2026

Coordinated Transit Plan



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DENVER REGIONAL COUNCIL OF GOVERNMENTS

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Executive summary

The 2026 Coordinated Transit Plan provides a regional blueprint for improving mobility and coordinating transportation services for older adults, individuals with disabilities, low-income individuals, youth and others who face mobility challenges in the Denver region. The plan fulfills federal planning requirements associated with the Federal Transit Administration's Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) program and establishes priorities that guide eligible investments. Included in the plan are an overview of the region's demographics, an inventory of available transit services and funding resources, and feedback from local riders, transportation providers and other stakeholders to identify regional needs, gaps and priorities.

Goals

Denver Regional Council of Governments staff have identified four goals for the 2026 Coordinated Transit Plan update. The goals recognize that the Denver region already has an extensive network of fixed-route, demand-response, human services, microtransit and private-pay transportation services. However, the gaps between services, geographic restrictions, operating hours and eligibility requirements create a complex system for the average rider to navigate. The following goals address the top unmet needs and gaps identified by stakeholders, and the plan provides corresponding strategies to achieve them.

1) Implement a connected transportation network.
2) Improve access to transportation options and destinations.
3) Spend funding resources more efficiently.
4) Increase transportation coordination efforts.

Regional demographics

The need for accessible and coordinated transportation services will likely grow substantially. Approximately 709,000 residents are age 60 or older, representing about one-fifth of the region's population. The 60-and-older population is expected to approach 1.1 million by 2050. In addition, approximately 418,000 residents currently live with a disability, and nearly 81,500 households have no personal vehicle.

Staff determined that transportation dependence is disproportionately concentrated among lower-income households, renters, older adults, people with disabilities and others with limited access to personal vehicles. As these populations grow, demand for reliable, accessible and specialized transportation will increase.

Top needs and gaps

Staff surveyed the general public and local transportation providers, and their responses reinforced demographic trends. Among the public survey respondents, the most frequently identified barriers were lack of service when needed, limited service areas and high cost of transportation services. Transportation providers identified insufficient or unstable funding as a universal challenge, followed by technology constraints and coordination difficulties. Based on regional analysis and stakeholder engagement, the plan identifies five primary needs or gaps:

- Challenges with scheduling or booking trips.
- High cost of services.
- Lack of services at times when they are needed.
- Limited service areas.
- Lack of sufficient funding or funding stability.

Recommended strategies

Staff developed recommended strategies that correspond to the plan's four primary goals, informed by the top needs and gaps identified by stakeholders. The plan includes additional strategies, example projects and expected outcomes. The strategies identified can serve as a guide for funding future projects in the region. The top strategic priorities are:

- Affordable fares for older adults, individuals with disabilities, youth or low-income individuals.
- Expand transportation services to meet existing demand.
- Increase service areas, frequency and service hours (nights and weekends).
- Increase transportation services for quality-of-life trips (wellness and social visits).
- Increase coordination between committees and groups.

The Coordinated Transit Plan serves as a framework for building a more connected, accessible, efficient and responsive transportation system for people with mobility challenges. By aligning future projects and funding decisions with the strategies identified in the plan, the Denver Regional Council of Governments and local partners can continue working toward a coordinated and efficient transportation network.

Introduction

Agency overview

The Denver Regional Council of Governments, known as DRCOG, is a planning organization for the Denver region. Representatives of the region's counties, cities and towns work together to make life better for their communities by establishing guidelines, setting policies and allocating funding in the areas of transportation, personal mobility, growth and development, and aging and disability resources. DRCOG's planning area covers Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Broomfield, the City and County of Denver, and southwest Weld County.

- DRCOG is a council of governments, serving as a planning organization, technical assistance provider and forum for local member governments. The agency also functions as a regional planning commission by Colorado state statute.
- DRCOG is the region's federally designated metropolitan planning organization, carrying out planning processes for all or part of 10 counties.
- DRCOG is a designated recipient of Federal Transit Administration Section 5310 program funds for the Denver-Aurora Urbanized Area.
- DRCOG is the author of the region's Comprehensive Economic Development Strategy, which guides special funding programs from the federal Economic Development Administration.
- DRCOG is the region's federally designated area agency on aging, providing services to address the needs of older adults and people living with disabilities.

DRCOG is guided by Metro Vision, which defines goals and actions needed to ensure the region maintains and improves the quality of life of all residents.

Area Agency on Aging

DRCOG's Area Agency on Aging helps older adults and adults with disabilities remain independent in their communities. By directly providing services and funding a network of providers, it offers information and referral services, case management, transportation, home-delivered meals and long-term care ombudsman services, among many others.

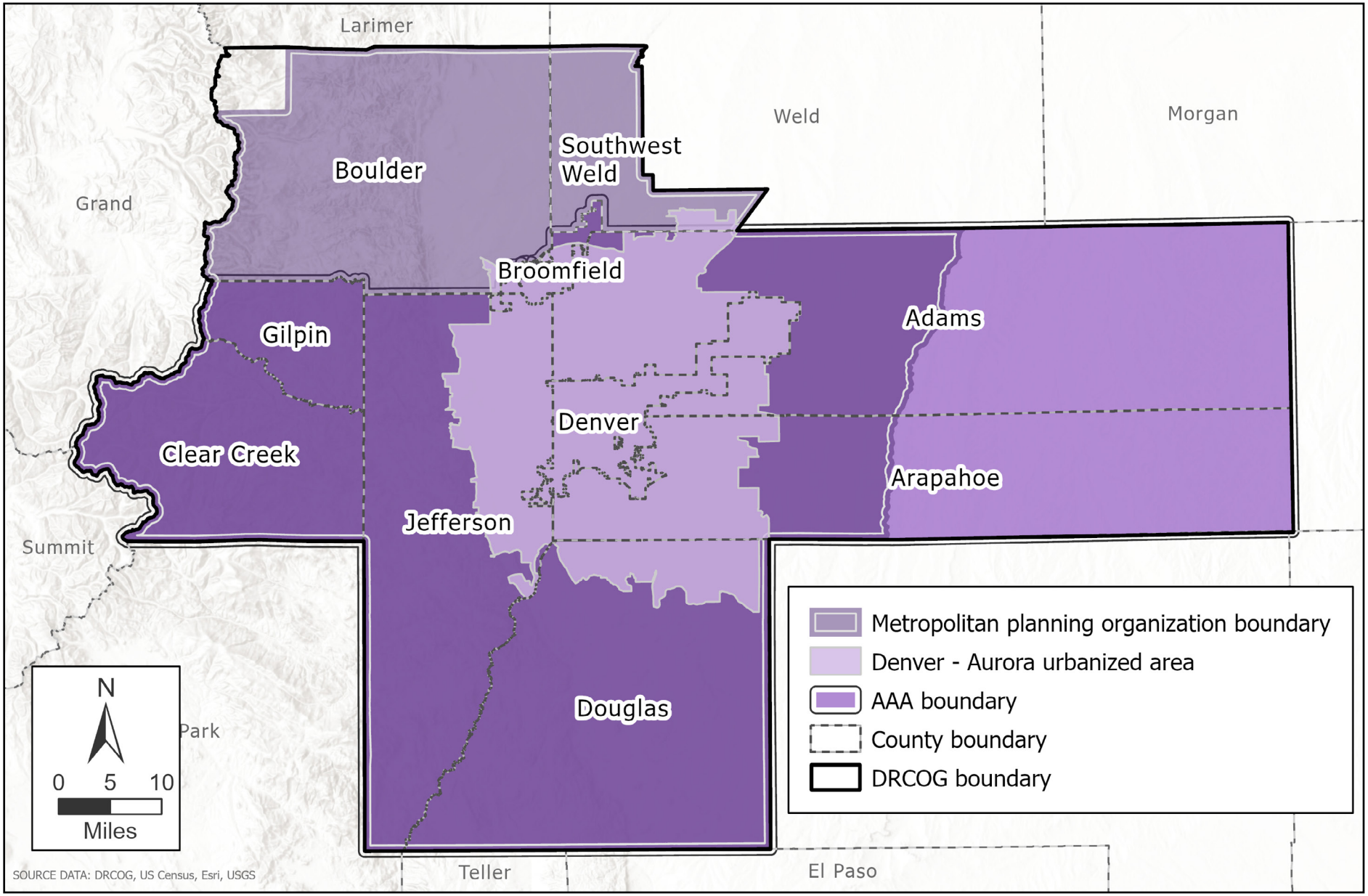
The Area Agency on Aging administers Older Americans Act and Older Coloradans Act funds for projects in an eight-county portion of the region that includes Adams, Arapahoe, Clear Creek, Douglas, Gilpin and Jefferson counties, as well as the City and County of Broomfield and the City and County of Denver.

As required by the Older Americans Act, the Area Agency on Aging carries out the region's Area Plan on Aging by directly providing programs and contracting with community-based agencies to provide a continuum of services.



Photo courtesy of RTD.

Map 1: DRCOG's planning areas



Plan purpose

The Coordinated Transit Plan provides a blueprint for improving mobility and coordination of transportation resources for older adults, individuals with disabilities, low-income individuals and others with mobility challenges who are most likely to rely on public transportation or specialized transit services. The plan identifies barriers and gaps faced by transit users and transportation providers, as well as strategies and potential projects that can address these challenges. The Coordinated Transit Plan was developed with participation from key local stakeholders, including older adults, people with disabilities, transportation providers and other members of the public.

The Coordinated Transit Plan is federally required for recipients of the Federal Transit Administration's Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities. DRCOG administers the Section 5310 program in its role as the designated recipient of funds for the Denver-Aurora Urbanized Area. Projects funded under Section 5310 must address strategies identified in the local coordinated transit plan. The following are key requirements for developing a coordinated transit plan:

- **Needs and gaps assessment:** Identify and assess transportation needs for individuals with disabilities and older adults. The assessment can be based on data collection efforts, survey research, service gap analysis and feedback from planning partners on ridership experiences and perceptions.
- **Inventory of available services:** Identify and describe current transportation providers (public, private and nonprofit), including but not limited to fixed-route transit, commuter rail, micromobility providers, rideshare, bus rapid transit and human services transportation providers.
- **Strategies for addressing current needs and gaps:** Outline activities, specific projects, studies and other relevant actions that can reduce service gaps, address transportation needs and expand transportation services for individuals with

disabilities and older adults. Identify specific activities and approaches that improve coordination among transportation providers to facilitate a more connected and accessible transportation network that better meets the needs of individuals with disabilities and older adults.

- **Priorities for implementation:** Provide guidance on how to implement the presented strategies, activities and recommendations based on available resources, time and feasibility.

Based on extensive engagement with local governments, nonprofit providers, transportation agencies and transit users, the 2026 Coordinated Transit Plan identifies actionable strategies to expand mobility options, improve service coordination, integrate new technologies and explore creative funding solutions. The 2026 update encompasses new features, including an executive summary and strategy implementation matrix.

The 2026 Coordinated Transit Plan is a call to action to build a more inclusive, efficient and connected transit system — one that meets the needs of today's riders while preparing for tomorrow's challenges.

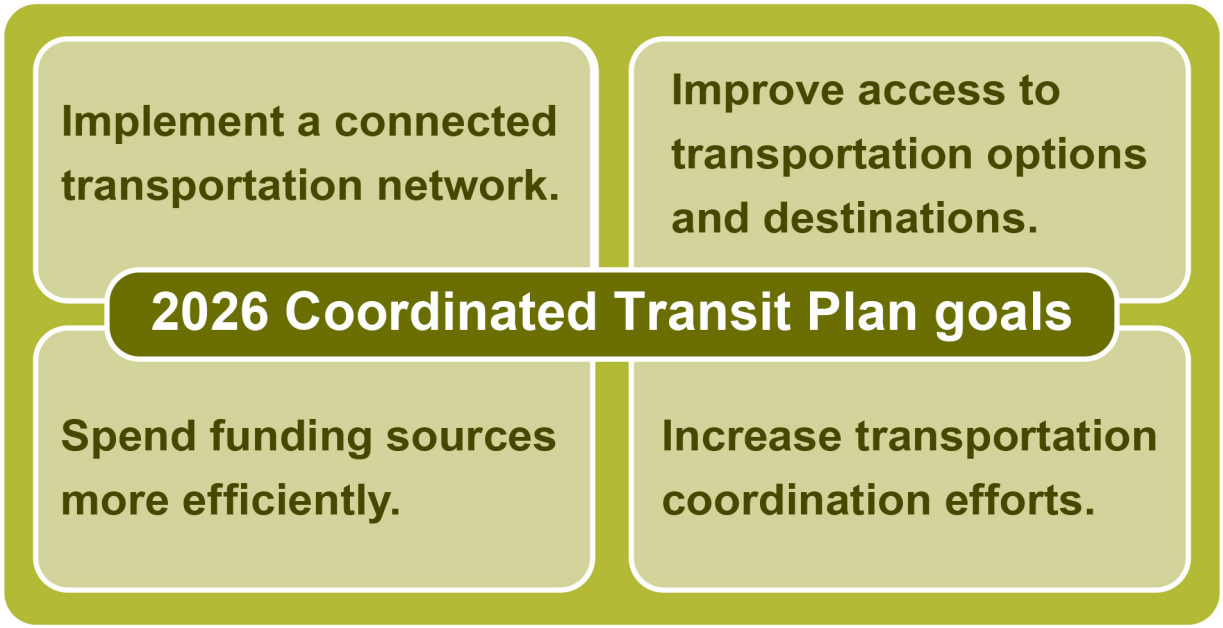


Photo by Gary V. Halvorson.

Plan goals

If the Coordinated Transit Plan is the blueprint for planning, funding and coordinating different programs and projects to improve mobility for people across the Denver region, then the plan's goals are the starting framework for how that blueprint is implemented.

Figure 1: Plan goals



Implement a connected transportation network

For older adults and people with disabilities, "connected" largely means closing the gaps within the existing transportation and transit network. Cross-jurisdictional and interregional trips emerged as a top need, with riders describing older adults who can't get to a medical appointment in another county and residents whose service area boundaries cut them off from key destinations.

Improve access to transportation options and destinations

Projects and plans will address accessibility barriers, including booking requirements that do not fit how older adults need to schedule medical care, gaps in evening and weekend coverage, and difficulty for riders traveling with mobility devices or groceries.

Spend funding more efficiently

Efficiency is about getting more rides delivered for the limited dollars available, since services are expensive and the population that needs them is growing. Strategies include reducing empty or deadhead miles through better trip coordination and exploring microtransit and shared-ride technology to cover low-density areas in a way that's more affordable for riders and more cost-efficient for providers.

