessible. Service hours have recently been extended to better accommodate retail employees. Free RTD bus passes are available to FlatIron employees. In 2003, the Zip provided over 175,000 passenger trips.

Southeast Transportation Authority (SETA) – The Link

SETA runs The Link, a circulator bus service that provides general public transportation within the southeast metropolitan Denver business district, including Greenwood Village, the Denver Tech Center and Greenwood Plaza. Two routes operate weekdays from 6:00 a.m. to 6:30 p.m. and provide connections to RTD bus routes. In 2002, over 220,000 passenger trips were provided. The Authority owns thirteen buses. Funding sources include the City

of Greenwood Village general funds, the Goldsmith Metropolitan District (Denver Tech Center) and the Greenwood and Greenwood South Metropolitan Districts.

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 private, nonprofit agency that acts as an auxiliary of the university. The agency provided over 725,000 passenger trips during the 2002-03 school year, utilizing twenty-one buses. The fixed-route/ fixed-schedule service is free. 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 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 recently introduced its own shuttle service to DIA after RTD ended its SkyRide service in the city.

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

The Platte Valley Trolley offers scenic rides along the Platte River near downtown Denver between April and October. The trolley also offers shuttle service to Denver Broncos games. When the West Corridor light rail line is built, the Platte Valley Trolley expects to expand its service by carrying some commuter traffic.

Numerous other small-scale examples of transit service 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. And, an apartment/condominium complex in downtown Denver offers a shuttle service during work hours for its residents. Other examples of similar smaller transit services can be found.

Services provided by these other sources are estimated to comprise about 1 percent of all general public transit in the region. This equals about 803,000 one-way passenger trips a year. The average operating cost per trip for other general transit providers of $3.11 was used to estimate a combined operating cost of $2.5 million for these other providers.

D. Agencies Providing Primarily Specialized Transit

This section addresses the primary providers of transit service for the elderly and disabled in the region. Operating statistics for providers who responded to the DRCOG survey are presented in Table 16. Service areas for the larger specialized providers are shown in Figure 11.

Adams County Community Transit

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. Seniors' Resource Center and Special Transit are discussed later in this section.

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 requested. In 2003, SRC provided 13,500 A-LIFT trips.

Rural demand-responsive service is available in the Tri-Valley area of Adams County and in the City of Brighton. While the service is open to the general public, it is primarily used by elderly and disabled riders. Tri-Valley transportation is available for trips into Denver on Tuesday and Friday, and Brighton service operates on weekdays. Special Transit provided about 500 Tri-Valley (Adams County) and 11,500 Brighton trips in 2003, using three wheelchair-accessible vehicles. Fares range from $1.25 to $4 and most are subsidized.

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.

Aurora Senior Center

The Aurora Senior Center provides demand-responsive transportation within the City of Aurora to Senior Center members on weekdays between 8:30 a.m. and 3:00 p.m. Approximately 13,400 passenger trips were provided in 2003. Fares range from 75¢ to $3, based on the client's income. The Aurora Senior Center utilizes seven vehicles, two of which are wheelchair-accessible.

Table 16. Annual Operating Statistics - Specialized Transit									
	Ownership	**One-Way Passenger Trips**	**Vehicle-Miles**	**Vehicle-Hours**	**Operating Costs**	**Maintenance Costs**	**Administrative Costs**	**Total Costs**	**Fare Revenues**
RTD - access-a-Ride	public	387,397	5,241,919	381,645	$9,590,205	$5,847,547	$3,820,418	$19,258,170	$695,244
Adams Community Development	public	13,500	62,489	5,324	$256,180		$108,550	$364,730	
Aurora Senior Center	public	13,386	54,292	1,700	$127,323	$27,190	$24,000	$178,513	$16,593
Broomfield Easy Ride	public	8,200	20,000	1,200	$60,000	$20,000	$20,000	$100,000	$1,600
Castle Rock Senior Center	non-profit	5,519	26,449	8,000	$10,809	$2,933	$8,000	$21,742	$4,260
City of Lakewood - Lakewood Rides	public	44,949	140,393	9,520	$286,041	$86,154	$81,400	$453,595	$13,765
City of Littleton - Omnibus	public	13,214	54,247	6,240	$42,380	$16,468	$148,026	$206,874	$3,600
City of Littleton - Shopping Cart	public	12,304	28,412	1,768	$55,710	$4,523	$1,110	$61,343	$3,600
DDRC - Day Program	non-profit	51,940	159,544	6,586	$278,000	$48,000	$10,000	$336,000	$0
Developmental Pathways	non-profit	46,124	245,340	16,120	$420,766	$83,028	$75,044	$578,838	$0
Mobile Access	for-profit	5,720							
Midtown Express	for-profit	30,000	500,000	19,000	$350,000	$100,000	$100,000	$550,000	$600,000
North Metro Community Services	non-profit	32,000							
Parker Senior Center	non-profit	894	17,594	1,040	$6,901	$1,283	$210	$8,394	$2,338
Seniors' Resource Center*	non-profit	51,959	375,361	25,519	$852,000	$38,000	$135,000	$1,025,000	$370,000
Seniors! Inc	non-profit	472	5,863	970	$3,600	$1,800	$6,240	$11,640	$1,025
Special Transit**	non-profit	102,350	429,452	44,235	$1,519,902	$101,785	$456,114	$2,077,801	$73,792
Tri-Valley Senior Citizens Association	non-profit	105	4,611		$5,000	$2,000		$7,000	$282
VOA-Gilpin/Clear Creek Project	non-profit	11,991			$35,693	$2,635	$4,139	$42,467	$5,725
All Others ~35% of total trips		448,000	3,966,000	285,000				$13,613,000	
TOTAL		**1,280,024**	**11,331,966**	**813,867**	**$13,900,510**	**$6,383,346**	**$4,998,251**	**$38,895,107**	**$1,791,824**

* Does not include Adams County Community Development, Evergreen call-n-Ride, 140 Aurora Senior Center trips and 5,260 Lakewood Rides trips

** Does not include HOP, call-n-Ride and access-a-Ride

Source: DRCOG survey of transit providers, 2004

Castle Rock Senior Center

Castle Rock Senior Center is a private, non-profit organization that provides demand-responsive, point-to-point service. There are four vehicles in its fleet, two of which are wheelchair-accessible. The hours of operation are Monday through Friday from 9:00 a.m. to 3:00 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 and County of Broomfield Easy Ride

Broomfield provides transportation services to its elderly and disabled residents through its Easy Ride, a demand-responsive, door-to-door service. A fleet of three vehicles, two of which are wheelchair lift-equipped, is used to provide a variety of types of trips Monday through Friday from 7:30 a.m. to 3:20 p.m. Transportation is provided within the city to activities and meetings and for shopping, medical and personal trips. Fares range from $1 to $4. Medical trips up to eight miles outside the city can be arranged for an additional charge. In 2003, Easy Ride provided a total of 8,200 trips.

City of Lakewood - Lakewood Rides

Lakewood Rides, funded by the City of Lakewood, offers demand-responsive transportation services for elderly and disabled residents of the city. Vehicle trips are also provided for youth and other city programs. The agency operates twelve vehicles, eight of which are wheelchair-accessible. Rides are available between 7:00 a.m. and 5:00 p.m., Monday through Friday. The agency provided 45,000

passenger trips in 2003. The fare is $2 within Lakewood, $3 around the perimeter of the city and $4 for trips east of Broadway in Denver.

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 the disabled 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 the Southglenn Mall. 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 12,300 Shopping Cart trips were provided in 2003. Services are free but donations are accepted.

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 82 vehicles in its fleet. Of these, 26 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 12 percent of participants are over 60. In 2003, about 52,000 trips were supplied.

The 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 375 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.

Midtown Express

Midtown Express, a private, for-profit organization, provides demand-responsive transportation to primarily elderly and disabled customers 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. 30,000 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 disabled within the Denver metro area and areas as far as Greeley, Fort Collins, Colorado Springs and Winter Park. General service hours are weekdays from 5:00 a.m. to 5:00 p.m. and at other times with prior planning. 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. The service operates for two hours in the morning and two hours in the evening, four days a week. North Metro operates 48 vans, about half of which are wheelchair-accessible. About 32,000 trips were made in 2003.

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 3:00 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! Inc.

Seniors! Inc. is a private, non-profit organization that provides demand-responsive service for elderly and disabled riders in the metro area. One vehicle is available for weekday trips between 7:30 a.m. and 4:30 p.m. Service began in August 2003

and approximately 475 trips were made in 2003. Most clients are frail elderly and drivers often accompany them to appointments or assist with shopping. There is no fare for the transportation, but donations are accepted.

Seniors' Resource Center

Seniors' Resource Center (SRC) is a private, non-profit agency that provides specialized transportation services. SRC operates 24 vehicles Monday through Friday from 8 a.m. to 5 p.m. Limited service for dialysis and other critical care appointments is available 24 hours a day, seven days a week.

SRC Transportation Services provides demand-responsive, door-to-door service to residents of Jefferson County and urban portions of Adams County. SRC is the provider for RTD's call-n-Ride service in Evergreen and also offers limited service to residents of portions of Clear Creek, Gilpin and Park counties. Special trips can be arranged outside normal operating hours. SRC will also initiate limited fixed-route bus service in Clear Creek County in 2005.

SRC is the designated service broker for specialized transportation services in Jefferson County. As the designated broker, SRC arranges to provide necessary trips beyond their own services by working with the following vendors: RTD's access-a-Ride, American Red Cross, Lakewood Rides, Developmental Disabilities Resource Center, Metro and Yellow taxi services, and other private vendors. SRC also supplies some trips for the Aurora Senior Center.

SRC's fares vary depending on the type and length of the trip and range from $4 to over $16 per round trip. Evergreen call-n-Ride trips follow RTD's standard fare structure. SRC provided approximately 104,000 one-way passenger trips in 2004; 81,000 of these were in Jefferson County and 23,000 in other counties.

In 2004, SRC initiated a Volunteer Driver Program funded by Rose Community Foundation and HealthOne Alliance. The purpose of the program is to formalize and increase the use of volunteers to provide low cost transportation options to the Denver region's over-60 population. The goal for the next three years is to provide an additional 60,000 one-way rides through volunteers.

Special Transit

Special Transit, a private non-profit agency, provides several types of transit service in Boulder, Broomfield, Adams, Arapahoe and Larimer counties:

- Boulder and Broomfield Counties Demand-Responsive Transit – Special Transit provides traditional demand-responsive service for elderly and disabled people in Boulder and Broomfield counties. Service hours are Monday through Friday 7:30 a.m. to 5:30 p.m. In 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, this demand-responsive service is also available to the general public. Special Transit supplied over 86,000 trips in these counties in 2003.

- 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 disabled riders. The Brighton service is available on weekdays and provided 11,500 trips in 2003. Service in the Tri-Valley area is offered on Tuesdays and Fridays and provided around 1,000 trips in 2003.

- ADA Service – By contract with RTD, Special Transit provides ADA transportation within the RTD service area for people eligible and certified for access-a-Ride service. Special Transit is one of five subcontractors

operating this service in the Denver metro area. All of the 38 access-a-Ride vehicles leased to Special Transit are equipped with wheelchair lifts. Access-a-Ride service hours are the same as those of RTD's fixed-route operations. Special Transit provided 62,000 access-a-Ride trips in 2003.

- The HOP – By contract with GO Boulder and RTD, Special Transit operates the HOP bus line, a fixed-route, circulator shuttle bus between the University of Colorado, Boulder's downtown and the 29th Street retail area. There are 13 vehicles in the HOP fleet. All of the HOP vehicles are wheelchair-accessible. In 2003, the HOP had 946,000 passenger boardings.

- Call-n-Ride –Special Transit also operates RTD's call-n-Ride service in the Brighton, Broomfield, Louisville, Superior, Thornton, the Gateway area and the Interlocken/Westmoor business park. Twelve call-n-Ride vehicles are used and are all equipped with wheelchair lifts. The call-n-Ride service operates Monday through Friday, except in Brighton, Thornton and Gateway where Saturday service is also offered. Special Transit provided 114,300 trips through the call-n-Ride service in 2003.

- Travel Training – Special Transit provides mobility assessment and travel training services through its Easy Rider program. The program is 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 prepares them to use RTD services in urban areas of Boulder County. On average, each successful trainee utilizes public transit services for more than four trips per week after completing the program.

All of the local municipalities served contract with Special Transit to provide service or otherwise allocate some funding for Special Transit to operate in their

communities. Special Transit brokers trips with taxi companies and the Red Cross in Boulder and Longmont to handle overflow request, which currently average about 500 trips per month. Special Transit also offers mileage reimbursement through its Family and Friends program to facilitate another 100 trips per month.

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 2003, VOA provided 12,000 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.

Other 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 dozens of places of worship have volunteer drivers that provide rides especially to elderly and disabled persons.

Based on ridership data compiled in past Transit Development Programs, it is estimated that transit providers other than those that participated in the DRCOG survey account for about 35 percent of all specialized trips made in the region. This equates to about 448,000 one-way passenger trips a year. The average operating cost per trip for other specialized providers of $30.39 was used to calculate an estimated total operating cost of $13.6 million for all of these other operators.

E. Intercity Bus 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 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.

The Front Range Express (FREX) commuter bus service was initiated in October 2004. The bus service runs from Colorado Springs to the Denver Tech Center and downtown Denver during peak hours on weekdays. The service is currently carrying about 400 passengers a day.

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. The Ski Train is a privately-

operated passenger rail service that runs between Denver Union Station and the Winter Park Resort. The train makes 45 weekend round trips during the winter and 15 Saturday trips in the summer. Cost per trip is $35 to $45. The Ski Train carried approximately 50,000 passengers in 2003. 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 Sources

Funding for transit services is available from many sources. This section presents an overview of the major federal, state and local sources used to fund transit in the Denver region.

A. Federal Transit Administration

The Federal Transit Administration (FTA) operates several grant programs that help fund operating and administrative costs of transit providers and that provide assistance in making capital purchases such as vehicles, facilities, software and other transit-related equipment. 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 for primarily three purposes:

- new and replacement buses and related facilities
- modernization of existing rail transit systems
- new fixed guideway transit systems

Bus and Bus-Related Program

Funds granted under this part of the Section 5309 program can 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 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. Seven agencies in the DRCOG region have received 5309 funds since 2003 and all are requesting funds for 2006: Adams County, Black Hawk Transportation Authority, FlatIron Improvement District, RTD, Southeast Transportation Authority, 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 a somewhat 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 that have been 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 18 percent of the 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 who provide transportation for the elderly and disabled. 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. The DRCOG region received an average of $260,000 annually in Section 5310 grants between 2000 and 2005; recipients are listed in Chapter 6.

Section 5311 – Nonurbanized 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. Between 2000 and 2005, the DRCOG region received about $330,000 annually in Section 5311 funding; recipients are listed in Chapter 6.

B. 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%. 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 County). OAA funds are to 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 the 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. From 2000 to 2004, an average of $680,000 per year was allocated to transportation. Because of increasing needs in other areas, however, only about $490,000 was directed to transportation in 2005. DRCOG's OAA transportation funds are generally used for medical and nutrition trips.

Job Access and Reverse Commute Program

The 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. CASTA submits an annual statewide request for providers seeking JARC funding. Clear Creek County and RTD received JARC funds in 2005. Five providers in the DRCOG region are requesting funds for 2006.

Flexible Use of Highway Funds

Under the federal Transportation Equity Act for the 21st Century (TEA-21), 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 (CMAQ) Program 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 recently in the DRCOG region for transit projects such as the Santa Fe Drive HOV lanes and the Central Platte Valley light rail line.

C. Other Sources

Colorado is one of only a few states that does not have a dedicated source of state funding for general public transit. Senate Bill 1 (SB-1), passed in 1997, may provide some funds for transit before 2030. SB-1 directs surplus revenues from the state's general fund to a group of high priority transportation projects around the state; these are often referred to as "7th Pot" projects. Ten percent of SB-1 funds are set aside for transit capital improvements in the 7th Pot strategic corridors. However, because there has been no general fund surplus in recent years, it is difficult to predict when SB-1 funding will be available.

The state does provide funding for services for the elderly, 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. Between 2000 and 2003, an average of $456,000 from these sources was directed to transportation services annually. As with OAA funding, changing priorities for senior services resulted in the DRCOG Board allocating only $153,000 for transportation in 2004.

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 1% sales tax within RTD's service area. Bonding and government loans are another important source of funding for large-scale RTD projects. Fares cover for about 20% 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.

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 the identified needs.

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 center city 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.

The TSP was completed prior to the voter approval of a sales tax increase to fund the FasTracks rapid transit plan. RTD further evaluated its needs during the development of the FasTracks plan. Adjustments to bus routes were devised, including the addition of feeder service to future light rail stations, and are included in the resulting FastConnects bus plan.

Performance Measures

Several measures of performance were derived for each general public transit provider, including RTD, based on the operating statistics they reported for 2003 (see Table 14). These measures are one way of assessing how well transit resources are being used and whether transit services are cost-effective. Five measures for each provider are listed in Table 17:

- 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 – total operating cost 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 fares

Table 17. 2003 Performance Measures - General Public Transit					
	cost/ operating hour	**passengers/ operating hour**	**cost/trip**	**subsidy/ trip**	**farebox recovery**
Regional Transportation District (RTD)					
Fixed-route bus service	$84.92	26.1	$3.25	$2.61	19.7%
Light rail service	$219.84	116.5	$1.89	$1.19	37.2%
Call-n-Ride	$55.98	6.2	$8.97	$8.81	1.7%
Black Hawk Transportation Authority	$82.49	21.0	$3.92	$3.92	0.0%
Clean Air Transit Company	$33.42	7.1	$4.69	$4.69	0.0%
CU Transportation Services	$44.56	42.3	$1.05	$0.03	97.3%
FlatIron Improvement District	$78.00	9.4	$8.26	$8.26	0.0%
Golden West Commuter	n/a	n/a	$93.69	$0.16	99.8%
Southeast Transportation Authority	$55.57	8.2	$6.74	$6.74	0.0%

B. Specialized Transit Needs Assessment

Quantitative Analysis

A variety of mathematical models exist to estimate demand for transportation services. No single technique can take into account the multitude of factors that affect transportation needs and demand. DRCOG employed three quantitative techniques to estimate demand for specialized transportation in the region. Table 18 presents the results of these analyses.

Method 1

In 1994, RTD and DRCOG conducted a survey of travel patterns of seniors and the disabled within the Denver region. During preparation of the *2000-2005 Transit Development Program*, trip rate and travel mode choice data from the survey were used to develop a formula for estimating need for transportation by the "mobility-limited" population. These calculations were updated for this Transit Element.

Method 1 divides the elderly and disabled population into three groups – those who would use specialized transit under any circumstances, those who would not use specialized transit, and those who do not use transit now but would if it were available to them. An average number of trips made per week by each group is applied to determine the total number of transit trips needed by the mobility-limited population. More details on the Method 1 formula can be found in Appendix B.

Method 1 calculations resulted in an estimated current need for about 3.7 million one-way specialized transportation trips annually in the region. By 2030, the demand is expected to rise to 5.9 million trips.

Table 18. Estimated Demand for Elderly and Disabled Specialized Transportation

	2005	2030
	(annual one-way trips)	
1. Total trip demand		
Method 1	3,700,000	5,930,000
Method 2	2,040,000	4,790,000
Modified Method 2	2,750,000	6,080,000
Average (approximate mean of 3 results)	**2,830,000**	**5,600,000**
2. Unmet demand		
Trips provided by specialized transit agencies at current funding levels	1,280,000	1,280,000
Percentage of demand met (service level)	*45%*	*23%*
Total unmet demand	**1,550,000**	**4,320,000**
3. Additional trips required in 2030 to meet current level of service (45%)		**1,240,000**

Note: Funding level assumed to be inflated in future.

Method 2

Method 2 is derived from a technique outlined in CDOT's *How to Write a Transportation Development Program*. Method 2 applies factors for daily trip rate and for transportation mode choice to two groups – the non-elderly mobility-limited and the elderly. In this method, the mobility-limited population is estimated as a percentage of the total population. A modified version of Method 2 was also used, in which 2000 U.S. Census data on go-outside-the-home disability data were used to derive the mobility-limited population. More detail on both versions of Method 2 can be found in Appendix B.

Method 2 produced lower estimates of demand than Method 1. The current demand for specialized transportation was estimated at 2 million annual trips and 2030 demand was placed at 4.8 million trips. The modified Method 2, however, produced higher numbers – 2.8 million trips needed in 2005 and 6.1 million trips in 2030.

Total Demand

The results of the three methods were averaged to arrive at an estimated demand for current day and for 2030. The estimated demand for 2005 specialized transportation trips is approximately 2.8 million. By 2030, this need is expected to double to about 5.6 million annual trips. Part of the increased need can be attributed simply to the population increase between now and 2030. Additionally, although the region's total population is expected to increase by 50 percent by 2030, the proportion of the population that is over age 60 is expected to grow at an even greater rate.

Currently, about 1,280,000 specialized trips are made annually. This means that only 45 percent of the estimated demand is currently being met. If the current number of trips were provided in 2030, only 23 percent of the total demand would

be met and more than 4 million needed trips would go unfulfilled. To merely meet the current level of service provided (45 percent of demand), about 1.24 million trips on top of the 1.28 million already supplied would have to provided in 2030.

Qualitative Analysis

Transportation providers who completed the 2004 DRCOG survey were asked how often they had to refuse requests for service and if they felt there was unmet demand for transit service in their service areas. Nearly all specialized providers and many of the providers of general public transit indicated that there were unmet needs. Key comments received in the survey are listed in Figure 12.

Clearly, there is unmet need for specialized transit. Financial constraints seem to be the most limiting factor. Low-income and disabled persons seem to be the most affected. With increased funding, service areas could be expanded, more people could be provided with necessary trips and with trips that enhance their quality of life, and public knowledge of available services could be improved.

Performance Measures

Five performance measures were derived for each specialized provider who reported operating statistics to DRCOG (see Table 16). These performance measures are listed in Table 19.

Figure 12
Transit Provider Comments on Unmet Transit Demand –
DRCOG Provider Survey, 2004

- Certain trip categories remain unfunded, e.g. personal, adult day care and visitation trips.
- After higher-prioritized trips are met, there is little time left for personal trips.
- For low-income elderly, there is a need for non-medical trips such as shopping and social visits.
- Longer-distance trips are needed beyond suburban locations. Many seniors need more transportation options to medical appointments, especially to Denver.
- Some trips are unmet due to boundary or time constraints.
- Some trips must be rescheduled due to vendor capacity constraints.
- There is no connection between some services and RTD.
- Rides must sometimes be refused because buses are full. Sometimes an extra bus can be dispatched.
- Demand for specialized transit has grown in recent years as the population gets older and there is more need for wheelchair-accessible service.
- The frail elderly need special attention because of their physical and mental condition. The transit agency needs to provide more personalized service in these cases.
- There is a definite unmet need for cancer patients, especially those who need handicap support. Patients who are unable to pay for the service are also at a disadvantage.
- Many people who could use specialized transit are not aware of what services are available. Often, these people and their children don't learn of services until they have exhausted personal work leave and jeopardized their jobs.
- Our estimates indicate that there are many people who would be able to use our services, yet our riders have a very low level of usage. We know that many of our riders only call us for their most critical transportation needs, as they are aware of our capacity constraints.
- Referrals are coming in more and more from doctors offices, social service workers and HMOs as people find they cannot qualify for access-a-Ride but cannot drive themselves any longer.
- The attitude toward transit in general by elected officials is negative. The focus is on accommodating automobiles.
- The base network of transit services coming into the Southeast Corridor is very limited, even though this area has as many jobs as downtown. With the start of light rail service, there will be a need to provide effective connections to the light rail line for employees who live north of the Southeast Corridor.
- There is significant unmet demand in certain parts of the region, simply because of the cost/benefit ratio. Areas offering steady passenger traffic are more adequately serviced.
- Certain agencies cannot expand service due to Public Utilities Commission regulations.
- Some programs are entirely dependent on funding decisions made by the state.