Increase transportation coordination efforts

Counties' local coordinating councils bring providers and human services agencies together at the local level. The Denver Regional Mobility and Access Council is the regional coordinating council. DRCOG staff also lead other groups focused on information sharing and collaboration, including the Advanced Mobility Partnership and the Ride Alliance Partnership.

The Ride Alliance Trip Exchange is the plan's most concrete coordination tool, allowing providers who use different scheduling software to coordinate and exchange trip and client information. Through Ride Alliance, an older adult calling one provider for transit services can be matched to whichever provider can deliver the ride.

Demographic profile of the Denver region

Certain groups within the region are more likely than others to rely on public or specialized transportation services: low-income individuals, renters, adults age 60 and older, and individuals with disabilities. Additionally, DRCOG staff have projected significant growth for two of the groups: adults age 60 and older and individuals with disabilities.

- Older adults are a major and growing transit-dependent population in the region: 709,000 residents are age 60 or older, representing one-fifth (21%) of the regional population. By 2050, the 60-plus population is projected to reach nearly 1.1 million.
- Among the region's nearly 1.4 million households, roughly 81,460, or 5.9%, have no personal vehicle.
- An estimated 418,000 residents, or 12% of the regional population, live with a disability.

These populations disproportionately rely on public transportation for access to employment, healthcare and essential services. Understanding who these households and individuals are, and where they live, is foundational to planning transit services that meet current and future demand.

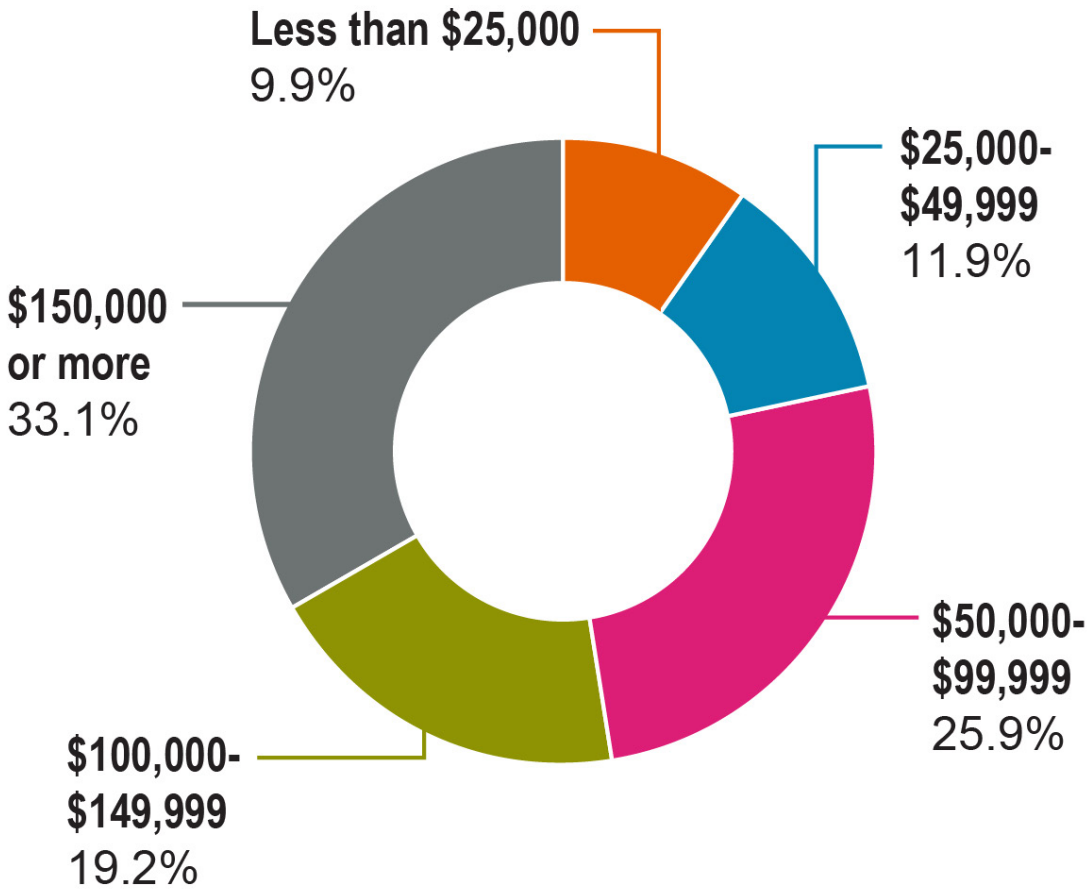
The following analysis demonstrates that transit dependency is not randomly distributed across the region. It is concentrated among renters, lower-income workers, younger and older adults, and communities of color. Many of these groups are projected to grow as a share of the regional population through 2050. The demand for reliable and accessible transit will increase even without any shift in individual travel behavior.

Who relies on public and specialized transportation services?

Household income, housing tenure, age, disability status, and race and ethnicity shape transit dependency. This section examines each characteristic, first establishing how many households fall into each category and then integrating commute mode and zero-vehicle patterns to illustrate overall mobility dependence.

Population and household counts come from the American Community Survey 2020-2024 five-year summary tables. Commute mode and zero-vehicle household rates come from the American Community Survey 2020-2024 Public Use Microdata Sample. DRCOG staff analyzed commute mode at the person level and zero-vehicle households at the household level and weighted both to produce regional estimates. Where household characteristics are referenced, they reflect the head of household. Non-single-occupancy vehicle modes include transit, biking, walking and carpooling; work from home is detailed separately.

Figure 2: Household income distribution

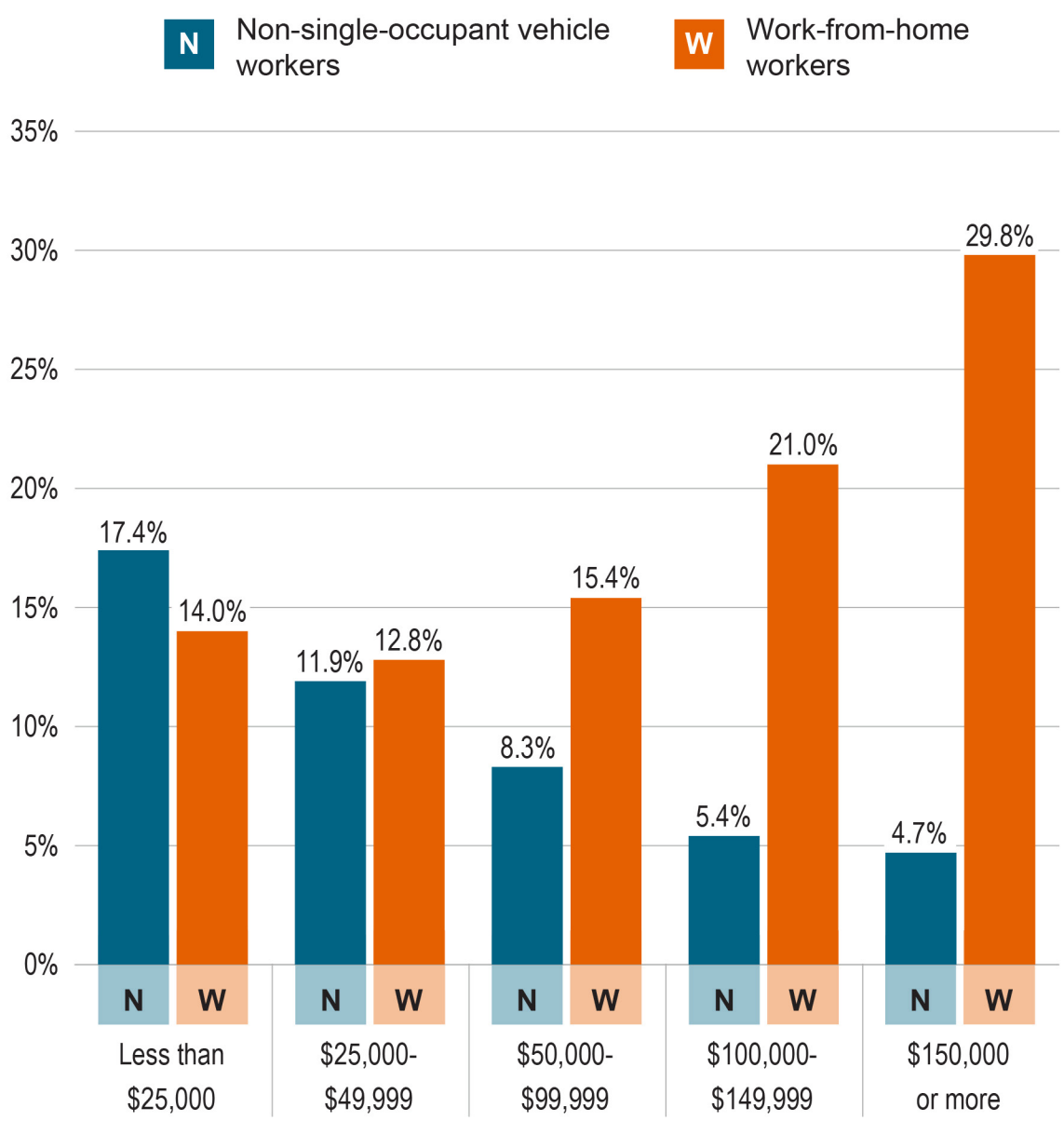


Impacts of income

About 22% of Denver region households earn less than $50,000 annually. Households in the lowest income band, which earn under $25,000 per year, comprise approximately 10% of the Denver region and are the least likely to own personal vehicles and rely the most on public transit.

Source: U.S. Census Bureau, American Community Survey Five-Year Estimates 2020-2024; DRCOG county aggregation; Weld County adjusted to DRCOG household portion.

Figure 3: Commute mode by household income

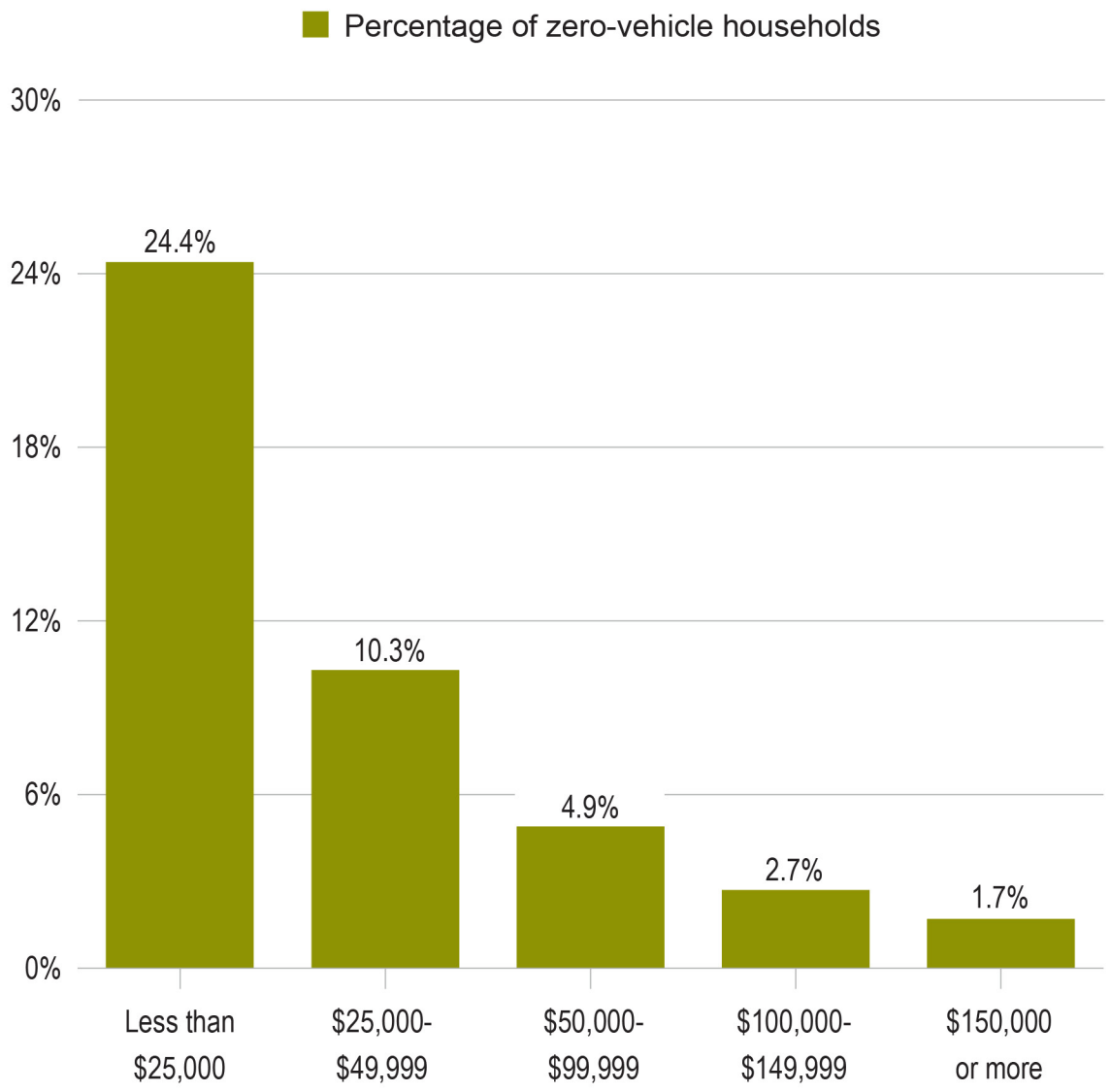


Income, commute mode and vehicle ownership

Household income is among the strongest predictors of both commute mode and vehicle ownership. Workers in households earning less than $25,000 annually use non-single-occupancy vehicle modes at a rate of 17.4%, nearly four times more than workers in households earning $150,000 or more (4.7%). Additionally, nearly 30% of workers in households earning $150,000 or more work from home.

Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; worker universe via electronic staff record. Unknown or uncoded commute responses excluded. Chart plots non-single-occupant-vehicle and work-from-home shares only.