Table 19. 2003 Performance Measures - Specialized Transit					
	cost/ operating hour	**passengers/ operating hour**	**cost/trip**	**subsidy/ trip**	**farebox recovery**
RTD - access-a-Ride	$50.46	1.0	$49.71	$47.92	3.6%
Adams Community Development	$68.51	2.5	$27.02	$27.02	0.0%
Aurora Senior Center	$105.01	7.9	$13.34	$12.10	9.3%
Broomfield Easy Ride	$83.33	6.8	$12.20	$12.00	1.6%
Castle Rock Senior Center	$2.72	0.7	$3.94	$3.17	19.6%
City of Lakewood - Lakewood Rides	$47.65	4.7	$10.09	$9.79	3.0%
City of Littleton - Omnibus	$33.15	2.1	$15.66	$15.38	1.7%
City of Littleton - Shopping Cart	$34.70	7.0	$4.99	$4.69	5.9%
DDRC - Day Program	$51.02	7.9	$6.47	$6.47	0.0%
Developmental Pathways	$35.91	2.9	$12.55	$12.55	0.0%
Midtown Express	$28.95	1.6	$18.33	-$1.67	109.1%
Parker Senior Center	$8.07	0.9	$9.39	$6.77	27.9%
Seniors' Resource Center*	$40.17	2.0	$19.73	$12.61	36.1%
Seniors! Inc	$12.00	0.5	$24.66	$22.49	8.8%
Special Transit**	$46.97	2.3	$20.30	$19.58	3.6%
Tri-Valley Senior Citizens Association	n/a	n/a	$66.67	$63.98	4.0%
VOA-Gilpin/Clear Creek Project	n/a	n/a	$3.54	$3.06	13.5%

* Does not include Adams County Community Development, Evergreen call-n-Ride, 140 Aurora Senior Center trips and 5,260 Lakewood Rides trips

** Does not include HOP, call-n-Ride and access-a-Ride

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:

1. Retain the existing provider service structure and existing relationships.
2. Implement a county- or service area-based brokerage structure.
3. 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. First, it was recognized that some form of centralization was 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. Second, 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 13. Each agency or governmental unit within the structure has unique responsibilities; these are described in the following section.

D. Agency Roles in Funding and Providing Specialized Transit

Denver Regional Council of Governments

DRCOG's Metro Vision Planning and Operations Division will maintain and update the Transit Element as needed and conduct the following activities:

- Verify eligibility for Federal Transit Administration (FTA) Section 5310 and Section 5311 application.
- Arrange transit-related meetings, make presentations and provide technical support as needed.
- Provide demographic information to assist counties in preparing county transit plans.

The DRCOG Aging Services Division will continue to administer Older Americans Act Title III funding. Title III funds will be awarded to counties for specialized transportation services that are consistent with this Transit Element.

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. In order to facilitate the implementation of this Transit Element, CDOT is requested to award this funding to providers in the nine-county DRCOG region only if they have entered into an agreement with the designated broker in the counties in which they want to use 5310 funds.

County Governments

Counties must designate a broker for specialized transit services. The county is expected to fund the administrative costs of the designated broker and to coordinate other funding sources. This effort could be the responsibility of any county department or division. In addition, counties must designate a broker to arrange Medicaid transportation; this may or may not be the same agency that is acting as the broker for specialized transit.

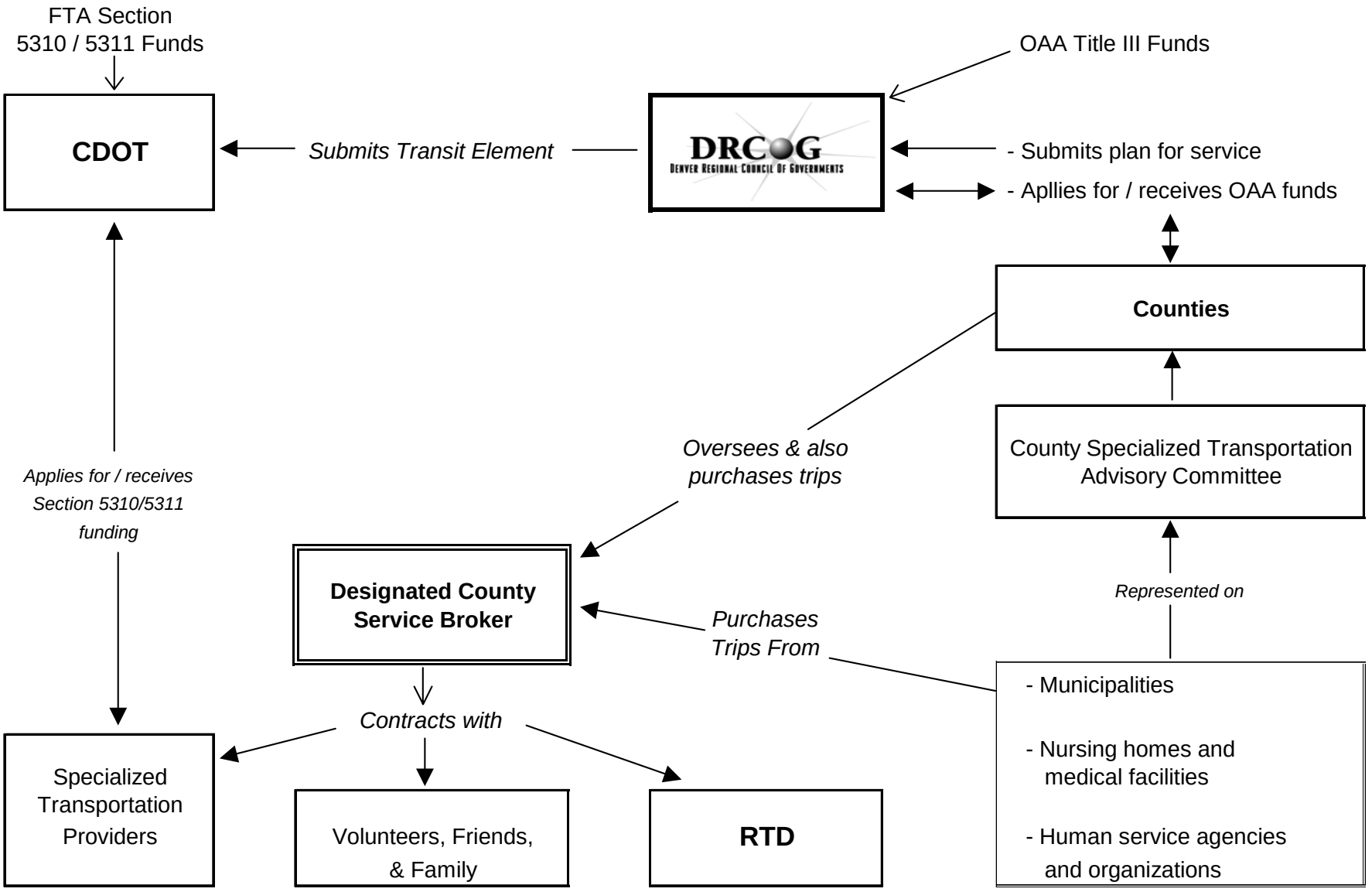
Each county is required to develop a County Plan for the Provision of Specialized Transportation, either as a stand-alone plan or as part of another adopted document. This plan serves as the basis for consideration of federal grant awards from various sources to providers in the county. Plans are submitted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

The County Plan for the Provision of Specialized Transportation should include the following:

- An inventory of existing and planned local transportation resources
- A summary of goals and objectives
- A list of trip priorities
- A definition of the role of the designated county 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:

Figure 13
Designated Specialized Transportation Service Broker System



- 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
- 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.

Designated County Service Brokers

The designated county service broker will be responsible for the exchange of information between the providers (public, private non-profit and private for-profit entities) and those riders requesting specialized transportation services. The designated broker may also be a provider of transportation services. The current designated brokers for each DRCOG county are listed in Table 20.

Responsibilities of a designated county 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 providers to provide service in the county.
- Coordinate with regional and local partners to plan inter-county routes and services and then contract with providers to provide such services. For example, the designated broker may choose to enter into a joint contract with another designated broker and a provider in order 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 called for in the agreement between the county and the designated broker.
- 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 to the county and its Specialized Transportation Advisory Committee and other entities.
- Promote specialized transportation services.

Table 20. Designated County Brokers

County	Broker
Adams	Adams County
Arapahoe	Arapahoe County
Boulder	Special Transit
Broomfield	City and County of Broomfield
Clear Creek	Volunteers of America
Denver	City and County of Denver Department of Human Services
Douglas	Douglas County
Gilpin	Volunteers of America
Jefferson	Seniors' Resource Center

Municipal Governments

Municipalities that provide funding for specialized transportation are encouraged to purchase service from the designated broker via the county's Specialized Transportation Advisory Committee. Municipalities that provide service are encouraged to sell service to the designated 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 designated county brokers within the ADA service area to maximize the region's resources. A system is envisioned whereby the designated 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 designated 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 of a regional travel training program.
- Develop a regional joint purchasing program.
- Develop an insurance pool program.

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 designated broker. Human service agencies that currently provide transportation are encouraged to work with the designated 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 designated 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. A requirement for the broker to work directly with volunteer organizations within the county could be included in the agreement between the county and the broker.

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

E. 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.

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 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.

Several jurisdictions within Douglas County have formed a group called Douglas County Transportation Solutions to investigate human services transportation

needs. The group is in the early stages of quantifying the unmet need and developing strategies to meet demand. There is a shortage of public transportation, especially to medical appointments outside of the county. Many local doctors are no longer taking new Medicaid patients and most higher level medical treatment can not be accommodated by medical facilities in the county. Douglas residents must often see doctors in Arapahoe County or Denver, even for regular office visits.

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. The city is 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.

F. Coordination of Specialized Transit Services

Numerous efforts have been undertaken in the past two decades to investigate 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. As of March 2005, two complementary studies of coordination were getting underway. First, the Getting There Collaborative is examining mobility needs including transit service in the Denver region for seniors. Second, a study led by state agencies and funded by the federal government under its United We Ride initiative will focus on all types of specialized transit at both the state and local levels. The resulting recommendations from these efforts will be incorporated into future updates of the Transit Element.

6. Short-Range Transit Needs

Transit providers in the Denver region were asked to assess their short-term needs, both capital and operating, for increases to their service through 2010. It was assumed that all providers would at least maintain their current levels of service, if not increase them.

A. RTD

RTD's *2005-2010 Transit Development Program* 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 21 with the projected total cost. A total of $2.76 billion dollars will be spent. Of those funds, $432 million will be spent on capital projects that will:

- Complete the light rail line in the Southeast Corridor.
- Purchase new buses and access-a-Ride vehicles.
- Upgrade the ventilation in existing light rail cars.
- Improve light rail stations and bus stops.
- Construct the Boulder Transit Village.
- Improve Civic Center Station and Denver Union Station.
- Improve security and increase use of video surveillance.

About $1.75 billion dollars will be used to operate bus, access-a-Ride and light rail service. New or increased services include bus service to Lone Tree, feeder buses associated with the Southeast Corridor light rail and additional service on some of the City of Boulder Community Transit Network bus routes.

Table 21. RTD's 2005-2010 Transit Development Program		
Project Category	**Key Projects**	**Cost 2005-2010** (2005 dollars)
Capital Projects		
Rapid Transit Development	Southeast Corridor	$256,433,474
Fleet Modernization and Expansion	new buses, light rail car improvements, new ADA vehicles	$117,797,300
Bus Infrastructure	shelters, street improvements	$3,810,000
Light Rail Transit	system upgrades, station signage	$2,298,200
Transfer Stations	Boulder Transit Village, Civic Center, Denver Union Station construction & improvements	$13,388,305
Park-n-Rides	new and expansion	$20,975,000
Capital Support Equipment	support vehicles, information systems, security, video surveillance	$10,939,060
Maintenance and Administrative Facilities	office and maintenance facility improvements	$3,706,700
Discretionary Capital		$2,400,000
	SUBTOTAL:	**$431,748,039**
Operating, Maintenance and Administrative Projects		
Bus Operations - Current RTD		$566,628,272
Bus Operations - Private Carrier Current Contracts*		$199,452,516
Bus Operations - Private Carrier Reissue Contracts*		$223,835,364
Bus Operations - call-n-Ride*	existing service, Southeast Corridor feeders	$21,955,927
Private Contract Administration Costs		$4,302,210
Service Increases - RTD-Operated	Lone Tree, Southeast Corridor feeders, DASH, STAMPEDE, BOLT	$12,241,260
Cost Sharing Agreements - Bus Service	HOP, Link	$13,484,388
Vanpool Program		$2,700,000
Light Rail Operations	C Line, D Line	$178,254,028
ADA Operating Costs*		$139,707,532
Facilities Maintenance and Engineering		$86,285,496
Facilities Maintenance - Additional Costs		$6,181,500
Direct Costs - Other Departments		$122,765,754
Indirect Costs - Other Departments	property management, Denver Union Station operations	$164,340,528
Planning - Light Rail	Southeast Corridor, modeling	$879,554
Additional Costs - Other Departments	security	$480,000
Passthrough Grants	ZIP, CASTA grants	$3,560,223
	SUBTOTAL:	**$1,747,054,552**
Debt Service	**SUBTOTAL:**	**$581,387,509**
	GRAND TOTAL:	**$2,760,190,100**

* Presented in year of expenditure dollars.

Source: RTD

B. Other Transit Providers

Tables 22 and 23 list the specific projects identified by non-RTD providers for service increases between 2005 and 2010. These projects only represent enhancements over existing levels of service. 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 22. Short-Term Identified Needs For Increased Service, General Transit Providers

Provider	Project/Item	Cost 2005-2010 (2005 dollars)
Black Hawk Transportation Authority	expand service into Central City	$330,500
Black Hawk Transportation Authority	construct covered storage for vehicles	$900,000
Black Hawk Transportation Authority	purchase new vehicle	$230,000
City of Boulder	increase number of Eco Passes to 100,000	$3,000,000
City of Boulder	implement ORBIT service on 28th and Folsom	$1,800,000
City of Littleton Shopping Cart	purchase new bus	$50,000
CU Transportation Services	increase fixed-route service	$195,885
CU Transportation Services	purchase 3 new articulated buses	$425,000
CU Transportation Services	expand maintenance facility to accommodate articulated buses	$225,000
CU Transportation Services	increase staffing to accommodate expansion	$35,000
Clean Air Transit Company	increase each of 3 routes by 1 additional service hour	$35,000
Clean Air Transit Company	add service to SkyRidge Hospital 3 days per week	$55,000
Clean Air Transit Company	increase service - local, regional, commuter, midday	$300,000
Clean Air Transit Company	construct 2 park-and-ride lots	$3,500,000
FlatIron Improvement District	increase service - 2 more routes	$200,000
Mobile Access	purchase new vehicle	$50,000
Platte Valley Trolley	build trolley barn	$200,000
Ski Train	increase marketing primarily for summer trips	$20,000
Southeast Transportation Authority	expand Route 77 to seven peak hour serving Dry Creek light rail station	$700,000
Southeast Transportation Authority	provide Arapahoe call-n-Ride	$625,000
Southeast Transportation Authority	provide staffed service center at Arapahoe light rail station	$1,000,000
Southeast Transportation Authority	increase fixed-route and call-n-Ride service as needed to accommodate increased demand	$2,500,000

Table 23. Short-Term Identified Needs For Increased Service, Specialized Providers		
Provider	**Project/Item**	**Cost 2005-2010** (2005 dollars)
Adams County Community Transit	purchase 5 additional vans	$250,000
Adams County Community Transit	increase operations 5% annually	$88,500
Broomfield Easy Ride	hire additional part-time driver	$90,000
Castle Rock Senior Center	hire dispatcher	$108,000
Castle Rock Senior Center	hire full-time driver	$120,000
Castle Rock Senior Center	add service to transfer site for trips to hospital	$10,000
City of Englewood	increase service	$1,590,000
City of Littleton Omnibus	purchase new buses	$100,000
Midtown Express	expand service	$100,000
Midtown Express	hire dispatcher	$120,000
Developmental Pathways	purchase new bus	$50,000
Developmental Pathways	hire additional driver	$180,000
Seniors! Inc	purchase 3 new vans	$120,000
Seniors! Inc	double current service	$141,720
Seniors' Resource Center	purchase 1 to 2 new vehicles per year	$300,000
Seniors' Resource Center	hire 1 part-time dispatcher and 1 full-time intake staff	$216,000
Seniors' Resource Center	increase trip volume by 20%	$300,000
Special Transit	increase service by 3% annually	$390,000
Special Transit	expand Mobility Assessment and Travel Training program	$228,000
Special Transit	expand mileage reimbursement program	$36,000
Special Transit	purchase 1 new vehicles per year	$270,000
Special Transit	purchase global positioning system software and equipment	$260,000
Special Transit	upgrade compressed natural gas fueling station	$125,000
Special Transit	renovate and expand Operations Center	$550,000

C. Eligibility for FTA Section 5310 and Section 5311 Grants

FTA's Section 5310 provides grants for capital expenses to non-profit agencies and certain public agencies for transit serving the elderly and disabled. Section 5311 provides funds that can be used by government agencies and non-profit agencies for capital and operating expenses associated with transit service in non-urbanized areas. CDOT administers the grant programs in the state of Colorado. Several transit providers in the DRCOG region have applied to CDOT

and received these funds in the past. Table 24 shows providers who requested funds from 2000 to 2005.

Table 24. FTA Section 5310 and 5311 Awards, 2000 to 2005

Provider	5310		5311	
	Amount Requested	Amount Awarded	Amount Requested	Amount Awarded
Adams County	$172,000	$119,001		
Broomfield Senior Services	$40,000	$40,000		
Black Hawk Transportation Authority			$51,250	$0
Castle Rock Senior Center	$67,000	$0		
Nederland Area Seniors	$33,360	$0		
Seniors' Resource Center	$1,026,800	$680,002	$610,417	$426,300
Special Transit	$917,500	$702,400	$1,885,000	$1,420,100
Total Longterm Care	$254,000	$42,000		
Town of Castle Rock			$320,600	$145,000
Total	**$2,510,660**	**$1,583,403**	**$2,867,267**	**$1,991,400**

Source: CDOT

The 5310/5311 application and award process is conducted by CDOT every two years. In Spring 2005, CDOT will issue the notification of availability of funds for 2006 and 2007 and providers can submit 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.

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 14 lists the non-profit and public providers for whom DRCOG has established eligibility to apply for FTA Sections 5310 or 5311 grants, as applicable. 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 evaluates, 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 seeking 5310 funding agree to work with designated county brokers to provide specialized trips. Any provider not willing to do so will not meet CDOT's requirement of being consistent with the Transit Element.

Figure 14
Transit Providers Verified to Apply for FTA 5310 or 5311 Grants
(Specific projects proposed by these agencies must be verified for eligibility)

- Adams Community Development
- American Cancer Society
- Aurora Senior Center
- Black Hawk Transportation Authority
- Castle Rock Senior Center
- City and County of Broomfield
- City of Englewood
- City of Lakewood
- City of Littleton
- Clean Air Transit Company
- Developmental Disabilities Resource Center
- Developmental Pathways
- FlatIron Improvement District
- Parker Senior Center
- Platte Valley Trolley
- Seniors' Resource Center
- Seniors! Inc
- Southeast Transportation Authority
- Special Transit
- Tri-Valley Senior Citizens Association
- VOA-Gilpin/Clear Creek Project

7. Long-Range Transit Needs

The long-range transit element identifies costs associated with providing transit services from 2011 to 2030. Several long-term rapid transit improvements are identified in the 2030 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 that will 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 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
- 40 miles of new light rail service in the Central, West, Gold Line and I-225 Corridors
- 80 miles of new commuter rail service along the US-36/Longmont Diagonal, 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 2030 MVRTP. The 2030 regional rapid transit system was separated into three system tiers:

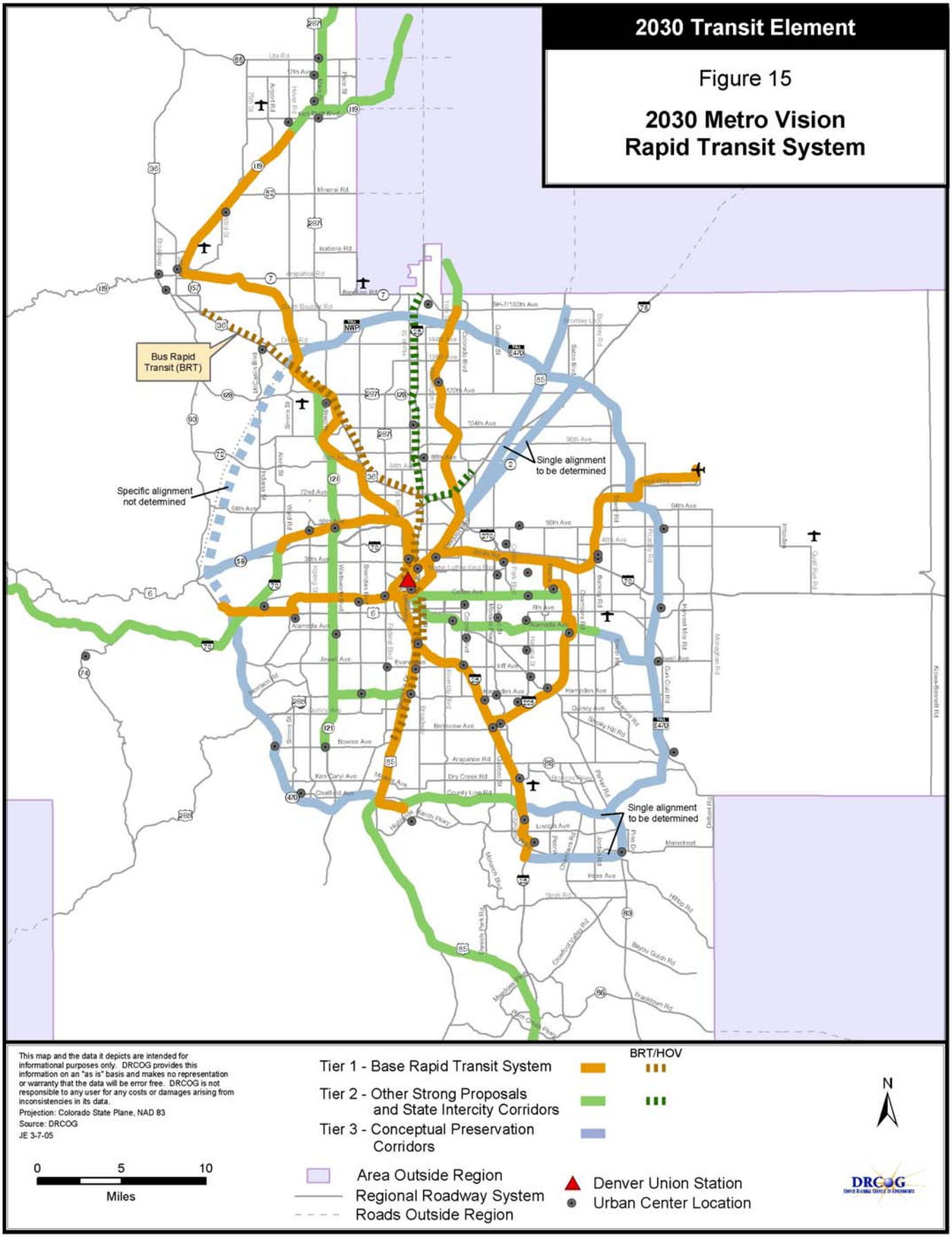
Tier 1: Base Rapid Transit System (orange lines on Figure 15) – This 200-mile system includes light rail, commuter rail and bus rapid transit corridors and bus/HOV facilities that are currently operating or under construction or that have been thoroughly studied in a recent major investment study (MIS), environmental impact statement (EIS) or RTD planning study. This system will serve the most densely developed parts of the region, including at least 18 urban center locations. It 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 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 between rail lines and between different modes of travel.

Tier 1 represents all of the rapid transit components of the FasTracks plan. Tier 1 is fiscally constrained, meaning that all funding necessary to complete these improvements is reasonably expected to be available by 2030.

Tier 2: Strong Candidate Regional Corridors and State Intercity Corridors (green lines on Figure 15) – Several other corridors would traverse major developed areas within the region and/or provide service to and from other parts of the state. Regional corridors that would have 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


2030 Transit Element
Figure 15
2030 Metro Vision
Rapid Transit System
Bus Rapid Transit (BRT)
Specific alignment not determined
Single alignment to be determined
Single alignment to be determined
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
JE 3-7-05
0 5 10
Miles
BRT/HOV
Tier 1 - Base Rapid Transit System
Tier 2 - Other Strong Proposals and State Intercity Corridors
Tier 3 - Conceptual Preservation Corridors
Area Outside Region
Regional Roadway System
Roads Outside Region
Denver Union Station
Urban Center Location
N
DRCOG

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 regional corridors total 70 miles. The portion of the intercity rail corridors within the Denver region total 80 miles. Funds to complete Tier 2 are not currently expected to be available by 2030.

Tier 3: Conceptual Preservation Corridors (blue lines on Figure 15) – These future rapid transit corridors are located along major highways or freight railroad lines such as E-470, the proposed Northwest Corridor and the US-85/I-76 corridor. These lines would cover about 115 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 at this time to be available by 2030.