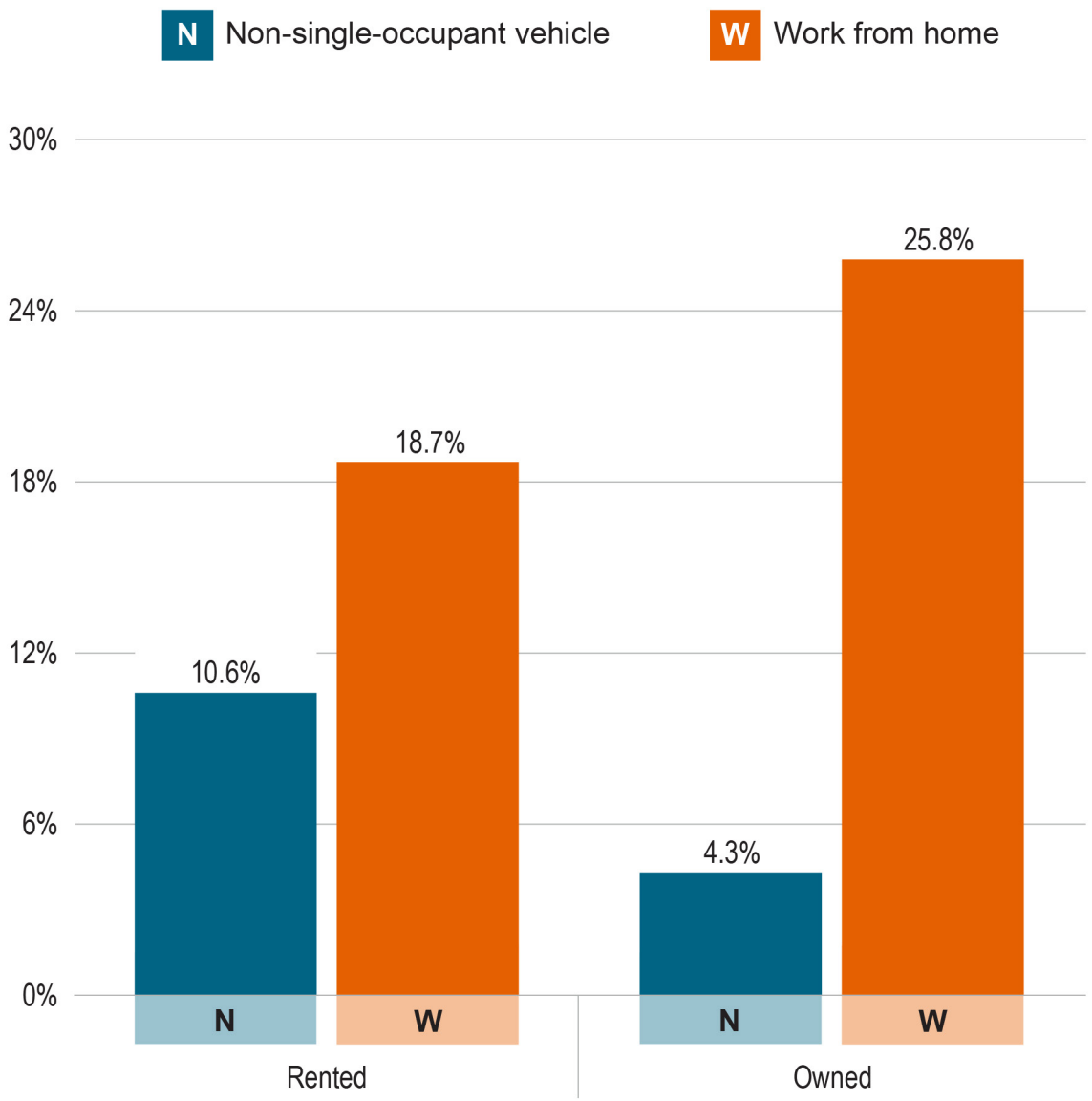
Figure 4: Zero-vehicle households by household income



Vehicle ownership patterns reinforce a dependence on public transit. Nearly one-quarter of Denver region households earning under $25,000 have no personal vehicle. Comparatively, less than 2% of households earning $150,000 or more have no personal vehicles. Trends in commute mode and vehicle ownership demonstrate that inadequate transit service in lower-income communities directly constrains access to employment, healthcare, education and other essential destinations.

Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; DRCOG boundary; households weighted by WGTP (a U.S. Census weighting measure).

Figure 5: Commute mode by household housing ownership status



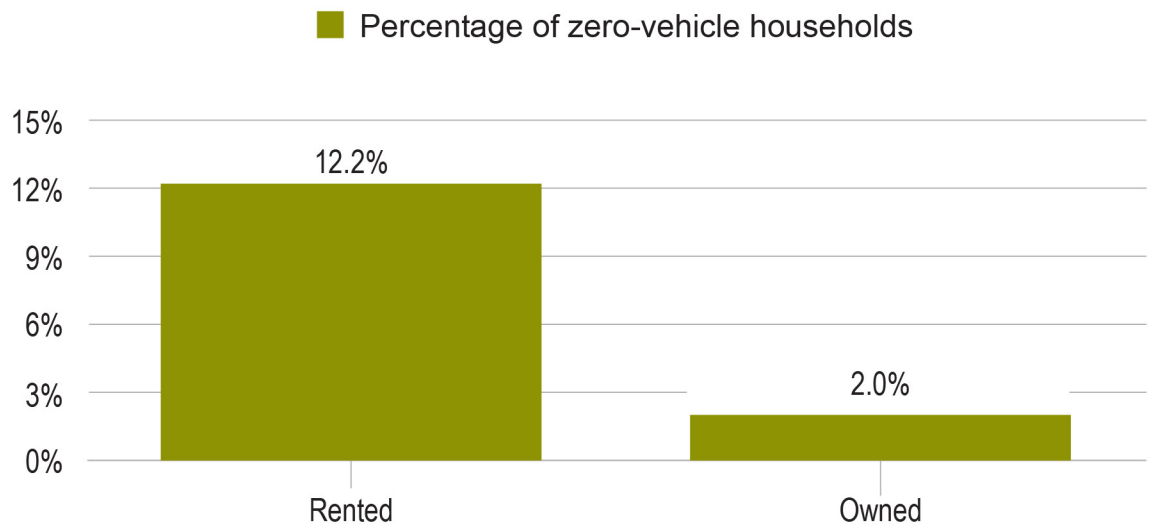
Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; worker universe via electronic staff record. Unknown or uncoded commute responses excluded. Chart plots non-single-occupant-vehicle and work-from-home shares only.

Impacts of housing

Housing ownership and residential structure shape how Denver region households live and travel. Approximately 64% of households are owner-occupied, while 36% rent their homes. There is significant overlap between renters and residents of multifamily housing, and they tend to have similar characteristics: They are more likely to have lower incomes, live in higher-density neighborhoods with better transit access, and rely more on transit than homeowners and those in single-family detached homes.

Housing characteristics strongly influence commute behavior and vehicle ownership. Renters use non-single-occupancy vehicle modes at a rate of 10.6%, more than twice the 4.3% rate among owner-occupied households. Meanwhile, homeowners work from home at substantially higher rates.

Figure 6: Zero-vehicle households by housing ownership status



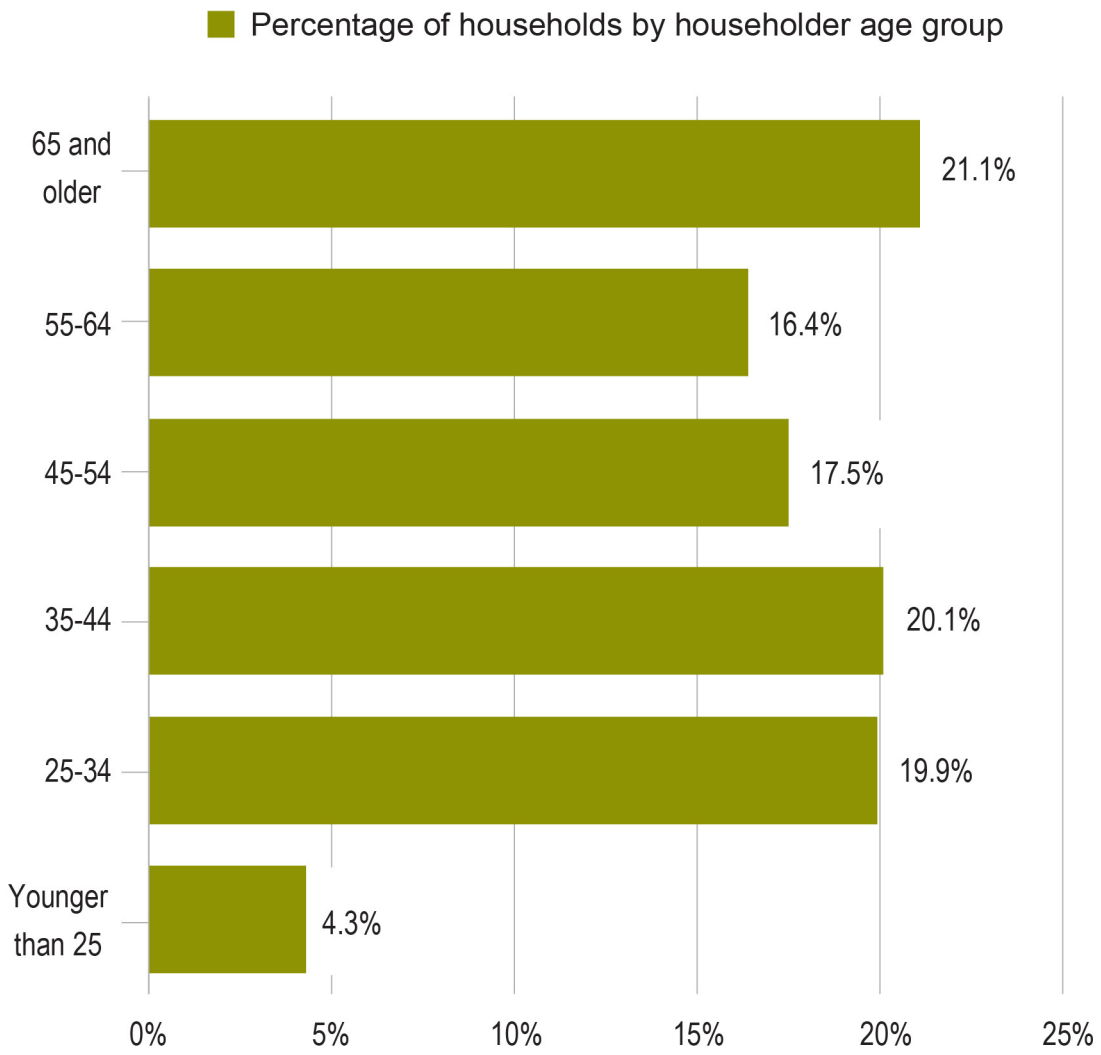
Vehicle ownership patterns show even greater differences. About 12.2% of renter households have no vehicle, compared to roughly 2% of owner-occupied households.

Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; DRCOG boundary; households weighted by WGTP (a U.S. Census weighting measure).

Impacts of age

The head of household's age shapes the household's transit needs, vehicle access and employment patterns. Householders ages 65 and older, 35 to 44 and 25 to 34 each head approximately 20% of households in the Denver region. The next largest householder age groups, 55 to 64 and 45 to 54, each head between 16% and 18% of households. Householders under 25 represent the smallest group, accounting for 4% of households.

Figure 7: Head of household age



Source: U.S. Census Bureau, American Community Survey Five-Year Estimates 2020-2024; DRCOG county aggregation; Weld County adjusted to DRCOG household portion.

Age and commute mode

Dependence on public or specialized transit appears at both ends of the age spectrum, though for different reasons. Workers under 25 have the lowest work-from-home share, 9%, and a non-single-occupancy vehicle commute rate of 10.2%, indicating meaningful reliance on in-person mobility options. Older workers (ages 65 and over) have elevated non-single-occupancy vehicle shares alongside age-related mobility constraints.

Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; worker universe via electronic staff record. Unknown or uncoded commute responses excluded. Chart plots non-single-occupant-vehicle and work-from-home shares only.