B. RTD Fixed-Route Bus Service

Key improvements in fixed-route bus service are also identified in the 2030 MVRTP. Several of these improvements will be accomplished through the FastConnects component of the 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, resulting in a 20 percent increase in overall service by 2030

C. Other Transit Providers

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 25 lists these long-term expansion needs for providers of both non-RTD general public transit and specialized transportation. As mentioned earlier for short-term needs, these projects represent only increases over existing levels of service. 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 25. Long-Term Identified Needs For Increased Service		
Provider	**Project/Item**	**Cost 2011-2030** (2005 dollars)
General Transit Providers		
City of Boulder	revise LEAP service on Pearl and 55th to Table Mesa	$25,200,000
City of Boulder	increase number of Eco Passes	$6,300,000
City of Boulder	increase number of Community Eco Passes	$14,000,000
City of Boulder	add additional transit services	$44,100,000
Clean Air Transit Company	add service to connect to future commuter rail	$75,000
Platte Valley Trolley	purchase trolley suitable for all weather	$1,000,000
Southeast Transportation Authority	increase operating expenditures for new service	$71,500,000
Specialized Transit Providers		
Adams County Community Transit	purchase 4 additional vans	$200,000
Adams County Community Transit	increase operations 5% annually	$430,000
Developmental Pathways	purchase 2 new buses	$100,000
Developmental Pathways	hire 2 additional drivers	$1,200,000
Midtown Express	purchase new vehicles	$50,000
Seniors' Resource Center	increase service	$7,000,000
Special Transit	increase service 5% annually	$3,100,000
Special Transit	expand Mobility Program	$760,000
Special Transit	expand reimbursement program	$120,000
Special Transit	purchase 1 vehicle annually	$900,000
Special Transit	construct new facility	$6,000,000

8. 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 26 presents both the total vision for transit without any fiscal constraint and the needs that can be met under fiscal constraints. Table 27 indicates expected revenue sources for the fiscally constrained element.

A total of $19.6 billion is expected to be available for transit between now and 2030. The majority of this funding will go toward RTD services, including funding for the FasTracks project. About $565 million is expected to be available from all sources for other general public transit and for specialized transit.

An additional $9.2 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 2030 transit system is $26.8 billion.

Table 26. Fiscally Constrained 2030 Transit Element				
System Component	**Description**	**Total Estimated Cost (Needed Services)**	**Fiscally Constrained Expenditures**	**Estimated Shortfall**
		(in millions of 2005 dollars)		
1. RTD				
Base Transit Services				
System facilities and fleet		$2,240	$2,240	$0
Base bus and rail service		$9,511	$9,511	$0
ADA service	access-a-Ride	$700	$700	$0
Remaining Southeast Corridor	complete T-REX light rail	$395	$395	$0
FasTracks Improvements	light rail, commuter rail, bus rapid transit stations, Denver Union Station, bus service increases	$3,257	$3,257*	$0
Bus Capital Expansion	FasTracks bus, CMAQ-funded bus	$590	$590	$0
Debt Service	debt service for FasTracks	$2,300	$2,300	$0
2. Other General Public Transit				
Existing services				
Maintain current levels of service		$182	$182	$0
Expand service		$419	$193	$226
Proposed rapid transit - Tier 2	Wadsworth, Hampden, East Colfax, C-470, and Speer/Alameda corridors	$2,530	$0	$2,530
Proposed rapid transit - Tier 3	E-470, Northwest Corridor, SH-2/I-76, and Parker corridors	$3,210	$0	$3,210
3. Specialized Transit (non-RTD)				
Existing services				
Maintain current levels of service		$165	$165	$0
Expand service		$234	$25	$209
4. Intercity Transit Service				
Rail	statewide passenger rail corridors: I-70 Mountain, US-85/I-25 South, North I-25	$2,980	$0	$2,980
Bus	Front Range Express	$50	$0	$50
Total		**$28,763**	**$19,558**	**$9,205**

*An additional $320 million has been allocated for HOV/BRT lanes in the FasTracks US-36 corridor (federal, RTD and local revenue sources).

Table 27. 2030 Metro Vision Transit System Estimated Costs and Revenue Sources										
	Cost		Revenue Source							
			FHWA	FTA				Local		
System Category	Total	Fiscally Constrained	CM/Q	5310	5311 (	5307 & 5309	New Starts	Fares, Taxes, etc.	RTD FasTracks	Other Local
	(in millions of 2005 dollars)									
Base Transit Services										
RTD system facilities and fleet	$2,240	$2,240				$800.0		$1,440.0		
RTD base bus and rail service	$9,511	$9,511				$764.0		$8,747.0		
RTD ADA service	$700	$700				$100.0		$600.0		
Other non-RTD transit services (general & specialized)	$1,000	$565		$8.4	$10.5	$26.0				$520.0
New Regional Transit										
FasTracks improvements	$3,257	$3,257*					$700.0		$2,557.0	
Remaining Southeast Corridor	$395	$395					$291.6	$103.0		
Proposed rapid transit - Tier 2	$2,530	$0								
Proposed rapid transit - Tier 3	$3,210	$0								
RTD bus capital expansion	$590	$590	$80.0						$510.0	
Other										
Intercity bus	$50	$0								
Intercity rail	$2,980	$0								
RTD FasTracks debt service	$2,300	$2,300							$2,300.0	
GRAND TOTAL	**$28,763**	**$19,558**	**$80**	**$8**	**$11**	**$1,690**	**$992**	**$10,890**	**$5,367**	**$520**

*An additional $320 million has been allocated for HOV/BRT lanes in the FasTracks US-36 corridor (federal, RTD and local revenue sources

APPENDICES

Appendix A

Transit Agency Websites

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.englewoodgov.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
Clean Air Transit Company	www.crgov.com/SectionIndex.asp?SectionID=43
CU Transportation Services	ucbparking.colorado.edu
Developmental Disabilities Resource Center	www.ddrcco.com
Developmental Pathways	www.developmentalpathways.org
FlatIron Improvement District - Zip Shuttle	www.zipshuttle.com
Front Range Express	www.frontrangeexpress.com
GO Boulder	www.ci.boulder.co.us/goboulder
Golden West Commuter	www.gwcommuter.com
North Metro Community Services	www.nmcommserv.com
Platte Valley Trolley	www.denvertrolley.org
Regional Transportation District (RTD)	www.rtd-denver.com
Seniors' Resource Center	www.srcaging.org/transportation.html
Seniors! Inc	www.seniorsinc.org
Ski Train	www.skitrain.com
Southeast Transportation Authority - The Link	www.thelinkbus.com
Special Transit	www.specialtransit.org
VOA-Gilpin/Clear Creek Project	www.voacolorado.org

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.colorail.org
Transit Alliance	www.transitalliance.org

Appendix B

Transit Demand Calculation Methodology

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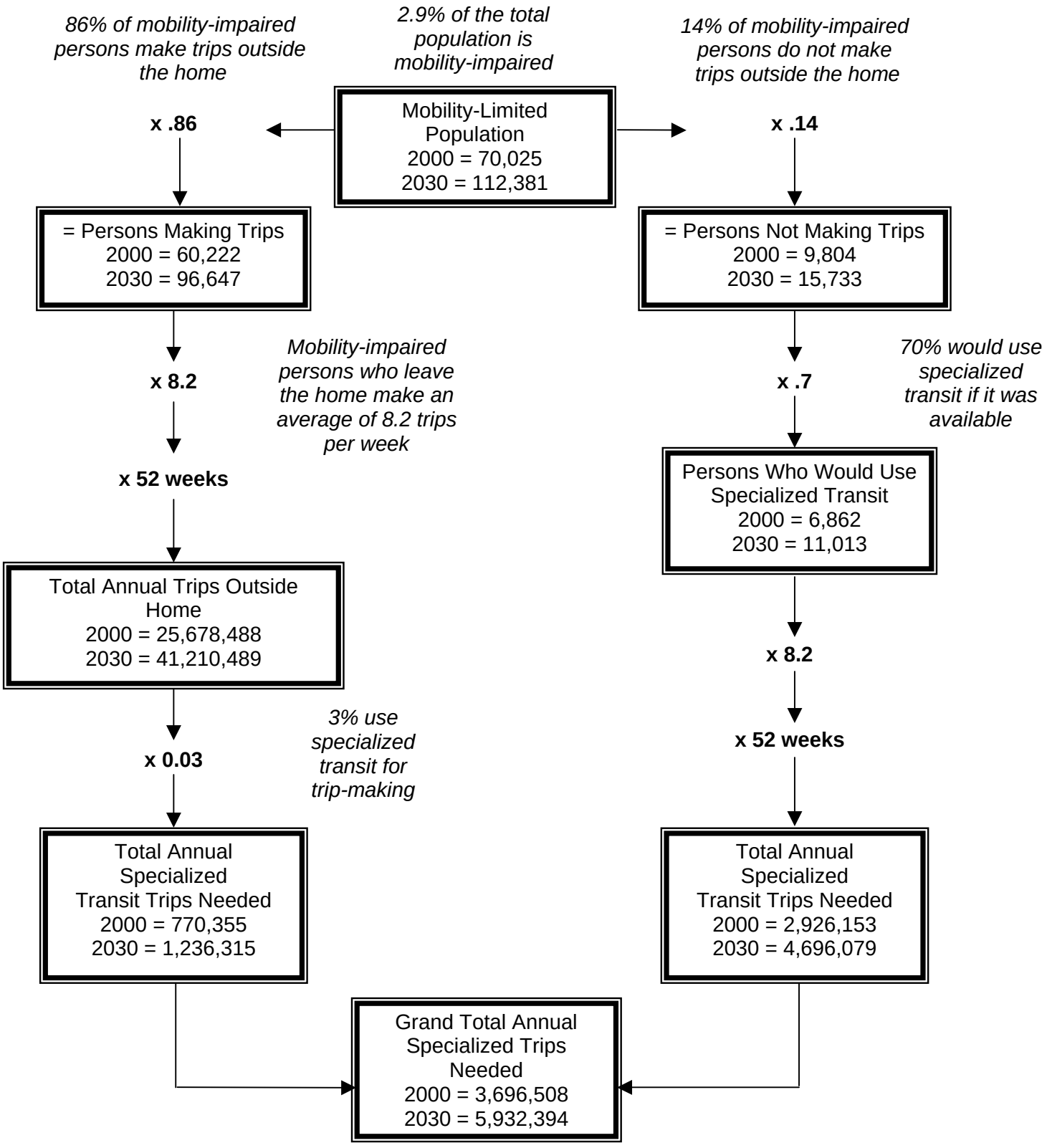
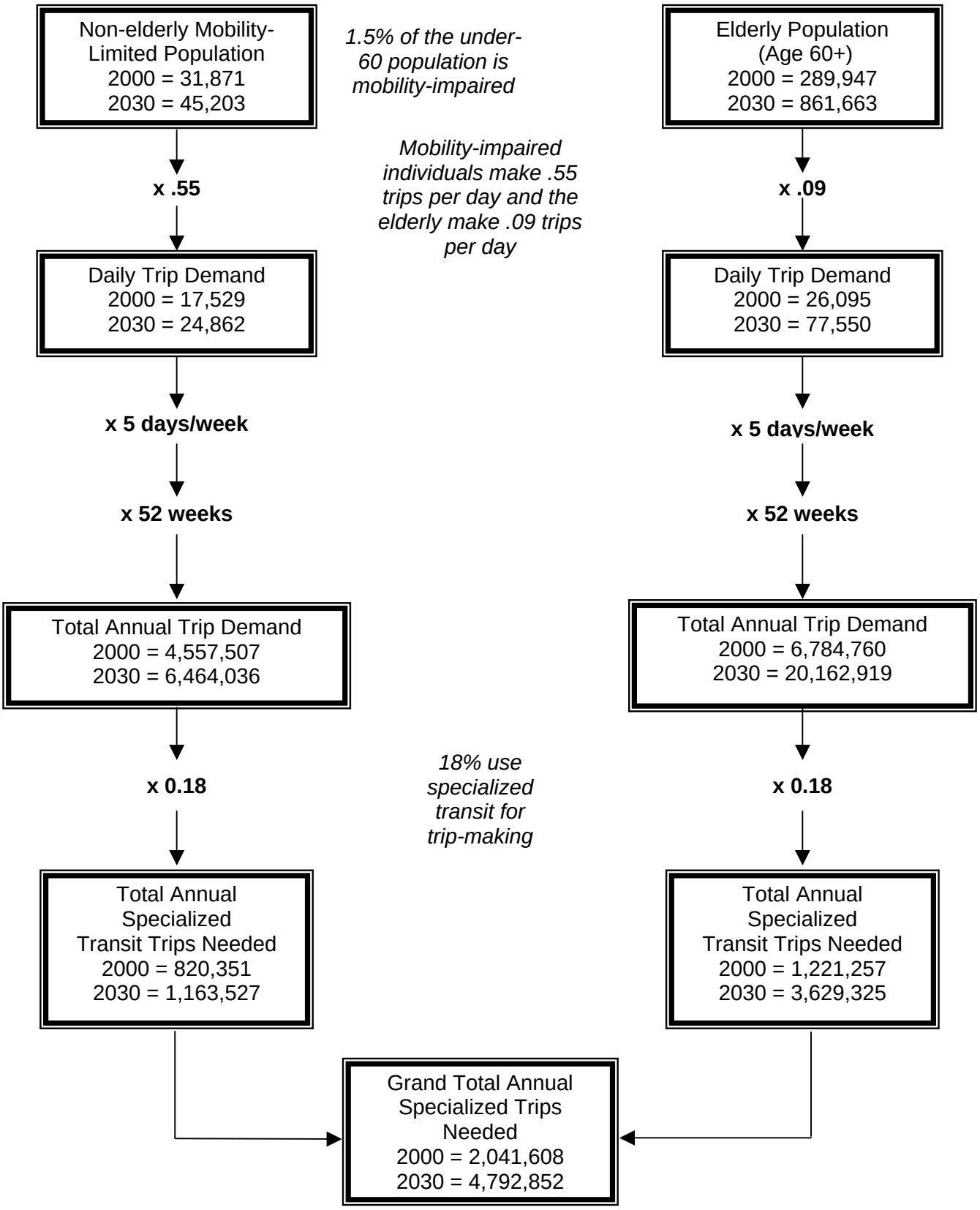
Method 1

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



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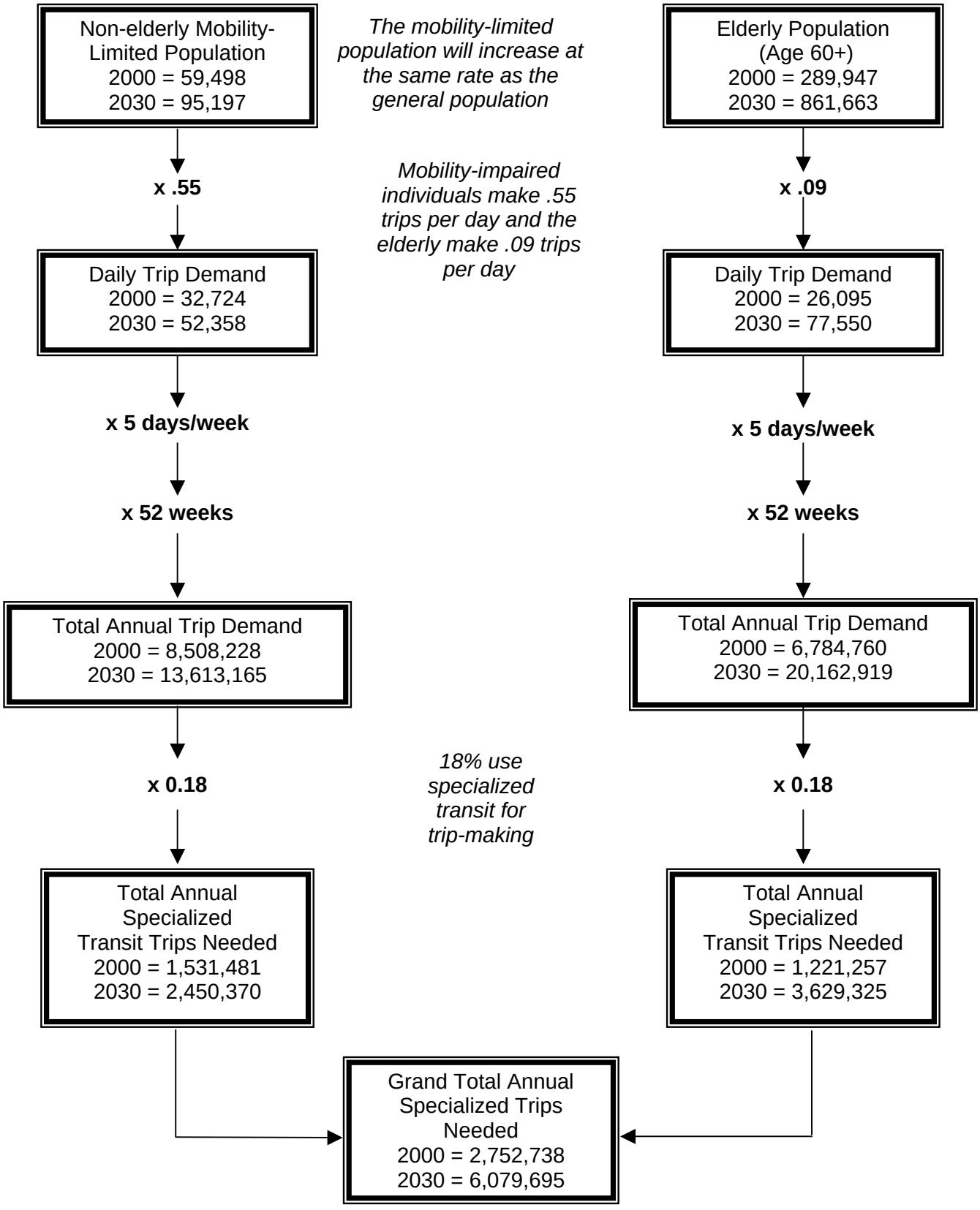
Modified Method 2

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

ACTS	Arapahoe County Transportation Services
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
DUS	Denver Union Station
EIS	Environmental impact statement
FREX	Front Range Express
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High-occupancy vehicle
JARC	Job Access and Reverse Commute
LRT	Light rail transit
MIS	Major investment study
MVRTP	Metro Vision Regional Transportation Plan
NHS	National Highway System
OAA	Older Americans Act
RFP	Request for proposals
RTD	Regional Transportation District
SB-1	Senate Bill 1
SETA	Southeast Transportation Authority
SOV	Single-occupant vehicle
SRC	Seniors' Resource Center
STP	Surface Transportation Program
TDP	Transit Development Program
TE	Transit Element
TEA-21	Transportation Equity Act for the 21st Century
TOD	Transit-oriented development
TSP	Transit System Plan
VOA	Volunteers of America

Appendix D
Transit Facility Inventory

Appendix B. Transit Facility Inventory			
Facility Description	**Age (years)**	**Cost to Maintain, Replace, Expand (in 2005 $)**	
		Next 6 Years	**7 to 20 Years**
City of Boulder			
Boulder Transit Village	n/a	Phase 1 - $11.6 million	Phase 2 would include development of the rail passenger facility - ~$2 million
UMC Intermodal Center	n/a		~ $7.5 million
City and County of Broomfield			
office space within senior center	18	$10,000	$10,000
CU Transportation Services			
maintenance Shop	45	expand - $225,000	
Developmental Disabilities Resource Center			
terminal (garage/maintenance)	16	$65,000/year	$65,000/year
FlatIron Improvement District			
fixed guideway, shelters and signage	3	$180,000	$420,000
Golden West Commuter			
garage, offices	40	routine maintenance - less than $1,000 annually	replace - $130,000
Midtown Express			
office	12	$30,000	
garage/maintenance	30	$25,000	
Parker Senior Center			
garage for vans	20	n/a	n/a
Seniors' Resource Center			
bus pole barn in Evergreen	2	$4,000 every 3 years	
Southeast Transportation Authority			
21 bus shelters	3	$180,000	$390,000
Special Transit			
administrative offices and maintenance facility	15	$200,000	$6,000,000
Operations Center and bus garage	5	$370,000	
CNG fueling station	10	$125,000	

Appendix E
Transit Vehicle Inventory

Appendix E. Transit Vehicle Inventory

	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Access?	Capacity: Seated	Capacity: Standing	Capacity: Wheel-chair	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
Adams County											
1	unit (50) vin (8665)	2001	2001	38,075	yes	10	0	2	gasoline	2006	$50,000
2	unit (51) vin (5639)	2002	2002	32,458	yes	10	0	2	gasoline	2007	$50,000
3	unit (52) vin (5633)	2002	2002	30,555	yes	10	0	2	gasoline	2007	$50,000
4	unit (53) vin (5637)	2002	2002	30,332	yes	10	0	2	gasoline	2007	$50,000
5	unit (54) vin (6331)	2003	2003	8,770	yes	10	0	2	gasoline	2008	$50,000
Aurora Senior Center											
1	10207	2001	2001		no	21	0	0	diesel		
2	10820	2001	2001		no	19	0	1	gasoline		
3	50609	1995	1995		yes	13 or 17	0	1 or 0	gasoline	2005	
4	10821	2001	2001		yes	20 or 14	0	1 or 2	gasoline		
5	21965	2002	2002		no	14	0	0	gasoline		
6	21966	2002	2002		no	14	0	0	gasoline		
7	21967	2002	2002		no	14	0	0	gasoline		
Black Hawk Transportation Authority											
1	3 Blue Bird buses provided by Laidlaw										
Castle Rock Senior Center											
1	Dodge Caravan	1999	1999	23,062	yes	3	0	1	gasoline	2004	$21,000
2	Ford Bus	1995	2002	202,333	yes	12	0	2	gasoline	2004	$50,000
3	Dodge Ram Van	1999	1999	35,257	no	13	0	0	gasoline	2008	$34,000
4	Chevy Impala	2001	2002	52,616	no	4	0	0	gasoline	2008	$25,000
City and County of Broomfield – Easy Ride											
1	Eldorado	1999	1999	43,000	yes	17	0	2	gasoline	2010	$80,000
2	Ford Van	2003	2003	500	yes	9	0	1	gasoline	2014	$43,000
3	Ford BOC	2004	2004	2,300	no	22	0	0	diesel	2014	$48,000
City of Lakewood - Lakewood Rides											
1	213 Chevy School Bus	1993	1997	33,294	no	21	n/a	No	gasoline	n/a	Head Start
2	214 Chevy School Bus	1993	1997	36,976	no	21	n/a	No	gasoline	n/a	Head Start
3	300 Bluebird Bus	1999	1999	84,053	yes	22	n/a	2	bio-diesel	2009	$109,210
4	306 Bluebird Bus	1999	1999	87,270	yes	22	n/a	2	bio-diesel	2009	$109,210
5	366 Bluebird Bus	1999	1999	94,590	yes	22	n/a	2	bio-diesel	2009	$109,210
6	375 Bluebird Bus	1999	1999	86,780	yes	22	n/a	2	bio-diesel	2009	$109,210
7	377 Bluebird Bus	1999	1999	73,861	yes	22	n/a	2	bio-diesel	2009	$109,210

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
8	325 Turtletop Bus	1997	1997	96,782	yes	18	n/a	2	gasoline	2006	$64,800
9	337 Turtletop Bus	1997	1997	103,076	yes	18	n/a	2	gasoline	2006	$64,800
10	386 Turtletop Bus	1997	1997	75,225	yes	18	n/a	2	gasoline	2006	$64,800
11	358 Dodge Van	2001	2001	38,270	no	15	n/a	0	gasoline	2010	$42,400
12	379 Dodge Van	2001	2001	11,885	no	15	n/a	0	gasoline	2010	$42,400
City of Littleton - Omnibus											
1	Ford Bus (1505)	2000	2000	67,175	yes	12	0	2	gasoline	reserve	$50,000
2	Ford Bus (1511)	2003	2003	27,076	yes	10	0	2	gasoline	2009	$50,000
3	Chevy Van (1509)	2001	2001	54,252	yes	8	0	1	gasoline	2007	$50,000
4	Chevy Van (1507)	2001	2001	68,126	yes	8	0	1	gasoline	2007	$50,000
City of Littleton - Shopping Cart											
1	Ford Bus	2002	2002	15,000	no	12	0	0	gasoline	2007	$40,000
Clean Air Transit Company											
1	BOC	1999	1999	203,000	yes	15	0	2	CNG	2004	$74,000
2	BOC	2002	2002	67,400	yes	15	0	2	CNG	2005	$78,000
3	BOC	2002	2002	62,100	yes	15	0	2	CNG	2005	$78,000
4	BOC	2002	2002	49,600	yes	15	0	2	CNG	2006	$80,000
CU Transportation Services											
1	121A72	1992	1992	209,418	no	45	20	0	B20		
2	122A72	1992	1992	194,731	no	45	20	0	B20		
3	123A72	1986	1986	200,067	no	44	20	0	B100		
4	468DHU	1986	2001	156,720	no	68	40	0	B20		
5	470DHU	1986	2001	14,970	no	68	40	0	B20		
6	664A71	1992	1992	173,654	no	45	20	0	B20		
7	665A71	1986	1986	211,690	no	44	20	0	B100		
8	671BAW	1995	2003	144,664	yes	29	15	2	natural gas		
9	672BAW	1995	2003	129,718	yes	29	15	2	natural gas		
10	673BAW	1995	2003	177,471	yes	29	15	2	natural gas		
11	695A71	1986	1986	206,340	no	44	20	0	B100		
12	793BAU	2000	2000	44,297	yes	26	15	2	B20		
13	794BAU	2000	2000	42,479	yes	26	15	2	B20		
14	988A76	1996	1996	151,614	yes	43	25	2	B20		
15	989A76	1996	1996	144,923	yes	43	25	2	B20		
16	992A68	1998	1998	42,108	yes	22	15	2	B20		
Developmental Disabilities Resource Center											
1	Ford Diamond Bus	1988	1988	60,523	yes	8	0	2	gasoline	2005	$45,000
2	Ford E350 Van	1989	1989	82,638	yes	6	0	1	gasoline	2006	$25,000