Figure 8: Commute mode by age

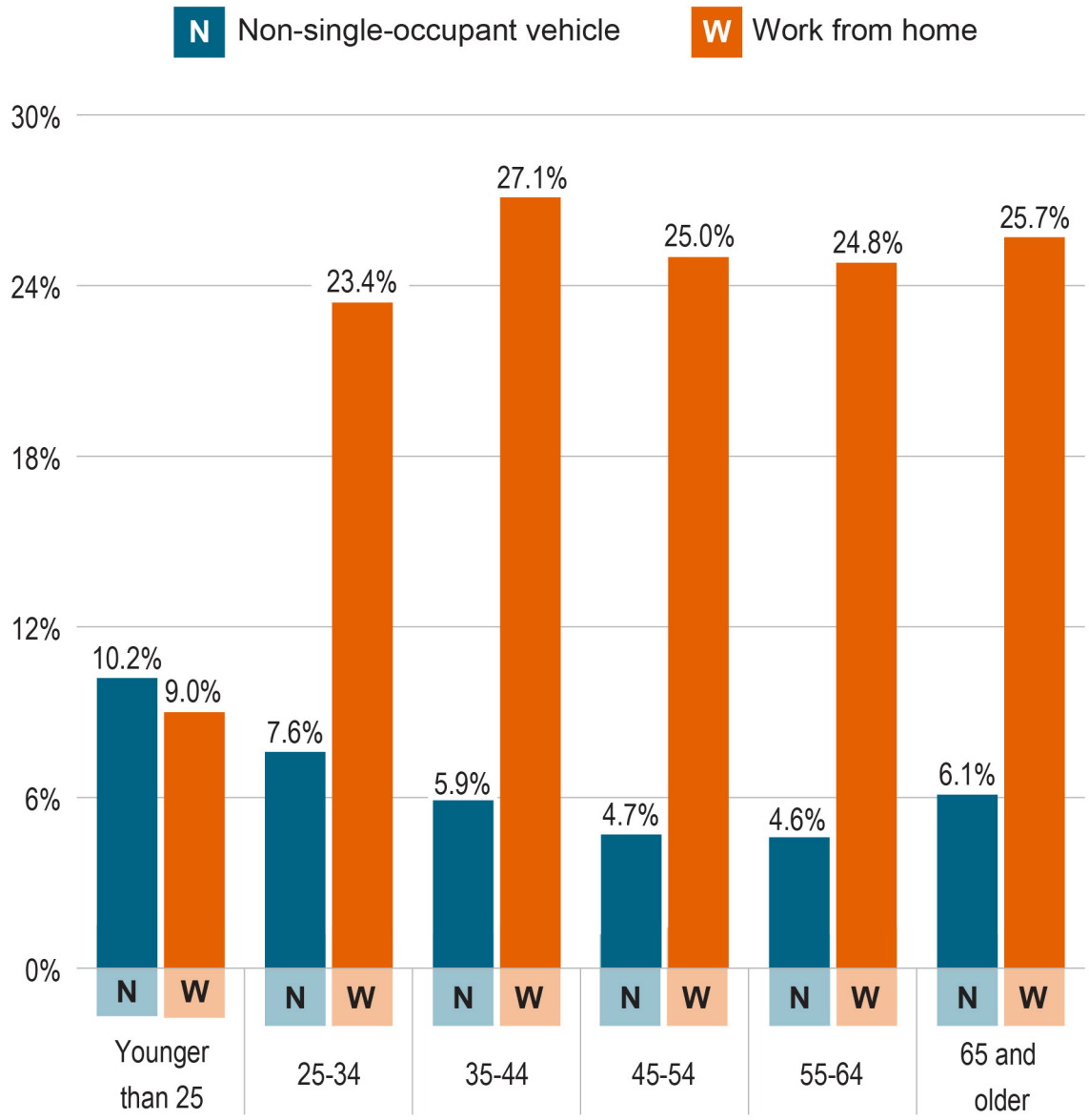
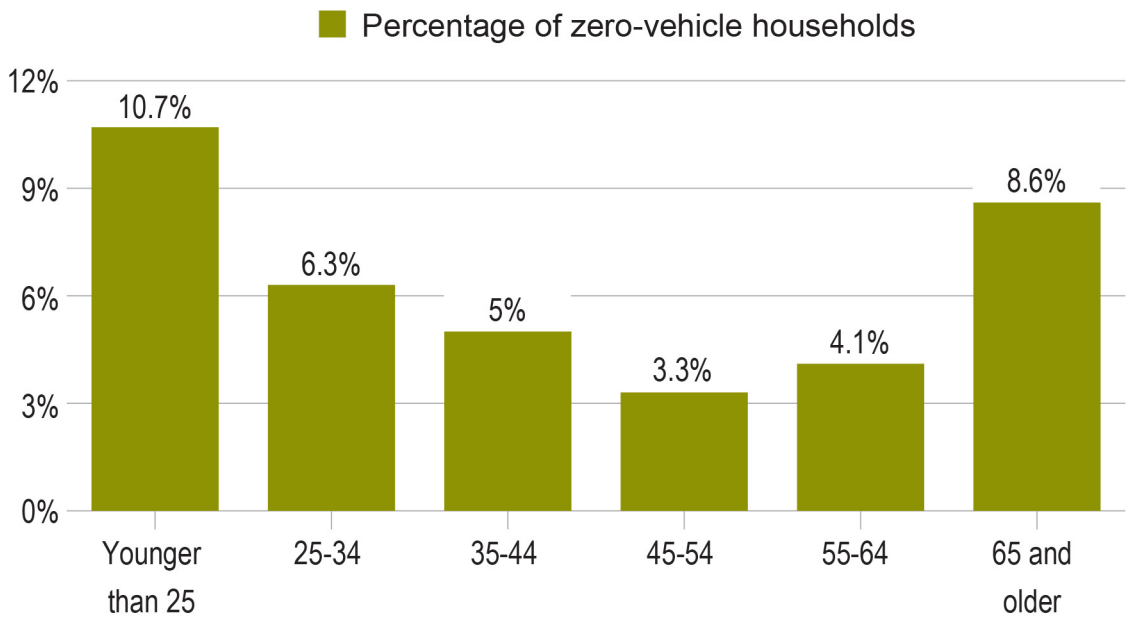


Figure 9: Zero-vehicle households by age



Vehicle access follows the same pattern: Zero-vehicle household rates are highest for householders under 25 (10.7%) and remain elevated for those 65 and older (8.6%). The region already has over 700,000 residents who are age 60 or older, so reliable and accessible transit is an immediate planning priority.

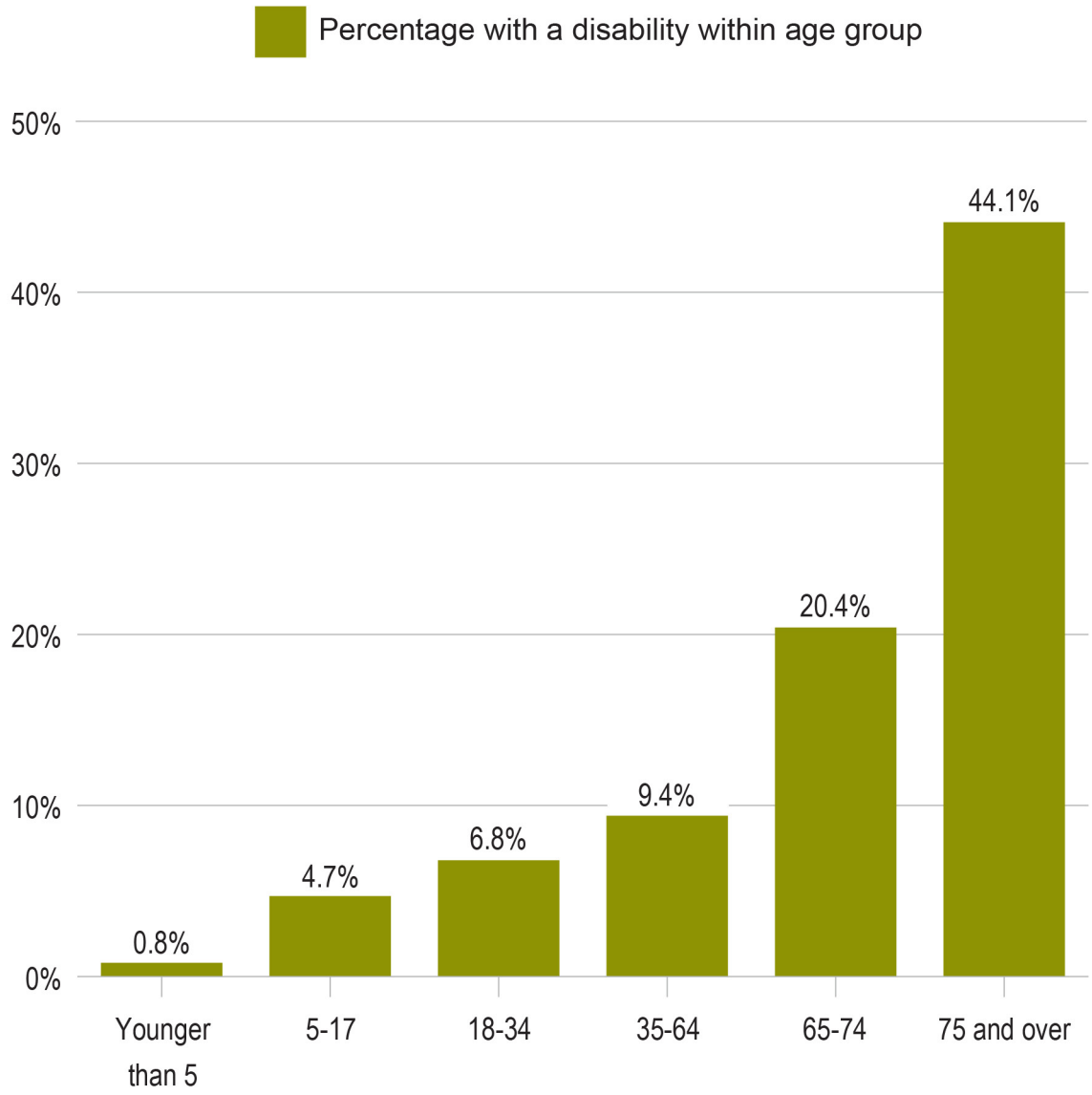
Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; DRCOG boundary; households weighted by WGTP (a U.S. Census weighting measure).

Impacts of disability

An estimated 418,100 Denver region residents, representing 12.1% of the population, currently live with a disability. This is a substantial share of the regional population and indicates a large current need for accessible transit options, including Americans with Disabilities Act-compliant stops, vehicles and paratransit service.

Source: U.S. Census Bureau, American Community Survey Five-Year Estimates 2020-2024, Table S1810 Disability Characteristics; Denver-Aurora-Lakewood, Colorado Metropolitan Statistical Area.

Figure 10: Disability prevalence by age group



Disability and commute mode

Workers with disabilities use non-single-occupancy vehicle commute modes at a rate of 9.4%, compared with 5.8% for workers without disabilities, while work-from-home rates are 19.2% and 20%, respectively.

Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; worker universe via electronic staff record. Unknown or uncoded commute responses excluded. Chart plots non-single-occupant-vehicle and work-from-home shares only.

Figure 11: Commute mode by disability status

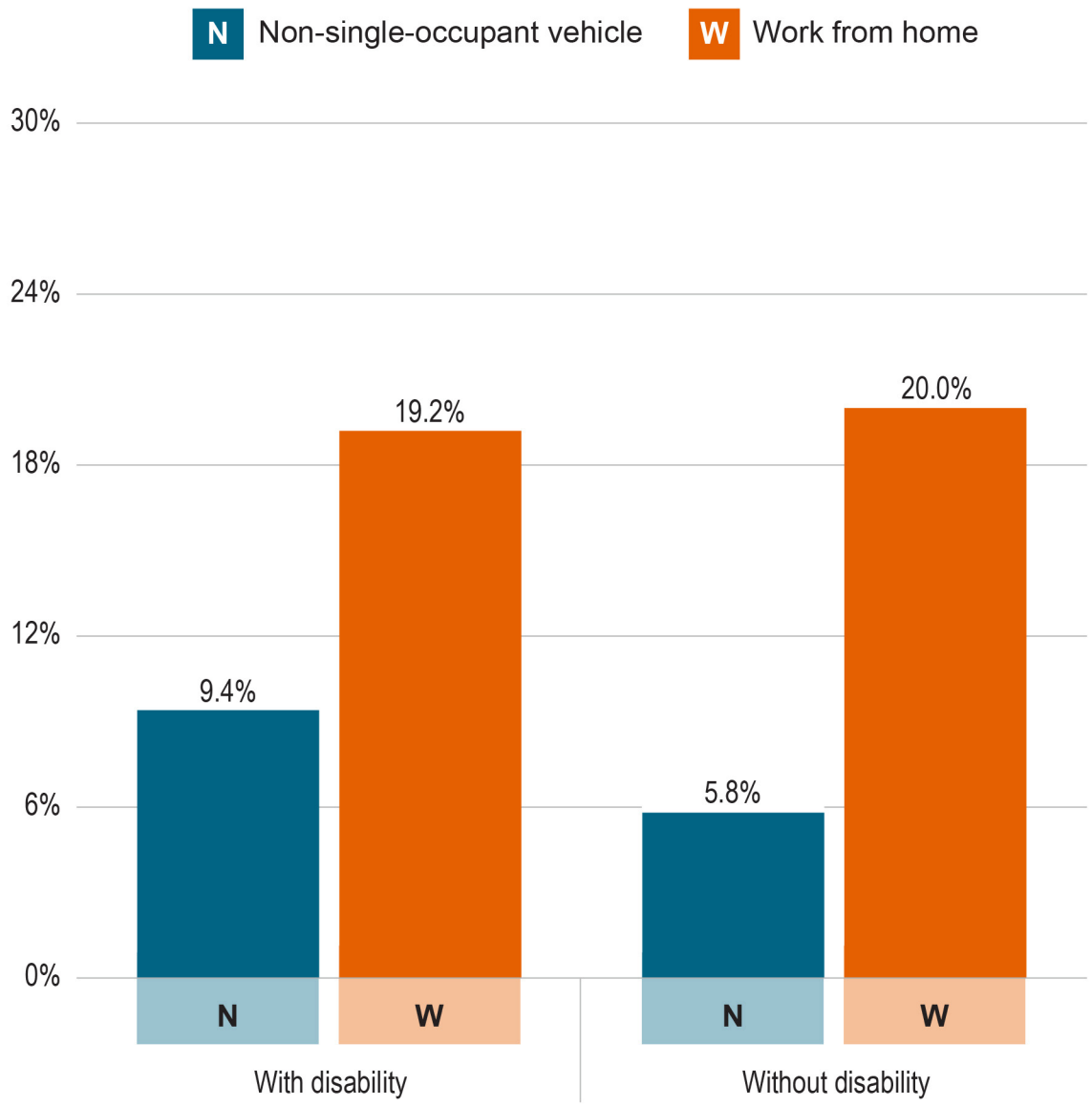
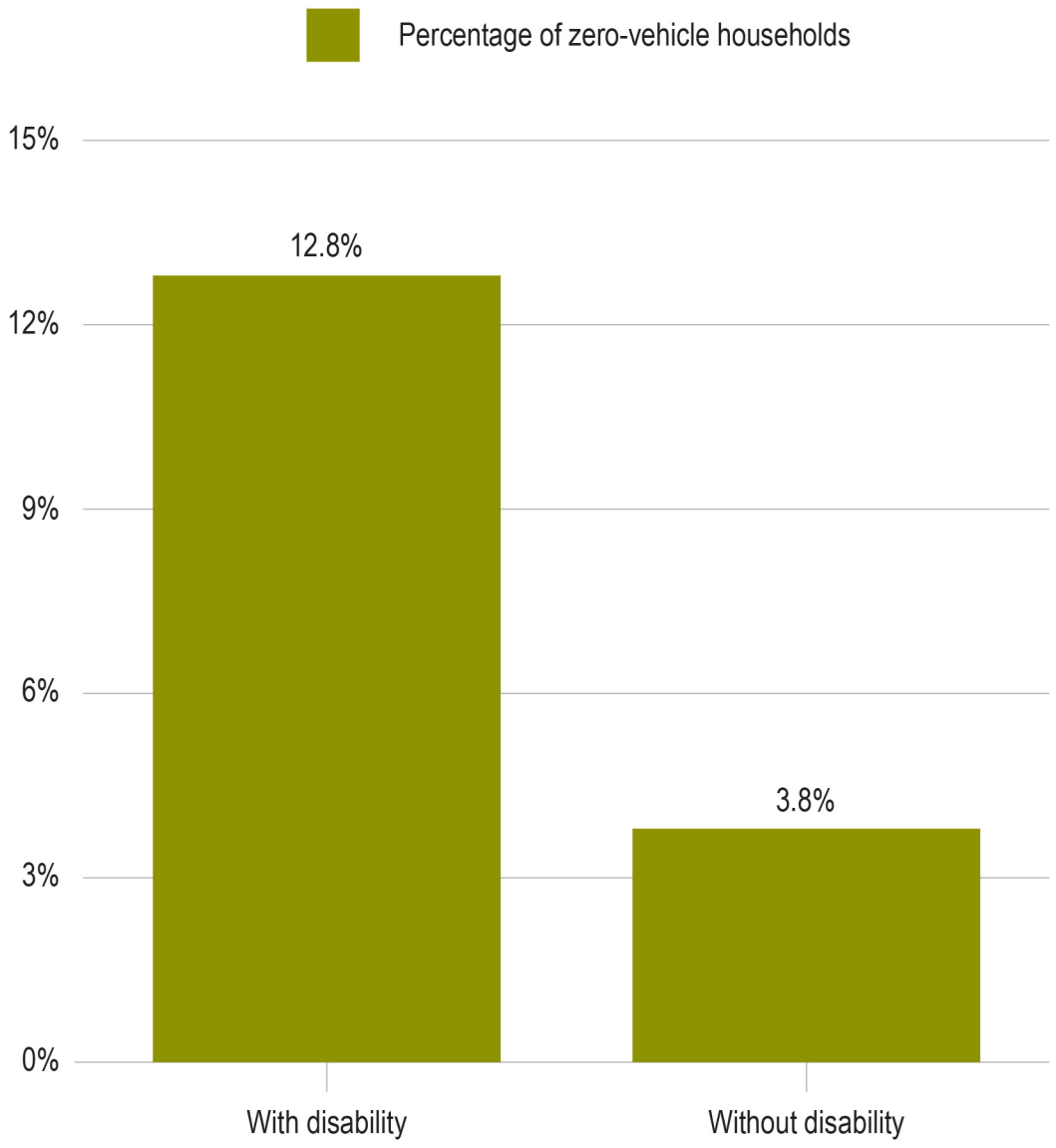


Figure 12: Zero-vehicle households by disability status



Vehicle access patterns also differ: Households headed by a person with a disability have a zero-vehicle rate of 12.8%, compared with 3.8% for households headed by a person without a disability. Together, the patterns underscore the importance of reliable and accessible transit service for residents with disabilities.

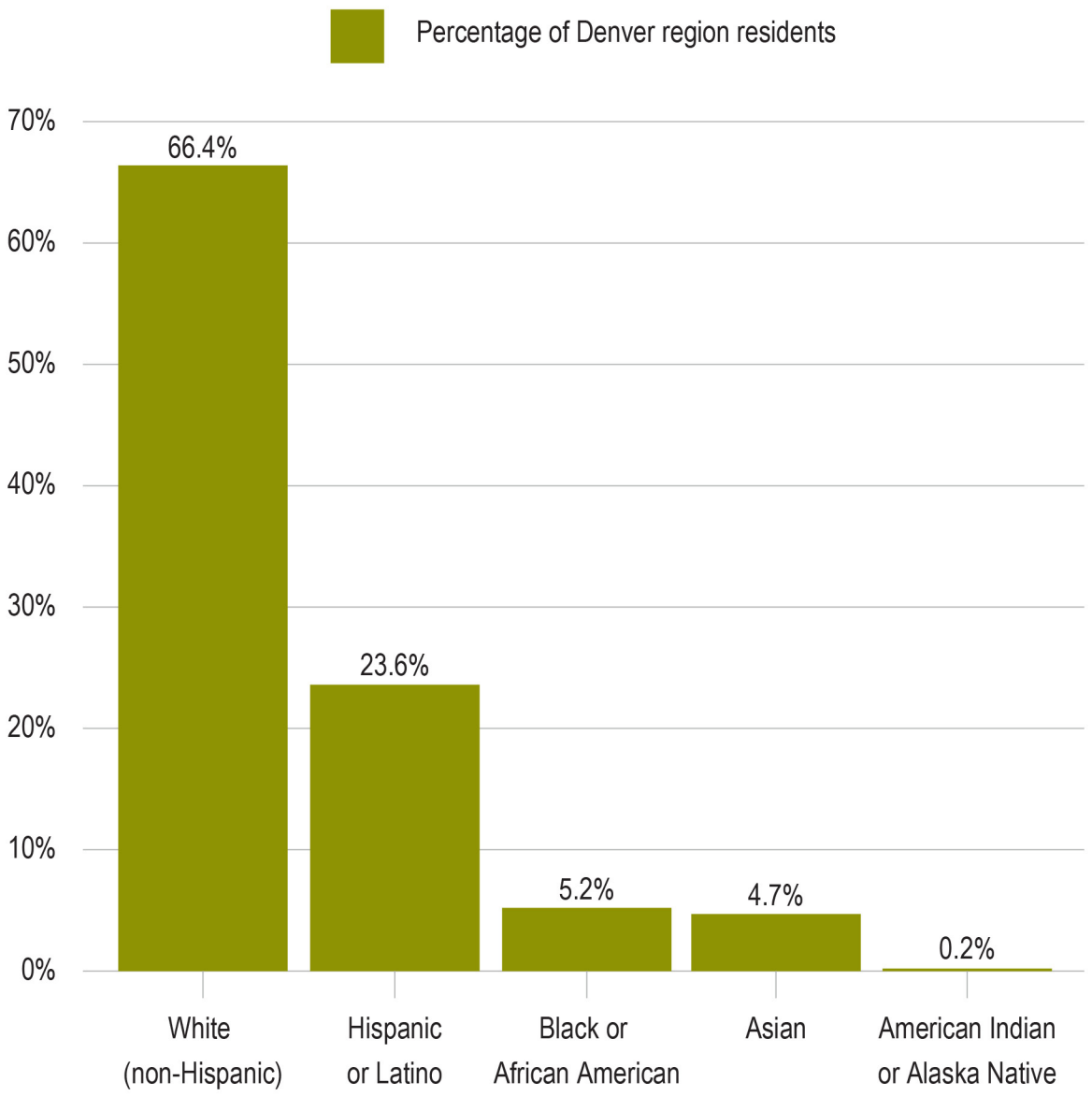
Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; DRCOG boundary; households weighted by WGTP (a U.S. Census weighting measure).

Impacts of race and ethnicity

Non-Hispanic white residents make up 66.4% of the Denver region population (2.16 million people), followed by Hispanic or Latino residents at 23.6% (769,600 people), Black or African American residents at 5.2% (169,700 people), Asian residents at 4.7% (151,900 people), and American Indian and Alaska Native residents at 0.2% (4,970 people). An estimated 221,400 residents (6.9%) have limited English proficiency, and approximately 400,000 residents (12.6%) speak Spanish at home.

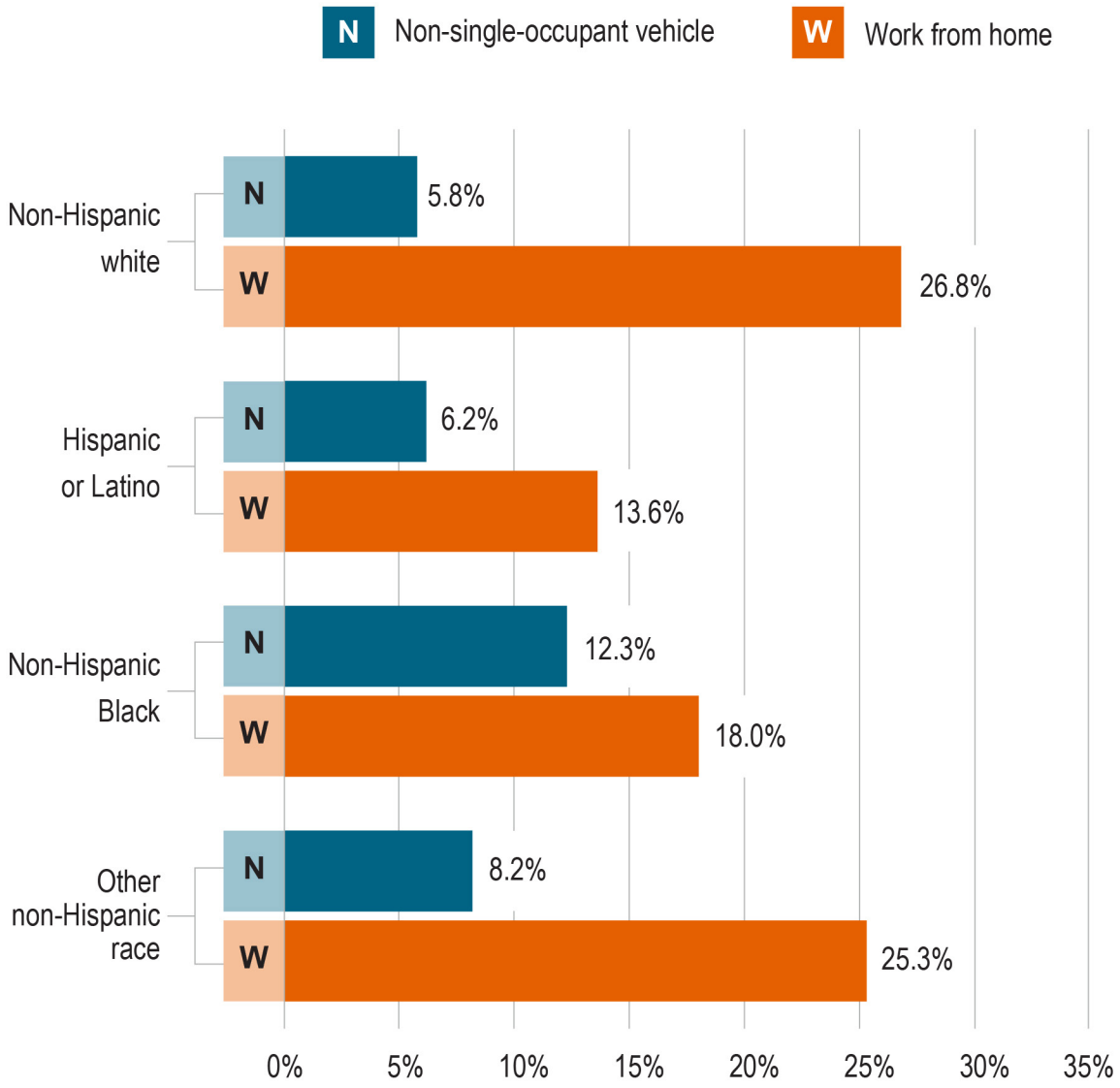
Source: U.S. Census Bureau, American Community Survey Five-Year Estimates 2020-2024.

Figure 13: Race and ethnicity makeup



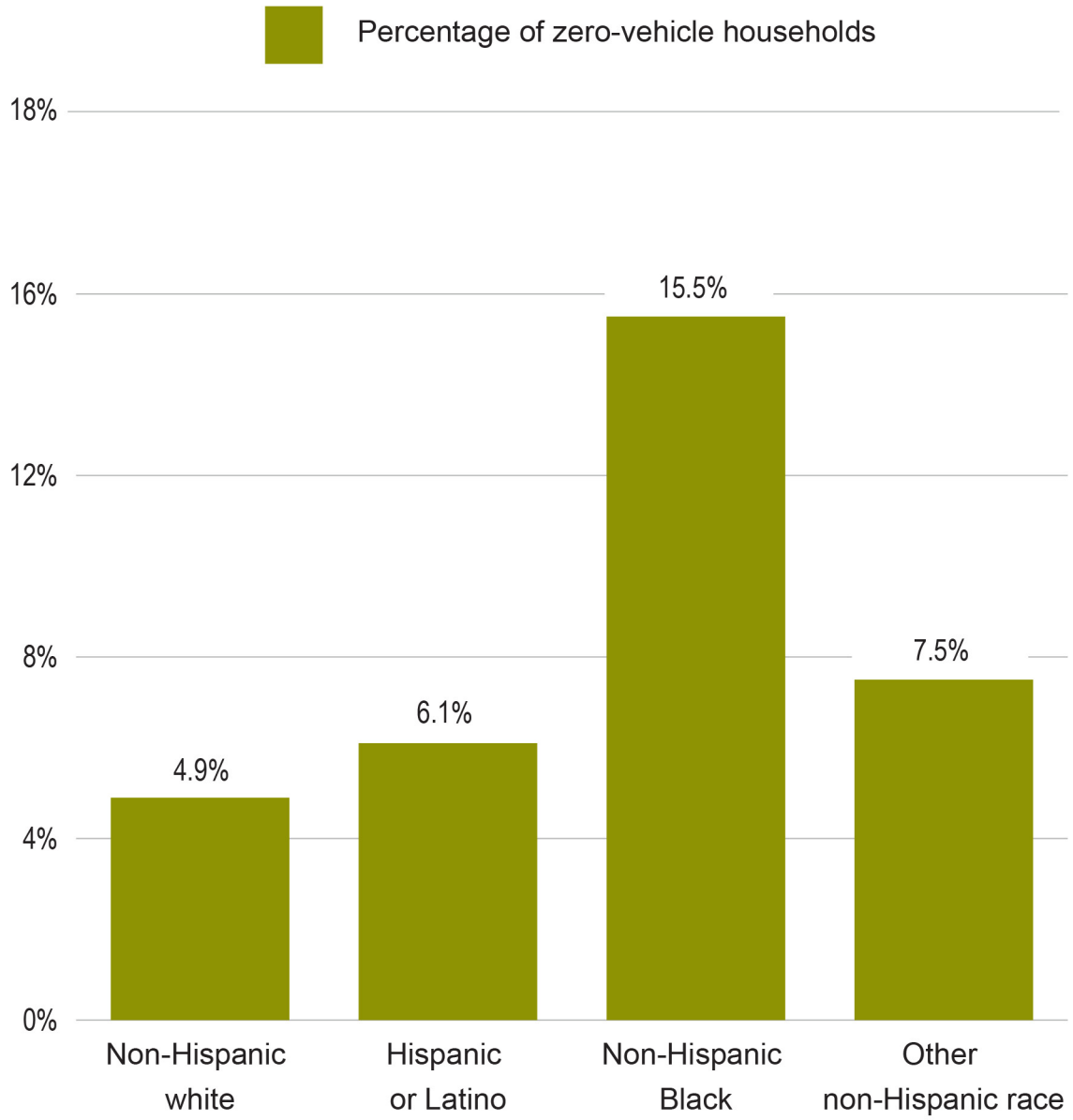
Commute mode and vehicle access differ substantially across racial and ethnic groups, reflecting differences in income, housing type, job location and access to vehicles. Non-Hispanic Black individuals have the highest non-single-occupancy vehicle commute rate (12.3%), and Hispanic or Latino workers have the lowest work-from-home rate (13.6%), indicating less ability to substitute remote work for in-person commutes.

Figure 14: Commute mode by race or ethnicity



Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; worker universe via electronic staff record. Unknown or uncoded commute responses excluded. Chart plots non-single-occupant-vehicle and work-from-home shares only.