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
3	Ford E350 Van	1989	1989	101,816	no	15	0	0	gasoline	2006	$25,000
4	Ford E350 Van	1989	1989	100,647	yes	8	0	1	gasoline	2005	$45,000
5	Chevy Celebrity Wagon	1987	1987	58,647	no	6	0	0	gasoline	2007	$15,000
6	Ford E350 Van	1993	1993	43,061	yes	6	0	2	gasoline	2008	$42,000
7	Dodge B350 Van	1994	1994	107,337	no	15	0	0	gasoline	2006	$25,000
8	Dodge B350 Van	1994	1994	105,374	no	15	0	0	gasoline	2006	$25,000
9	Chevy G30 Van	1988	1994	131,253	no	12	0	0	gasoline	2008	$25,000
10	Dodge B350 Van	1995	1995	118,626	yes	9	0	1	gasoline	2005	$35,000
11	Ford Tempo	1992	1995	109,141	no	5	0	0	gasoline	2006	$12,000
12	Chevy G30 Van	1988	1995	87,965	no	12	0	0	gasoline	2006	$25,000
13	Dodge B350 Van	1996	1996	98,761	yes	9	0	1	gasoline	2008	$45,000
14	Dodge B350 Van	1996	1996	71,503	yes	9	0	1	gasoline	2008	$45,000
15	Dodge B350 Van	1992	1996	153,869	no	15	0	0	gasoline	2007	$25,000
16	Dodge B350 Van	1997	1997	73,902	yes	9	0	1	gasoline	2008	$45,000
17	Dodge B350 Van	1997	1997	69,674	yes	9	0	1	gasoline	2008	$45,000
18	Dodge B350 Van	1996	1997	41,831	yes	6	0	2	gasoline	2009	$45,000
19	GMC G30 Van	1995	1997	95,648	no	12	0	0	gasoline	2006	$25,000
20	Chevy Astro Van	1997	1997	104,008	no	7	0	0	gasoline	2008	$25,000
21	GMC Safari	1996	1997	77,434	no	7	0	0	gasoline	2007	$25,000
22	GMC Safari	1996	1997	106,930	no	7	0	0	gasoline	2006	$25,000
23	Ford E350 Van	1996	1997	62,702	yes	9	0	1	gasoline	2008	$45,000
24	Ford E350 Van	1996	1997	67,062	yes	9	0	1	gasoline	2008	$45,000
25	Ford Taurus	1993	1997	62,713	no	5	0	0	gasoline	2008	$20,000
26	Dodge B250 Van	1992	1998	88,423	no	8	0	0	gasoline	2007	$20,000
27	Dodge B350 Van	1994	1998	93,800	no	12	0	0	gasoline	2007	$25,000
28	Dodge B350 Van	1997	1998	54,644	yes	9	0	1	gasoline	2009	$45,000
29	Dodge B350 Van	1997	1998	69,057	yes	9	0	1	gasoline	2009	$45,000
30	Dodge B350 Van	1997	1998	60,071	yes	8	0	2	gasoline	2009	$45,000
31	Dodge B350 Van	1994	1999	112,544	yes	9	0	1	gasoline	2006	$45,000
32	Dodge B250 Van	1997	1999	99,168	yes	8	0	1	gasoline	2006	$45,000
33	Chevy Astro Van	1997	1999	93,118	no	7	0	0	gasoline	2007	$25,000
34	Chevy Astro Van	1996	1999	72,685	no	7	0	0	gasoline	2007	$25,000
35	GMC Safari	1995	1999	94,663	no	7	0	0	gasoline	2007	$25,000
36	GMC Safari	1998	1999	87,532	no	7	0	0	gasoline	2007	$25,000
37	Toyota Camry	1999	1999	30,305	no	5	0	0	gasoline	2009	$25,000
38	Chevy G30 Van	1995	1999	78,119	no	12	0	0	gasoline	2007	$25,000
39	Dodge B350 Van	1999	1999	59,517	yes	10	0	2	gasoline	2009	$45,000

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
40	Dodge B350 Van	1992	1999	53,732	no	12	0	0	gasoline	2007	$25,000
41	Dodge B350 Van	1992	1999	46,419	no	12	0	0	gasoline	2008	$25,000
42	Dodge B350 Van	1992	1999	106,640	no	12	0	0	gasoline	2006	$25,000
43	Dodge B350 Van	1992	1999	74,865	no	12	0	0	gasoline	2007	$25,000
44	Dodge B350 Van	1999	1999	81,096	yes	10	0	2	gasoline	2007	$45,000
45	Dodge B350 Van	1999	1999	34,556	yes	10	0	2	gasoline	2009	$45,000
46	Jeep Cherokee	2000	2000	133,281	no	5	0	0	gasoline	2007	$25,000
47	Chevy Astro Van	1994	2000	76,922	no	7	0	0	gasoline	2007	$25,000
48	Dodge B250 Van	1994	2000	108,159	no	8	0	0	gasoline	2006	$25,000
49	Chevy Astro Van	1994	2000	111,127	no	7	0	0	gasoline	2006	$25,000
50	Chevy Astro Van	1994	2000	81,018	no	7	0	0	gasoline	2006	$25,000
51	Jeep Cherokee	1997	2000	94,345	no	5	0	0	gasoline	2006	$25,000
52	Dodge B250 Van	1992	2000	42,126	no	8	0	0	gasoline	2006	$25,000
53	Jeep Cherokee	2001	2001	70,835	no	5	0	0	gasoline	2006	$25,000
54	Chevy Astro Van	2001	2001	44,342	no	7	0	0	gasoline	2008	$25,000
55	Chevy Astro Van	2002	2001	8,550	no	7	0	0	gasoline	2009	$25,000
56	Chevy Astro Van	2002	2001	50,489	no	7	0	0	gasoline	2008	$25,000
57	Ford E450 Goshen	2002	2002	38,095	yes	8	0	2	gasoline	2008	$45,000
58	Ford E450 Goshen	2002	2002	21,082	yes	8	0	2	gasoline	2008	$45,000
59	Plymouth Voyager Van	1994	2002	65,453	no	7	0	0	gasoline	2006	$25,000
60	Ford E350 Van Terra	2003	2002	41,547	no	15	0	0	gasoline	2008	$40,000
61	Chevy Suburban	1996	2002	106,710	no	8	0	0	gasoline	2006	$40,000
62	Ford E350 Van	1995	2002	57,718	no	12	0	0	gasoline	2006	$25,000
63	Dodge B350 Van	1994	2002	65,334	no	12	0	0	gasoline	2007	$25,000
64	GMC Safari	1994	2002	88,557	yes	5	0	1	gasoline	2006	$35,000
65	Ford E450 Starcraft	2003	2003	19,700	yes	10	0	4	gasoline	2009	$49,000
66	Ford E350 Van	1998	2003	88,240	no	15	0	0	gasoline	2007	$30,000
67	Ford E350 Van	1999	2003	67,889	no	15	0	0	gasoline	2007	$30,000
68	Ford E350 Van	1999	2003	85,573	no	15	0	0	gasoline	2007	$30,000
69	Ford E450 Goshen	2004	2004	11,512	yes	10	0	2	gasoline	2009	$45,000
70	Chevy G2500 Van	2003	2003	6,273	no	12	0	0	gasoline	2009	$25,000
71	Chevy G2500 Van	2003	2003	9,196	no	12	0	0	gasoline	2009	$25,000
72	Chevy G2500 Van	2004	2004	19,332	no	12	0	0	gasoline	2009	$25,000
73	Chevy G2500 Van	2004	2004	2,925	no	12	0	0	gasoline	2009	$25,000
74	Ford E450 Van Terra	2004	2004	3,700	yes	9	0	3	gasoline	2009	$50,000
75	Chevy G3500 Van	2005	2004	38	no	12	0	0	gasoline	2010	$25,000
76	Ford E350 Van	1989		77,085	no	15	0	0	gasoline	2006	$30,000

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
Developmental Pathways											
1	105-Ford E-350	1996	1997	117,023	no	15	0	0	gasoline	2009	$30,000
2	115 Goshen	1999	1999	128,610	yes	12	0	3	diesel	2007	$50,000
3	116-Goshen	1999	1999	127,327	yes	12	0	3	diesel	2006	$50,000
4	117-Goshen	1999	1999	124,600	yes	12	0	3	diesel	2007	$50,000
5	118-Goshen	1999	1999	111,706	yes	12	0	3	diesel	2010	$50,000
6	119-Goshen	1999	1999	129,846	yes	12	0	3	diesel	2006	$50,000
7	122-Ford-E-350	1999	1999	86,214	no	14	0	0	gasoline	2011	$30,000
8	123-Ford-E-350	1999	1999	113,730	no	14	0	0	gasoline	2008	$30,000
9	124-Ford-E-350	1999	1999	132,666	no	14	0	0	gasoline	2008	$30,000
10	125-Ford-E-350	1999	1999	107,941	no	14	0	0	gasoline	2009	$30,000
11	137-Ford-Eldorado	1993	1999	189,983	yes	14	0	2	gasoline	2005	$50,000
12	141-Ford-Eldorado	1993	1999	184,596	yes	14	0	2	gasoline	2005	$50,000
13	174-Ford-E-350 Bus	1996	2004	119,485	yes	7	0	3	gasoline	2010	$35,000
FlatIron Improvement District											
1	City Roamer	1998	2001	90,056	yes	20	12	1	propane	2005	$166,092
2	City Roamer	1998	2001	90,056	yes	20	12	1	propane	2005	$166,092
3	City Roamer	1999	2001	90,056	yes	20	12	1	propane	2005	$166,092
4	City Roamer	1999	2001	90,056	yes	20	12	1	propane	2005	$166,092
5	City Roamer	1999	2001	90,056	yes	20	12	1	propane	2005	$166,092
6	City Roamer	1999	2001	90,056	no	20	12	0	propane	2005	$166,092
7	City Roamer	1999	2001	not in revenue service	no	20	12	0	propane	n/a	n/a
Golden West Commuter											
1	Dodge Ram Van	1997	1997	400,000	no	10	0	0	gasoline	2003	$27,000
2	Dodge Ram Van	1998	1998	350,000	no	10	0	0	gasoline	2004	$27,000
3	Dodge Ram Van	1997	1997	300,000	no	10	0	0	gasoline	2004	$27,000
4	Ford E350 Van	2002	2002	100,000	no	10	0	0	diesel	2006	$29,000
5	Dodge Ram Van	1996	1996	375,000	no	10	0	0	gasoline	2004	$27,000
6	Dodge Ram Van	1999	1999	225,000	no	10	0	0	gasoline	2005	$27,000
7	Dodge Ram Van	1999	1999	225,000	no	10	0	0	gasoline	2005	$27,000
8	Dodge Ram Van	1996	1996	400,000	no	10	0	0	gasoline	2003	$27,000
9	Dodge Ram Van	1998	1998	300,000	no	10	0	0	gasoline	2005	$27,000
10	Ford E350 Van	2002	2002	100,000	no	10	0	0	diesel	2007	$29,000
11	Ford E350 Van	2002	2002	100,000	no	10	0	0	diesel	2007	$29,000
12	Dodge Ram Van	1998	1998	300,000	no	10	0	0	gasoline	2004	$27,000
13	Dodge Ram Van	1997	1997	400,000	no	10	0	0	gasoline	2003	$27,000