Figure 15: Zero-vehicle households by race or ethnicity



Zero-vehicle patterns reinforce the disparities: Non-Hispanic Black households have the highest zero-vehicle rate at 15.5%, more than three times the 4.9% rate for non-Hispanic white households. The patterns underscore that transit quality, language access and culturally appropriate outreach are important considerations when planning service for underserved communities.

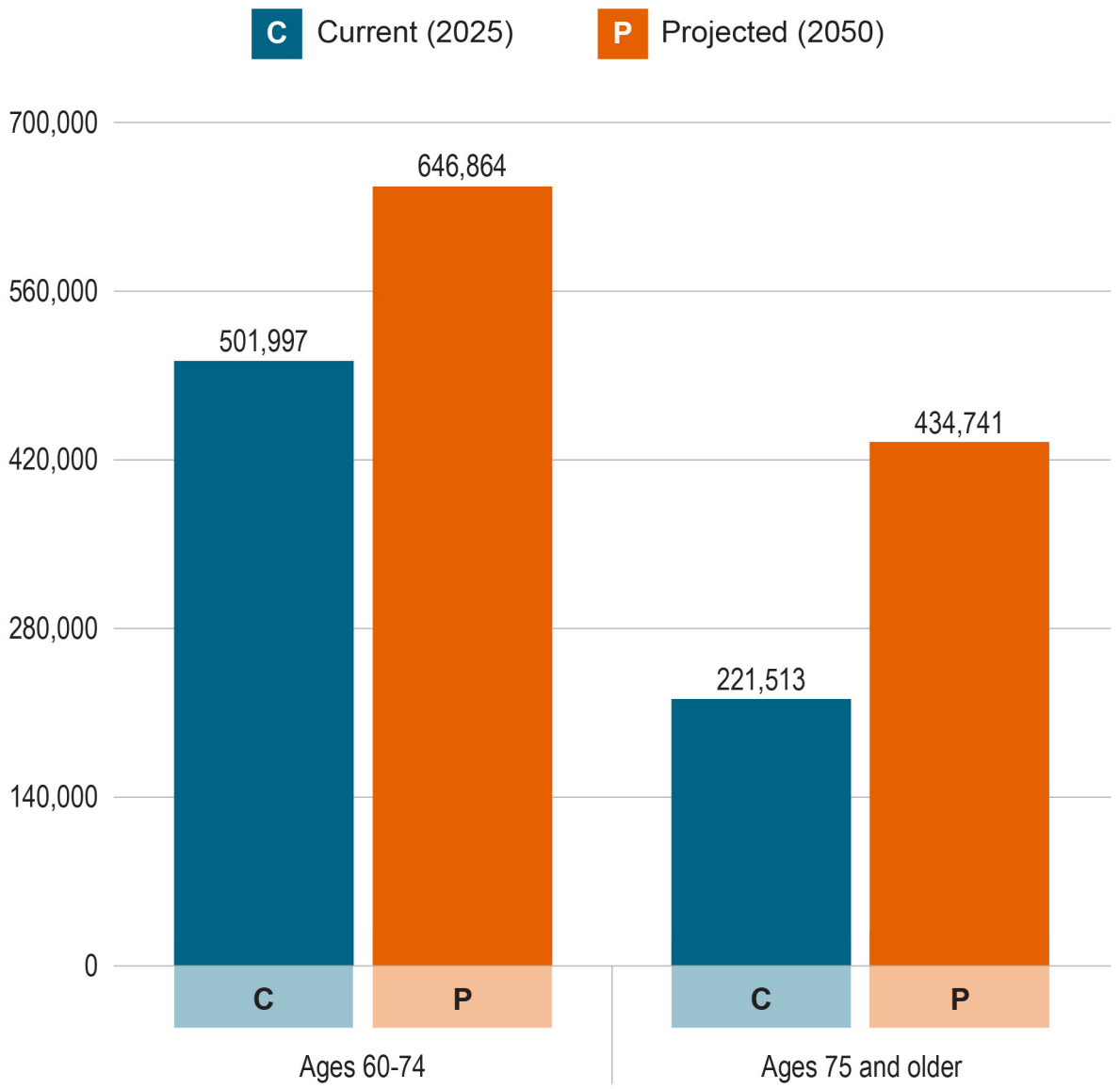
Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates; DRCOG boundary; households weighted by WGTP (a U.S. Census weighting measure).

Population growth from 2026 to 2050

The region's population is projected to grow from 3.4 million today to 4.2 million by 2050, an increase of nearly 730,000 residents. Population growth will not be evenly distributed across demographic groups. The groups with the highest transit dependency today, including older adults and people with disabilities, are projected to grow faster than the overall population. Transit demand will increase significantly even if per-capita travel behavior stays the same.

The fastest-growing group in the Denver region, and Colorado as a whole, is adults ages 60 and older. As of 2025, there are an estimated 724,000 residents age 60 and older in the region. Among this age group, there are 502,000 individuals between the ages of 60 and 74, and 222,000 ages 75 and older. By 2050, the 60-plus population is projected to reach 1.08 million — a 49% increase. Adults ages 75 and older will see the most dramatic growth, increasing by 96% to 435,000 residents by 2050. The 75-and-over cohort is most likely to stop driving and be dependent on public and specialized transit for daily mobility.

Figure 16: Projected population growth among adults ages 60 and older



Source: Colorado State Demography Office county single-year age forecasts (Vintage 2024, October 2025 release); DRCOG boundary.

Approximately 418,100 residents (12.1% of the population) currently live with a disability. This group is projected to grow to approximately 551,500 by 2050, an increase of 133,400 residents. The growth will be driven in large part by the aging of the Baby Boomer generation. People with disabilities are among the most transit-dependent residents in the region. The Americans with Disabilities Act, or ADA, places federal requirements on transit providers to ensure accessibility. As the number of residents with disabilities grows, so does the importance of ADA-compliant stops, vehicles and paratransit services.

Figure 17: Projected growth among people with disabilities



Source: U.S. Census Bureau, American Community Survey Public Use Microdata Sample 2024 One-Year Estimates (disability rate by age group); Colorado State Demography Office single-year age forecasts, Vintage 2024; Administration for Community Living Profile of Older Americans 2023 (33% any-disability rate for ages 65-plus); DRCOG boundary.

Inventory of available transit services

An important step in assessing regional needs and gaps in transportation is to first catalog existing transportation services. The following section offers an overview of available transportation services in the Denver region. Services are split into five categories: fixed-route transit, human services transportation, on-demand microtransit, private pay, and transportation information and assistance and travel training.

Fixed-route transit

Fixed-route transit services in the region include both public transportation services and more localized services that run on a published timetable along a defined alignment. Funded by state, regional and local revenue sources, localized services fill significant geographic gaps in the existing transit network.

Strengths: Provides predictable scheduled service along major corridors; offers lower per-trip operating cost than demand-response service; supports repeat trip-making routes for commutes, school and regular errands.
Challenges: Limited to riders within walking distance of the route; can rely on land use density along the service corridor for cost-effectiveness; struggles to respond to off-peak or weekend demand.

Regional Transportation District

Created by the Colorado General Assembly in 1969, RTD is the largest public transportation operator in the Denver region, offering commuter rail, light rail, fixed-route bus, bus rapid transit and paratransit services. RTD provides transportation services to over 3 million people within a 2,345-square-mile service area. RTD's service area covers eight counties, including all of Boulder, Broomfield, Denver and Jefferson counties, large areas of Adams, Arapahoe and Douglas counties, and a small portion of Weld County. For detailed information on RTD light rail and commuter rail services, refer to Appendix A.

Map 2: RTD service area

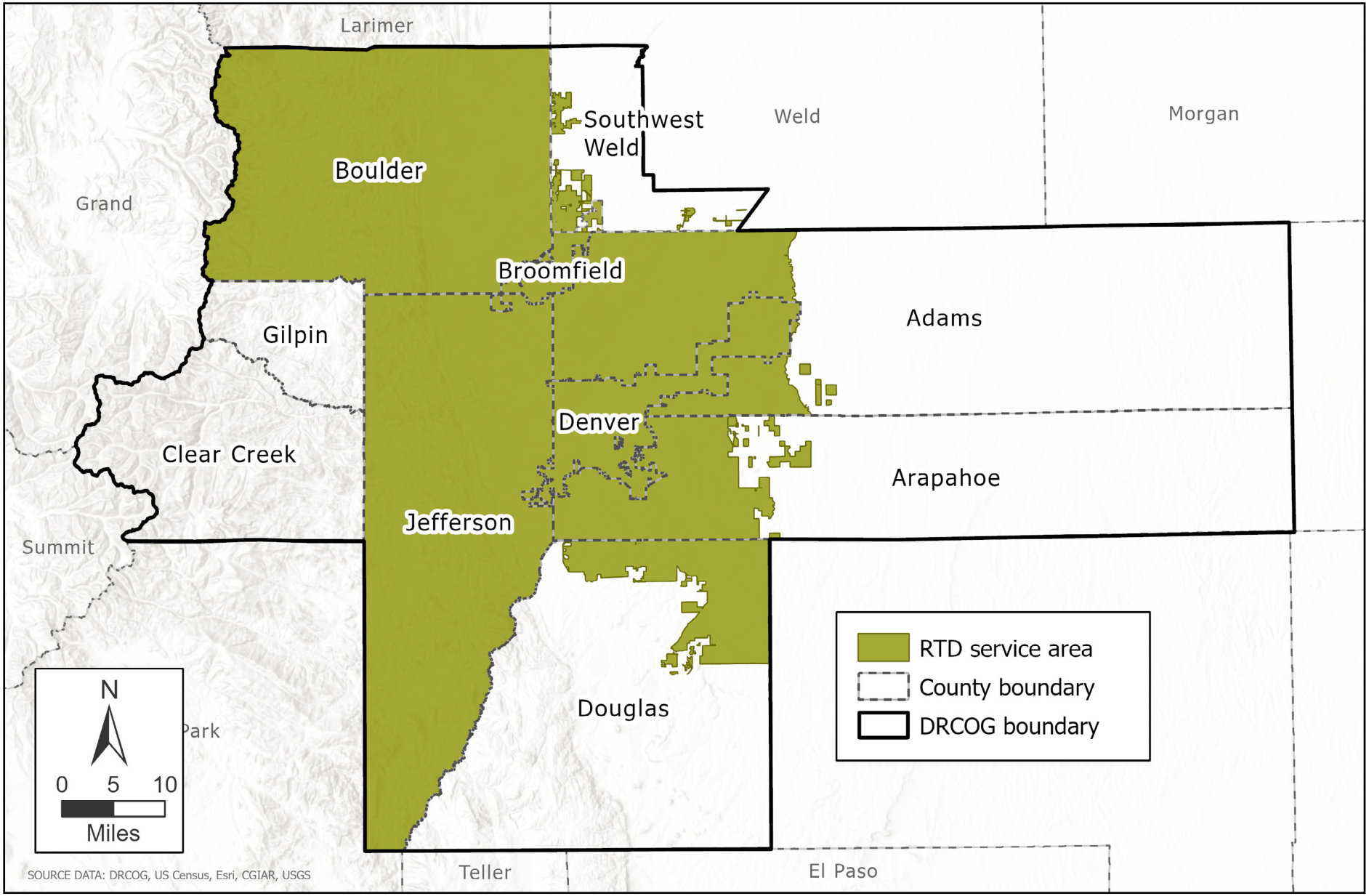


Table 1: RTD service types and routes

Service type	Description	Number of routes
Local bus service	Fixed-route bus service carries the majority of RTD's daily ridership. All buses are ADA accessible, with priority seating, audible and visual stop announcements, and bike racks.	85
Regional bus service	Longer-distance bus service connecting communities across the region.	12
Commuter rail	Commuter rail runs on standard freight rail track and primarily serves trips between Denver Union Station and outlying parts of the metro area. Commuter rail trains are larger, faster and stop at fewer, more widely spaced stations.	4
Light rail	Light rail is the original rail mode in the regional system. Light rail trains are smaller and stop at more closely spaced stations, making them better suited to local and inner-suburban trips.	6
Park-n-Ride	Park-n-Ride stations provide first-come, first-serve parking options for connections to the RTD transit system. Parking is free for vehicles registered within the RTD service area.	92 stations
16th Street FreeRide	Free downtown shuttle along 16th Street in downtown Denver.	1

Table 1: RTD service types and routes (continued)

Service type	Description	Number of routes
FlexRide	FlexRide is RTD's general-public, demand-response transit service in the metro area. Within one of the 17 available zones, travelers can request a curb-to-curb trip to any address, or use the service to connect to a fixed-route bus stop or rail station to continue a longer trip.	13 service zones
Access-a-Ride	Access-a-Ride is RTD's ADA complementary paratransit service. It is a shared-ride service intended for those who cannot use regular fixed-route bus or light rail service due to a disability.	Not applicable

Table 2: RTD ridership changes

Service type	2019 boardings	2024 boardings	Change
Bus service	59,778,000	42,584,000	-29%
16th Street FreeRide	10,076,000	1,509,000	-85%
Light rail	24,585,000	11,162,000	-55%
Commuter rail	9,711,000	8,331,000	-14%
FlexRide	819,000	428,000	-48%
Access-a-Ride	854,000	1,216,000	+42%

Table 2 summarizes RTD systemwide ridership across all service types between 2019 and 2024, highlighting recovery difficulties originally brought on by the COVID-19 pandemic. While most RTD services have experienced a decrease in ridership since 2019, Access-a-Ride services have experienced an increase. The trend reflects the aging of the region's population and a growing reliance on demand-response services among riders for whom fixed-route transit no longer works.

Bustang

The Bustang family of services is an interregional and intercity bus network operated by the Colorado Department of Transportation, or CDOT. Bustang extends the service area of the region's transit network beyond the RTD boundary but is only convenient for riders who can get to a stop, navigate a fixed schedule, and complete first- and last-mile connections themselves. Bustang also offers seasonal routes from Denver to popular recreational areas throughout Colorado.