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
14	Dodge Ram Van	1998	1998	275,000	no	10	0	0	gasoline	2005	$27,000
15	Dodge Ram Van	1998	1998	275,000	no	10	0	0	gasoline	2005	$27,000
16	Dodge Ram Van	1996	1996	400,000	no	10	0	0	gasoline	2003	$27,000
17	Ford E350 Bus	1997	1997	70,000	no	25	8	0	gasoline		$52,000
18	Ford E350 Bus	1999	1999	50,000	no	20	0	0	gasoline		$52,000
19	Ford E350 Bus	1994	1994	85,000	no	18	0	0	gasoline		$40,000
20	Ford E350 Bus	2003	2003	8,000	yes	14	0	2	gasoline		$80,000
21	Ford E350 Bus	2003	2003	5,000	no	25	10	0	gasoline		$82,000
Midtown Express											
1	Dodge Caravan	2002	2002	98,000	no	6	0	0	gasoline	2005	$15,000
2	Dodge Caravan	2002	2002	89,000	no	6	0	0	gasoline	2005	$15,000
3	Dodge Grand Caravan	2001	2002	70,000	no	6	0	0	gasoline	2005	$18,000
4	Dodge Grand Caravan	2000	2000	101,000	no	6	0	0	gasoline	2004	$19,000
5	Dodge Ram	1996	2003	200,000	yes	6	0	2	gasoline	2005	$25,000
6	Dodge Ram	1996	2003	200,000	yes	6	0	2	gasoline	2005	$25,000
Mobile Access											
1	E350	2002			yes	4	0	3	gasoline		
2	E350	2001			yes	4	0	2	gasoline		
3	E150	2000			yes	2	0	2	gasoline		
4	E150	1999			yes	2	0	2	gasoline		
North Metro Community Services											
1	Ford Van	1998	1998	102,734	no	14	0	0	gasoline		
2	Ford Van	2003	2003	40,144	no	14	0	0	gasoline		
3	Ford Van	2003	2003	40,357	no	14	0	0	gasoline		
4	Dodge Caravan	2002	2002	89,212	no	7	0	0	gasoline		
5	Dodge Van	1996	1996	95,107	yes	8	0	2	gasoline	2004	
6	Ford Windstar	1998	1998	59,967	no	7	0	0	gasoline		
7	Dodge Van	1996	1996	123,449	yes	4	0	3	gasoline	2004	
8	Dodge Caravan	2002	2002	33,254	yes	4	0	1	gasoline		
9	Ford Van	2003	2003	20,481	yes	5	0	2	gasoline		
10	Ford Van	2003	2003	14,957	yes	5	0	2	gasoline		
11	Dodge Van	1996	1996	103,738	yes	8	0	2	gasoline	2004	
12	Ford Van	2004	2004	2,373	no	14	0	0	gasoline		
13	Chrysler Voyager	2001	2001	43,473	no	7	0	0	gasoline		
14	Dodge Van	1996	1996	97,050	yes	8	0	2	gasoline		
15	Dodge Van	1996	1996	97,814	yes	8	0	2	gasoline		
16	Ford Van	2000	2000	38,844	yes	5	0	2	gasoline		

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
17	Dodge Van	1996	1996	100,230	yes	8	0	2	gasoline		
18	Chevy Van	1997	1997	98,288	no	14	0	0	gasoline	2004	
19	Ford Van	2003	2003	12,404	no	14	0	0	gasoline		
20	Ford Van	2003	2003	30,099	no	14	0	0	gasoline		
21	Chevy Van	1993	1993	92,731	no	14	0	0	gasoline		
22	Ford Van	1998	1998	105,073	yes	8	0	2	gasoline	2004	
23	Ford Van	1999	1999	75,060	yes	8	0	2	gasoline		
24	Dodge Van	1996	1996	103,743	yes	8	0	2	gasoline	2004	
25	Ford Van	2003	2003	26,666	no	14	0	0	gasoline		
26	Ford Van	1997	1997	73,694	yes	3	0	3	gasoline		
27	Ford Van	1997	1997	112,399	yes	8	0	2	gasoline	2004	
28	Ford Van	1998	1998	97,053	no	14	0	0	gasoline		
29	Ford Van	1999	1999	78,292	yes	3	0	3	gasoline		
30	Ford Van	1999	1999	66,842	yes	8	0	2	gasoline		
31	Ford Van	1999	1999	95,237	no	14	0	0	gasoline		
32	Dodge Caravan	2000	2000	34,594	no	7	0	0	gasoline		
33	Ford Van	2002	2002	59,578	no	14	0	0	gasoline		
34	Ford Van	2002	2002	52,999	yes	6	0	2	gasoline		
35	Ford Van	2002	2002	28,814	yes	3	0	3	gasoline		
36	Ford Van	2003	2003	19,908	yes	8	0	2	gasoline		
37	Ford Van	2003	2003	33,050	no	14	0	0	gasoline		
38	Ford Van	2003	2003	37,418	no	14	0	0	gasoline		
39	Ford Van	2004	2004	7,833	yes	8	0	2	gasoline		
40	Ford Van	2004	2004	9,045	no	14	0	0	gasoline		
41	Ford Van	2004	2004	460	no	14	0	0	gasoline		
42	Ford Van	2004	2004	1,544	no	14	0	0	gasoline		
43	Ford Van	2004	2004	1,697	no	14	0	0	gasoline		
Parker Senior Center											
1	Ford - 15 passenger	1997	1997	159,348	no	15	0	0	gasoline	2006	$15,000
2	Plymouth	1990	2001	179,951	no	7	0	0	gasoline	2004	$5,000
Platte Valley Trolley											
1	Trolley	1986	1989		yes	48	10	1	diesel/electric		$1,000,000
Seniors Inc!											
1	Toyota Sienna	2003	2003	10,200	no	7	0	0	gasoline		
Seniors' Resource Center											
1	Ford BOC	1997		134,000	yes	14	0	3	gasoline	2005	$42,500
2	Ford BOC	1999		79,600	yes	10	0	3	gasoline	2006	$42,500

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
3	Ford BOC	1999		101,700	yes	16	0	3	gasoline	2008	$45,000
4	Ford BOC	1999		115,400	yes	10	0	2	gasoline	2006	$45,000
5	Ford BOC	2001		80,300	yes	16	0	3	gasoline	2008	$50,500
6	Ford Van	2001		107,100	yes	6	0	3	gasoline	2007	$33,000
7	Ford BOC	2001		63,200	yes	12	0	4	gasoline	2008	$46,200
8	Subaru Forester	2001		20,100	no	3	0	4	gasoline	2009	$24,200
9	Ford BOC	2001		60,500	yes	12	0	4	gasoline	2008	$53,000
10	Ford BOC	2001		66,700	yes	12	0	4	gasoline	2008	$53,000
11	Ford BOC	2003		30,400	yes	12	0	4	gasoline	2010	$50,000
12	Ford BOC	2003		21,100	yes	16	0	5	gasoline	2010	$52,000
13	Ford Van	2003		27,700	yes	8	0	5	gasoline	2010	$52,000
14	Ford BOC	2004		10,500	yes	9	0	5	gasoline	2011	$40,000
15	Ford BOC	2004		11,000	yes	9	0	5	gasoline	2011	$41,000
16	Ford BOC	2004		10,300	yes	9	0	5	gasoline	2011	$41,000
17	Ford BOC	2004		3,800	yes	20	0	5	gasoline	2011	$46,300
SETA - The Link											
3	WorldTrans3000 - 9901	1999	1999	147,693	yes	22	8	2	diesel	2005	$275,000
4	WorldTrans3000 - 9902	1999	1999	149,237	yes	22	8	2	diesel	2007	$275,000
5	WorldTrans3000 - 9903	1999	1999	133,461	yes	22	8	2	diesel	2006	$275,000
6	WorldTrans3000 - 9904	1999	1999	141,093	yes	22	8	2	diesel	2005	$275,000
7	WorldTrans3000 - 9905	1999	1999	145,319	yes	22	8	2	diesel	2006	$275,000
8	WorldTrans3000 - 9906	1999	1999	142,712	yes	22	8	2	diesel	2005	$275,000
9	WorldTrans3000 - 9907	1999	1999	142,060	yes	22	8	2	diesel	2006	$275,000
10	WorldTrans3000 - 9908	1999	1999	141,580	yes	22	8	2	diesel	2007	$275,000
11	WorldTrans3000 - 9909	1999	1999	94,570	yes	22	8	2	diesel	2006	$275,000
12	WorldTrans3000 - 9910	1999	1999	145,962	yes	22	8	2	diesel	2007	$275,000
13	WorldTrans3000 - 9911	1999	1999	176,873	yes	22	8	2	diesel	2006	$275,000
14	WorldTrans3000 - 9912	1999	1999	136,034	yes	22	8	2	diesel	2007	$275,000
15	WorldTrans3000 - 9913	1998	1999	68,091	yes	22	8	2	diesel	2005	$275,000
Ski Train											
1	20 train cars	1968	1988		no	750	0	0	diesel		
Special Transit											
1	Ford Goshen	1998	1998	143,427	yes	17	0	4	gasoline	2008	$47,000
2	Ford Goshen	1998	1998	129,490	yes	17	0	4	gasoline	2008	$47,000
3	Ford Goshen	1998	1998	132,234	yes	17	0	4	gasoline	2008	$47,000
4	Ford Goshen	1998	1998	104,575	yes	17	0	4	gasoline	2008	$47,000
5	Ford Goshen	1999	1999	138,794	yes	17	0	4	gasoline	2009	$47,000

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	Vehicle	Vehicle Year	Year Acquired	Mileage	Wheelchair Accessible?	Seated Capacity	Standing Capacity	Wheel-chair Capacity	Fuel Type	Planned Replacement Year	Replacement Cost (2005 $)
6	Ford Goshen	2001	2001	78,041	yes	17	0	2	gasoline	2011	$47,000
7	Ford Goshen	2001	2001	79,015	yes	17	0	2	gasoline	2011	$47,000
8	Ford Goshen	2001	2001	55,645	yes	17	0	2	gasoline	2011	$47,000
9	Ford Goshen	2002	2002	70,124	yes	8	0	2	gasoline	2008	$46,000
10	Ford Goshen	2002	2002	70,653	yes	8	0	2	gasoline	2008	$46,000
11	Ford Goshen	1995	1995	165,017	yes	8	0	2	gasoline	2005	$46,000
12	Ford Goshen	1996	1996	168,305	yes	8	0	2	gasoline	2005	$46,000
13	Ford E-350	1996	1996	144,310	yes	8	0	2	gasoline	2005	$46,000
14	Ford E-350	1999	1999	107,264	yes	8	0	2	CNG	2009	$46,000
15	Ford E-350	1999	1999	104,225	yes	8	0	2	CNG	2009	$46,000
16	Ford E-350	1999	1999	97,110	yes	8	0	2	CNG	2009	$46,000
17	Ford E-350	1999	1999	100,972	yes	8	0	2	CNG	2009	$46,000
18	Ford Van (Svc Veh)	1996	2002	140,288	no	8	0	0	gasoline	n/a	n/a
19	Chevy Van (Svc Veh)	1989	2004	n/a	no	8	0	0	gasoline	n/a	n/a
20	Ford Gosh	1997	1997	144,793	yes	12	0	2	gasoline	2007	$47,000
21	Ford Van	2003	2003	45,723	yes	8	0	3	gasoline	2012	$46,000
22	Ford Van	2003	2003	47,700	yes	8	0	3	gasoline	2012	$46,000
23	Ford Van	2003	2003	49,212	yes	8	0	3	gasoline	2012	$46,000
24	Ford StarTran	2003	2003	20,425	yes	10	0	3	gasoline	2012	$46,500
25	Ford StarTran	2003	2003	22,610	yes	10	0	3	gasoline	2012	$46,500
26	Ford StarTran	2003	2003	16,121	yes	10	0	3	gasoline	2012	$46,500
27	Ford Senator	2004	2004	1,885	yes	18	0	4	gasoline	2013	$47,000
28	Ford Senator	2004	2004	1,691	yes	18	0	4	gasoline	2013	$47,000
29	Ford E-350 4X4	1995	1995	146,700	yes	8	0	1	gasoline	2004	$46,000
Tri Valley Senior Citizens Association											
1	Ford	1993	1996	95,899	no	12	0	0	gasoline		
2	Dodge	1994	2000	130,461	no	9	0	0	gasoline		
Volunteers of America											
1	Ford Bus	1999	1999	20,442	yes	12	0	2	gasoline		
2	GMC Safari	1996	1996	102,840	no	5	0	0	gasoline		
3	Ford Aerostar	1997	1997	121,251	no	5	0	0	gasoline		
4	Subaru Forester	2001	2001	60,000	no	3	0	0	gasoline		
5	Jeep Cherokee	1994	2004	135,806	no	3	0	0	gasoline		