Table 3: Bustang routes

Line	Description	Number of stops
North Line	Union Station to downtown Fort Collins with stops along the northern Interstate 25 corridor.	6
South Line	Union Station to downtown Colorado Springs with stops along the southern I-25 corridor.	12
West Line	Union Station to Grand Junction with stops along the western Interstate 70 corridor.	7
Pegasus	Higher-frequency service between Union Station and Avon along the western I-70 corridor.	6
Estes	Summer-only service from Union Station to Estes Park and Rocky Mountain National Park.	8
Outrider	Union Station to various rural parts of Colorado, including Craig, Crested Butte, Sterling and Avon.	Varies

Table 3: Bustang routes (continued)

Line	Description	Number of stops
Broncos	Two Denver Broncos gameday routes from downtown Fort Collins and downtown Colorado Springs to Union Station	Varies
Snowstang	Winter-only service from Union Station to Arapahoe Basin, Breckenridge, Copper Mountain and Loveland Ski Area.	Varies

Table 4: Other fixed-route transit services

Service name	Description
Black Hawk and Central City Tramway	Connects major destinations in Black Hawk and Central City seven days a week. The free service is supported by Black Hawk casinos and Central City.
Boulder Buff Bus	On-campus shuttle for University of Colorado at Boulder students, including to and from Williams Village.
Boulder Community Transit Network	Network of 10 bus routes throughout Boulder that connects to surrounding cities and RTD's regional routes.
Clear Creek RoundAbout	Free public transportation service that provides travel within Clear Creek County limits and to Evergreen and Bergen Park areas.

Table 4: Other fixed-route transit services (continued)

Service name	Description
Englewood BERT	Free trolley that transports riders to nine stops connecting CityCenter Englewood, businesses in downtown Englewood and medical facilities.
Lyons Flyer	Fixed-route bus connecting the Town of Lyons in northern Boulder County with Longmont, where riders can transfer to RTD regional services.
Mountain Rides	Deviated fixed-route service connecting Boulder County's mountain and foothills communities with the City of Boulder.
Ore Cart Shuttle Service	Free, ADA-accessible service that complements and expands access to existing transit options, including the RTD 17 bus and W Line light rail.
Westracks Shuttle Service	A piloted fixed-route shuttle service providing connections between Golden, Morrison, and RTD bus and rail systems.

Human services transportation

Human services transportation is broadly categorized as transportation services designed for specific populations such as adults ages 60 and older or individuals with disabilities. It may include paratransit or other demand-response transportation services. In the Denver region, there are a wide variety of human services transportation providers, many of whom are bound by strict geographic boundaries due to funding requirements.

Strengths: Targets specific populations facing mobility constraints; offers door-to-door service for riders who cannot reach a fixed-route stop; is often free or subsidized for eligible riders.
Challenges: Eligibility restrictions limit who can use the service; capacity is generally insufficient to meet demand; costs significantly more per trip than fixed-route service; requires reservations that limit trip flexibility; is fragmented across many providers.



Photo by Darcy Kiefel.

Table 5: Human services transportation providers

Service	Description	Service area
A Little Help	Volunteer-based transportation services for adults ages 60 and older and people with disabilities.	Arapahoe, Denver, Jefferson, Larimer, and parts of Weld and Adams counties
Access-on-Demand	On-demand transportation provided through choice of contractors through RTD's Access-a-Ride program.	Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas and Jefferson counties
Aging Resources of Douglas County	Door-to-door transportation for Douglas County residents ages 60 and older or people who require a wheelchair.	Douglas County
Area Agency on Aging Choice Services transportation voucher program	Free transportation for adults ages 60 and older throughout the Denver region. Clients get their choice of contracted transportation providers for personal and medical trips.	Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Jefferson and Gilpin counties
Broomfield Easyride	Door-to-door transportation for adults ages 60 and older and people with disabilities.	City and County of Broomfield
Castle Rock Senior Activity Center	Volunteer-based transportation services for adults ages 60 and older throughout Castle Rock.	City of Castle Rock

Table 5: Human services transportation providers (continued)

Service	Description	Service area
Gilpin County Senior Transportation	Free transportation for older adults for medical, nutrition or socialization purposes.	Gilpin County
Lakewood Rides	Door-through-door transportation for Lakewood residents ages 60 and older or people with disabilities.	City of Lakewood
Via Mobility Services	Door-through-door paratransit services for adults ages 60 and older and people with disabilities.	Adams, Arapahoe, Boulder, Denver, Jefferson, Larimer and Weld counties

On-demand microtransit

Microtransit is a flexible transportation service, usually with smaller vehicles, that offers on-demand rides to passengers. Generally, microtransit services provide transportation within a smaller geographic area. Microtransit can offer both fixed-route and demand-response services. For the Coordinated Transit Plan, fixed-route microtransit options are included in Table 4 in the “Fixed-route transit” section, while demand-response services are listed in Table 6 in this section.

Strengths: Helps address transit gaps and can benefit areas of lower population density, unserved neighborhoods and travelers needing transportation during off-peak hours; offers a more convenient and responsive option than fixed-route bus services while being more cost-effective than traditional urban rail services.
Challenges: Offers less predictability than fixed-route service; costs more per trip to operate; has limited zoned areas to complete a trip; can produce longer total travel times when demand is high or trips are pooled across long distances.



Photo courtesy of RTD.

Table 6: On-demand microtransit services

Service	Description	Organization or service area
Aurora Rides	Provides on-demand access for adults ages 60 and older in a dedicated service zone.	City of Aurora
Brighton On-Demand Local Transit, or BOLT	The City of Brighton's app-based, on-demand public transit service.	City of Brighton
Denver Connector	Free, on-demand microtransit service operating in the Montbello and Globeville/Elyria-Swansea neighborhoods and parts of West Denver.	City and County of Denver
Link on Demand	Free, wheelchair-accessible shuttle service that provides on-demand rides anywhere in Lone Tree, Meridian and Highlands Ranch; expanding into Parker and Castle Rock in 2026.	Lone Tree, Highlands Ranch, Parker, Castle Rock
Littleton Omnibus	Free service for Littleton residents with disabilities or who are ages 60 and older.	City of Littleton
Majestic Commuter	Free commuter shuttle connecting workers from the 40th and Airport Boulevard/Gateway Park RTD A Line station to employment sites in the surrounding corridor.	Northeast Transportation Connections

Table 6: On-demand microtransit services (continued)

Service	Description	Organization or service area
Ride Longmont	On-demand, app-based public transit service, operating six-passenger vans throughout Longmont.	City of Longmont
Ride Free Lafayette	Free, on-demand, door-to-door bus service within the City of Lafayette.	City of Lafayette
The Aero Shuttle	Free, on-demand shuttle serving the Aurora Highlands neighborhood. The service is currently operating as a pilot.	Aurora Highlands

Private pay

Private-pay transportation services encompass for-profit options such as traditional taxi services, ride-hailing services like Uber and Lyft, and privatized non-emergency medical transportation services. Private-pay services are generally available to any member of the public at a personal cost; providers generally do not service a specific population group but may offer a specialized or nuanced type of transportation service. In the spring of 2026, the Denver metropolitan area welcomed its first autonomous vehicle service, Waymo, with 12 vehicles.

Strengths: Available on demand with few restrictions; fills service gaps where public transit does not operate.
Challenges: Full-fare cost prices out many older adults, individuals with disabilities and low-income riders.

Table 7: Private-pay transportation providers

Provider	Service type
A1 Medical Transport	Non-emergency medical transportation
Amazing Wheels Inc.	Non-emergency medical transportation
Blue Skies Transportation	Non-emergency medical transportation
GoGo Grandparent	Ride-hailing provider scheduling
Love INC	Non-emergency medical transportation
Lyft	Ride-hailing
Metro Taxi	Taxi
Midtown Express	Non-emergency medical transportation
Sunshine Rides	Non-emergency medical transportation
Uber	Ride-hailing
Union Taxi	Taxi
Waymo	Ride-hailing (autonomous vehicle)

Information and assistance and travel training

Transportation training and information services offer support to older adults, people with disabilities and transit riders who face barriers to navigating the region's transportation network.

Programs that provide information and assistance can serve as a point of contact to help individuals request or schedule a ride. Information and assistance programs help riders figure out if they're eligible for different programs, what a trip will cost, how far in advance to book, what documentation is needed and which provider can serve a trip on a given day.

Transportation training programs help riders build the skills and confidence to travel independently on public transportation. A typical curriculum addresses barriers to technology and goes over how to read schedules and maps, plan a trip, pay fares, recognize stops, transfer between routes, and handle unexpected delays or detours. Some organizations listed in Table 8 have developed a travel training program specific to their services.



Photo by Sarah Warrender/DRCOG.

Table 8: Information and assistance and travel training services

Organization	Services offered	Service area
DRCOG Area Agency on Aging	Information and assistance, travel training	Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Jefferson and Gilpin counties
Denver Regional Mobility and Access Coalition	Information and assistance, travel training	Statewide
Senior Assistance Center	Information and assistance	City and County of Denver
Mobility for All Boulder County	Information and assistance, travel training	Boulder County
Regional Transportation District	Travel training	Denver and Jefferson counties, and parts of Adams, Arapahoe and Broomfield counties

Coordinating councils and projects

In the Denver region, the following committees and initiatives work to improve regional coordination, communicate about transportation legislation and program changes, and better serve the region's most vulnerable populations.

Colorado Mobility and Access Coalition

The Colorado Mobility and Access Coalition is a statewide committee focused on supporting mobility management and coordination of transportation services. Meetings are held on a quarterly basis and are currently open to the public. Additionally, two in-person meetings are held each year at the Colorado Association of Transit Agencies conferences.

Ride Alliance

Ride Alliance is a DRCOG initiative that is working to improve the coordination of services and client information between transportation providers in the region. Ride Alliance has developed the Trip Exchange Hub, which transportation providers can connect to via their current scheduling and client management software to exchange trip and client details. Ride Alliance aims to reduce trip denials, optimize regional funding and reduce administrative burden.

Regional and local coordinating councils

The Denver Regional Mobility and Access Coalition operates as the Denver region's regional coordinating council. The organization facilitates local coordinating council meetings for each of the counties in the region. Local coordinating councils typically meet monthly to identify and address the transportation needs of mobility disadvantaged communities in their county.

Current transit funding opportunities

This section provides an overview of local, state and federal transit funding sources and how they are used in the Denver region. It also details eligibility for key federal funding sources, where they originate and how they are distributed for implementation.

Section 5310 and human services transportation funding is managed by DRCOG. Applicants must submit projects that address needs and gaps or strategic priorities outlined in the Coordinated Transit Plan.



Photo by Sang-Gu Lee/DRCOG.

To help the region coordinate, plan and deliver public and human services transportation in an efficient and cost-effective manner, this section of the Coordinated Transit Plan includes comprehensive analysis on funding levels, fund distribution and project eligibility requirements. Funding for transportation is best explained in two separate approaches.

What kinds of funds are available: Transit in the region is funded by a layered mix of local, state and federal sources, each created with a different purpose and for a different population. The mix includes larger funding sources supporting RTD operations, along with targeted programs to fund transportation for older adults, individuals with disabilities, low-income riders and veterans. Most federal programs require a nonfederal local match, typically 20% for capital expenditures and 50% for operating. State, regional and local sources play a central role in providing that match.

How funds are distributed and spent: Each funding program follows its own statutory and regulatory rules for who can receive the money, what activities are eligible, what local match is required and how performance is reported. For example, funding for transit flows from the Federal Transit Administration, or FTA, to designated recipients in the region, including RTD, DRCOG, CDOT and some local governments.

Once funds are received, recipients use them for — and report on — activities that each program authorizes. This can include capital, operating and maintenance expenditures, as well as mobility management or travel training programs. Many projects braid multiple programs together so that a single project can draw on more than one source of federal, state or local funding.

Understanding both the available funding sources and how funds are distributed and spent allows DRCOG and its partner organizations to better align projects with regional strategic priorities, resulting in better outcomes for communities across the region.

Available funding sources

Transit funding in the Denver region comes from a mix of federal formula programs administered by the FTA, federal and state funds distributed through DRCOG's Transportation Improvement Program, state programs administered by CDOT and the Colorado Department of Human Services' State Unit on Aging, and regional and local revenues. Funding for transportation can be placed into two different categories:

- **General public transportation:** Can be fixed-route or demand-responsive, but the services provided are not restrictive to the type of user. The ADA requires that public transportation be accessible for individuals with disabilities.
- **Human services transportation:** Includes a broad range of service options designed to meet the needs of disadvantaged populations, including individuals with disabilities, low-income individuals and older adults. Typically, human services transportation is available only to qualified individuals based on age, disability and income.

Table 9 outlines the major federal, state and regional transportation funding programs and the typical annual allocation from each program — and how allocations have changed since 2020. Federal allocations to the Denver region have generally grown since 2020, driven by temporary COVID-era economic recovery funds and the Infrastructure Investment and Jobs Act. The Infrastructure Investment and Jobs Act expires in 2026, and a future surface transportation authorization bill is currently being developed in Congress, leaving some uncertainty around future funding details. However, current funding can give an idea of likely trends for future funding.

Table 9: Transportation funding sources

Type	Funding source	Administrator	Award mechanism	2020 allocation	2026 allocation
Federal	FTA Section 5307 (Denver-Aurora Urbanized Area)	RTD	Formula	$59,226,410	$74,482,195
Federal	FTA Section 5307 (Boulder Urbanized Area)	Boulder County	Formula	$4,113,553	$3,986,423
Federal	FTA Section 5307 (Lafayette-Louisville-Erie Urbanized Area)	Boulder County	Formula	$1,238,751	$2,203,217
Federal	FTA Section 5307 (Longmont Urbanized Area)	Boulder County	Formula	$2,738,229	$2,999,186
Federal	FTA Section 5307 (Castle Rock Urbanized Area)	Douglas County	Formula	Not applicable	$1,807,362
Federal	FTA Section 5310 (Denver-Aurora Urbanized Area)	DRCOG	Competitive	$1,886,857	$3,181,000
Federal	FTA Section 5310 (Under 50,000 population)	CDOT	Competitive	$675,235	$1,212,026
Federal	FTA Section 5310 (50,000-199,999 population)	CDOT	Competitive	$1,158,919	$2,123,861

Table 9: Transportation funding sources (continued)

Type	Funding source	Administrator	Award mechanism	2020 allocation	2026 allocation
Federal	FTA Section 5337 (Fixed Guideway Denver-Aurora Urbanized Area)	RTD	Formula	$14,617,537	$34,614,937
Federal	FTA Section 5337 (Motorbus Denver-Aurora Urbanized Area)	RTD	Formula	$96,326	$173,079
Federal	FTA Section 5339 (Denver-Aurora Urbanized Area)	RTD	Formula	$5,400,838	$4,776,141
Federal	FTA Section 5339 (Under 50,000 population)	CDOT	Competitive	$3,500,000	$4,000,000
Federal	FTA Section 5339 (50,000-199,999 population)	CDOT	Competitive	$1,461,999	$1,923,675
Federal	Federal Highway Administration Carbon Reduction Program	DRCOG	Formula	Not applicable	$5,197,852
Federal	Federal Highway Administration Surface Transportation Block Grant	DRCOG	Formula	$49,495,000	$36,292,626
Federal	Federal Highway Administration Congestion Mitigation and Air Quality	DRCOG	Formula	$32,949,000	$31,796,969

Table 9: Transportation funding sources (continued)

Type	Funding source	Administrator	Award mechanism	2020 allocation	2026 allocation
Federal	Older Americans Act Title III-B (Supportive Services)	DRCOG	Formula	$983,400	$1,724,226
State	Multimodal Transportation and Mitigations Options Fund	DRCOG	Formula	$34,233,000	$0
State	FASTER Statewide and Regional Pool	CDOT	Formula	$2,000,000	$3,000,000
State	Clean Transit Enterprise	CDOT	Formula and Competitive	Not applicable	$20,677,000
State	Older Coloradans Act/Older Coloradans Cash Fund	Colorado Department of Human Services	Formula	$1,615,852	$1,747,167
Local	RTD Partnership Program	RTD	Competitive	Not applicable	$6,000,000
Local	RTD sales and use tax	RTD	Not applicable	$632,665,000	$877,163,000

Table 9: Transportation funding sources (continued)

Type	Funding source	Administrator	Award mechanism	2020 allocation	2026 allocation
Local	DRCOG Human Services Transportation Set-Aside	DRCOG	Competitive	$1,000,000	$2,000,000
Local	DRCOG Innovative Mobility Set-Aside	DRCOG	Competitive	Not applicable	$1,250,000
Local	DRCOG Community-Based Transportation Set-Aside	DRCOG	Competitive	Not applicable	$530,000

Funding for public transportation

FTA Section 5307: Urbanized Area Formula Program

Section 5307 funds are for urbanized areas with more than 50,000 people. The funding formula takes population and population density into account. The program generally funds transit capital expenditures, but under certain circumstances, funding may be used for operating assistance and planning.

RTD is the designated recipient of Section 5307 funds for the Denver-Aurora Urbanized Area. Boulder County and Douglas County receive funding for the smaller urbanized areas within the region: Boulder, Louisville-Lafayette-Erie, Longmont and Castle Rock. In total, RTD receives about $50 million annually, which it typically uses for vehicle maintenance and procurements.

FTA Section 5309: Capital Investment Grants

The Section 5309 discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking Capital Investment Grant funding to complete a series of steps over several years.

For New Starts and Core Capacity projects, the law requires the project development and engineering phases to be completed in advance of receipt of a construction grant agreement. For Small Starts projects, the law requires only the project development phase to be completed in advance of receipt of a construction grant agreement. The law also requires projects to be rated by the FTA at various points in the process according to statutory criteria that evaluate project justification and local financial commitment.

FTA Section 5337: State of Good Repair Grants Program

The State of Good Repair Grants Program provides capital assistance for maintenance, replacement and rehabilitation of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair Grants can be used to develop and implement transit asset management plans.

FTA Section 5339: Grants for Buses and Bus Facilities Program

The Grants for Buses and Bus Facilities Program allows states and designated recipients to replace, rehabilitate and purchase buses and related equipment. It also allows for the construction of bus-related facilities, including making technological changes or innovations to modify low- or zero-emission vehicles or facilities.

Funding is provided through formula allocations and competitive grants. A subprogram provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Funding Advancements for Surface Transportation and Economic Recovery Act of 2009

The Funding Advancements for Surface Transportation and Economic Recovery Act, known as FASTER, provides $15 million annually for transit projects statewide. Of this total, $5 million is competitively awarded to local projects, and $10 million goes to state and regional projects. RTD and Bustang each receive a $3 million set-aside from the statewide and regional pool. Although FASTER started primarily as a source of funding for capital projects, it has evolved to provide operating assistance for Bustang and a small allocation for interregional transit.

Funding for human services transportation

FTA Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 funds projects that increase the mobility of older adults and individuals with disabilities. Eligible projects include both capital investments and operating assistance for service that goes beyond minimum ADA-complementary paratransit service requirements.

As required by DRCOG's designation as a direct recipient of FTA funds, DRCOG staff have developed a Section 5310 Program Management Plan. DRCOG began administering projects in January 2021 in its role as a direct recipient. Projects outside the Denver-Aurora Urbanized Area continue to be administered by CDOT.

Older Americans Act and Older Coloradans Act

The DRCOG Area Agency on Aging administers Older Americans Act and Older Coloradans Act funds for projects in eight of the region's counties: Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson. Boulder and Weld counties each operate their own area agency on aging.

As required by the Older Americans Act, the region's Area Plan on Aging is carried out through programs provided directly by the DRCOG Area Agency on Aging and through contracts with community-based agencies.

DRCOG Human Services Transportation Set-Aside

The Human Services Transportation Set-Aside provides a dedicated funding source to improve mobility for vulnerable populations, including older adults, low-income individuals, veterans and individuals with disabilities. The set-aside fills gaps in Section 5310, Older Americans Act and Older Coloradans Act funding to address identified needs.

Medicaid: Non-emergency medical transportation

Non-emergency medical transportation, also known as NEMT, is for Medicaid beneficiaries with no other means of transportation to and from Medicaid medical appointments. In addition to directly paying for transportation, the program may also reimburse the costs of gas, bus fare and bus passes.

Distributing transportation funds

Each funding program is governed by its own statute, regulations and program guidance, which specify the activities the money can pay for. Table 10 maps eligible activities for each of the major funding programs. Eligible activities include:

1) **Capital:** One-time investments in physical assets, including vehicles, equipment, facilities and the technology that supports them. Examples include purchasing or replacing accessible vans and small buses, building or upgrading garage and maintenance facilities, and ADA-related vehicle modifications.

2) **Operating:** Ongoing costs of delivering a service, including driver wages and benefits, fuel, vehicle maintenance, insurance, dispatch and call-center staffing, and rent for shared facilities.

3) **Mobility management:** Coordination activities that help deliver a transportation service. Costs include agency staff salaries, programs that connect riders to services, and maintenance of information and referral resources.

4) **Travel training:** Instruction that helps older adults, individuals with disabilities and other riders build the skills and confidence to travel independently on public transportation.

5) **Planning:** Studies, plans, analyses and stakeholder engagement that inform transit investments. Most federal programs allow planning activities as a small share of overall project budgets.

6) **Scheduling technology:** Computer-aided dispatch and automatic vehicle location systems, trip-booking platforms, and trip-exchange platforms that allow multiple providers to share rides.

7) **Travel vouchers:** Subsidies to cover the cost of rides provided through third-party transportation networks such as Uber and Lyft. Example programs include the DRCOG Area Agency on Aging's voucher program and Boulder County Mobility for All.

8) **Accessibility infrastructure:** Physical improvements that make transit usable for all riders, including curb cuts, accessible bus pads and shelters, wayfinding signage, and tactile and audible information at stations and stops.

9) **Non-emergency medical transportation, or NEMT:** Rides to and from medically necessary appointments, covered by Medicaid for beneficiaries who have no other means of transportation.

In Table 10, each eligible activity is compared with available federal, state and regional funding programs. Activities are designated as either:

- **Eligible (E):** The activity is authorized by the funding program's statute, regulations and current guidance, and applicants can fund the activity from this program's standard federal or state share. Standard eligibility, match and reporting requirements still apply.
- **Conditional (C):** The activity is allowed, but only when specific conditions are met — for example, a restriction on the rider population or project type or additional criteria spelled out in current Notices of Funding Opportunity. Applicants should consult the administering agency to confirm feasibility.
- **Ineligible (I):** The activity is not authorized under the funding program's statute, regulations or guidance, and the source cannot be used to pay for projects of this type.

Eligibility requirements for different projects, programs and funding sources are always subject to change. The information in Table 10 represents a high-level roadmap for individuals and entities looking to better understand available transportation funding options. Statutory requirements from specific funding sources always take precedence over information provided in the table.

Table 10: Eligible activities by funding source

Funding program	Capital	Operating	Mobility management	Travel training	Planning	Scheduling technology	Travel vouchers	Accessibility infrastructure	NEMT
Section 5307	E	C	E	E	E	E	I	E	I
Section 5310	E	E	E	E	E	E	C	C	I
Section 5337	E	I	I	I	C	C	I	C	I
Section 5339	E	I	I	I	I	I	I	C	I
Carbon Reduction Program	E	C	I	I	C	C	I	E	I
Surface Transportation Block Grant	E	I	I	I	E	E	I	E	I
Congestion Mitigation and Air Quality	E	C	I	I	E	C	I	E	I

Table 10: Eligible activities by funding source (continued)

Funding program	Capital	Operating	Mobility management	Travel training	Planning	Scheduling technology	Travel vouchers	Accessibility infrastructure	NEMT
Medicaid non-emergency medical transportation	I	I	I	I	I	I	I	I	E
Older Americans Act Title III-B	C	E	E	E	I	I	E	I	I
Multimodal Transportation and Mitigations Options Fund	E	E	E	E	E	E	I	E	I
FASTER	E	E	I	I	I	C	I	C	I

Table 10: Eligible activities by funding source (continued)

Funding program	Capital	Operating	Mobility management	Travel training	Planning	Scheduling technology	Travel vouchers	Accessibility infrastructure	NEMT
Older Coloradans Act/Older Coloradans Cash Fund	C	E	E	E	I	I	E	I	I
Colorado Disability Funding Committee	C	E	E	E	I	E	E	I	I
RTD Partnership Program	E	E	E	I	I	E	I	C	I
RTD sales and use tax	E	E	E	E	E	E	C	E	I
DRCOG Human Services Transportation Set-Aside	E	C	I	I	E	C	I	E	I

Braiding funding sources

Fund braiding is the practice of using funds from one federal program to satisfy the local match requirement of another. Public and human services transportation stakeholders often identify different local match requirements as a constraint for project and program delivery. When allowed, fund braiding gives applicants a path to combine multiple funding sources for a single project.

The default rule under 2 C.F.R. Section 200.306(b) prohibits federal-to-federal matching unless the underlying program's statute expressly authorizes it. Congress has carved out such authority on a program-by-program basis. The Coordinating Council on Access and Mobility provides comprehensive guidance on fund braiding approaches and local match requirements through its 2025 Federal Fund Braiding Guide.



Photo courtesy of the City of Boulder.

RTD funding

The following section summarizes RTD's revenue sources, operating expenditures, capital investments, debt obligations and long-range financial outlook based on its adopted fiscal year 2026 budget and fiscal years 2026-2030 five-year financial forecast.

- **Sales tax dependency:** Nearly 70% of RTD's revenues come from the regional sales and use tax, exposing the agency's financial capacity to regional economic cycles.
- **Low fare recovery:** At approximately 5%, RTD's fare recovery ratio is consistent with peer agencies but highlights how transit service delivery is fundamentally a public investment, not a self-funding enterprise.
- **FasTracks funding gap:** Over $1.1 billion in voter-approved transit expansions remain unfunded. The completion of Northwest Rail, North Metro, Southwest Extension and Central Extension corridors will require new state, federal or local funding solutions.

RTD's revenue in fiscal year 2026 is budgeted at $1.28 billion, drawn from four primary sources: the regional sales and use tax, federal and state grants, passenger fares, and other miscellaneous income.

Table 11: RTD budgeted revenue for fiscal year 2026

Revenue source	Fiscal year 2025 budget	Fiscal year 2026 budget	Change	Percent of total
Farebox	$57.2 million	$61.5 million	+$4.3 million	5%
Sales and use tax	$903.2 million	$877.2 million	-$26 million	69%
Grants	$347.3 million	$308.7 million	-$38.6 million	24%
Other income	$44.4 million	$32 million	-$12.4 million	2%
Total revenue	**$1.35 billion**	**$1.28 billion**	**-$72.7 million**	**100%**

RTD has budgeted $603.3 million for capital expenditures in fiscal year 2026, a $242.2 million, or 67.1%, increase over fiscal year 2025. The increase is due in part to the multiyear Downtown Rail Reconstruction Project. RTD has budgeted total operating expenses at $1.11 billion for fiscal year 2026, a decrease of $120.2 million, or 9.7%, from fiscal year 2025.

Table 12: RTD budgeted operating expenses for fiscal year 2026

Expense category	Fiscal year 2025 budget	Fiscal year 2026 budget	Change
New capital	$36.1 million	$223.6 million	+$187.4 million
Capital carryforward	$325 million	$379.8 million	+$54.8 million
Salaries and benefits	$424.2 million	$402.6 million	-$21.5 million
Purchased transportation	$298.6 million	$260.6 million	-$38 million
Outside services	$383.1 million	$328.3 million	-$54.7 million
Materials and supplies	$69 million	$69.8 million	+$779,000
Insurance	$16.6 million	$18.1 million	+$1.5 million
Utilities	$22.9 million	$19.7 million	-$3.2 million
Other expenses	$14 million	$10.1 million	-$3.9 million
Leases and rentals	$5.2 million	$4 million	-$1.2 million
Total operating expenses	**$1.23 billion**	**$1.11 billion**	**-$120.2 million**

Regional needs and gaps assessment

Stakeholder engagement process

To gather input on the top transportation needs and gaps in the Denver region, DRCOG staff surveyed members of the public to identify the type of transportation services they most commonly use, their top reason for travel, and the primary needs and challenges they experience to using public or specialized transportation services. DRCOG staff also surveyed local transportation providers to understand their top needs, gaps and challenges for managing transportation services in the region. Both surveys were available online from April 17 through June 5.

The public engagement survey was available in both English and Spanish on the DRCOG public engagement website. Staff also shared links to the public engagement survey via various social media outlets, including Facebook, LinkedIn, NextDoor and Instagram. In addition, staff shared the public engagement survey with users of the Area Agency on Aging Choice Services transportation program, which provides free transportation for adults ages 60 and older throughout the region. Members of DRCOG's Advisory Committee on Aging and the Transportation Advisory Committee also shared the survey with their communities.

DRCOG staff distributed the survey for local transportation providers to the Ride Alliance Stakeholder Workgroup, the Advanced Mobility Partnership Workgroup, and the Denver Regional Mobility and Access Coalition board of directors.

For a comprehensive list of survey questions and responses to both the public engagement and local transportation provider surveys, please refer to the appendix section.

Public engagement survey

The Coordinated Transit Plan public engagement survey received 199 responses across the English and Spanish versions. Of the 199 respondents, 143 identified as age 60 or older, and 109 identified as having a disability. Responses were received from the entire Denver region. The survey asked respondents to identify the type of transportation services they used most recently and their top reasons for travel.

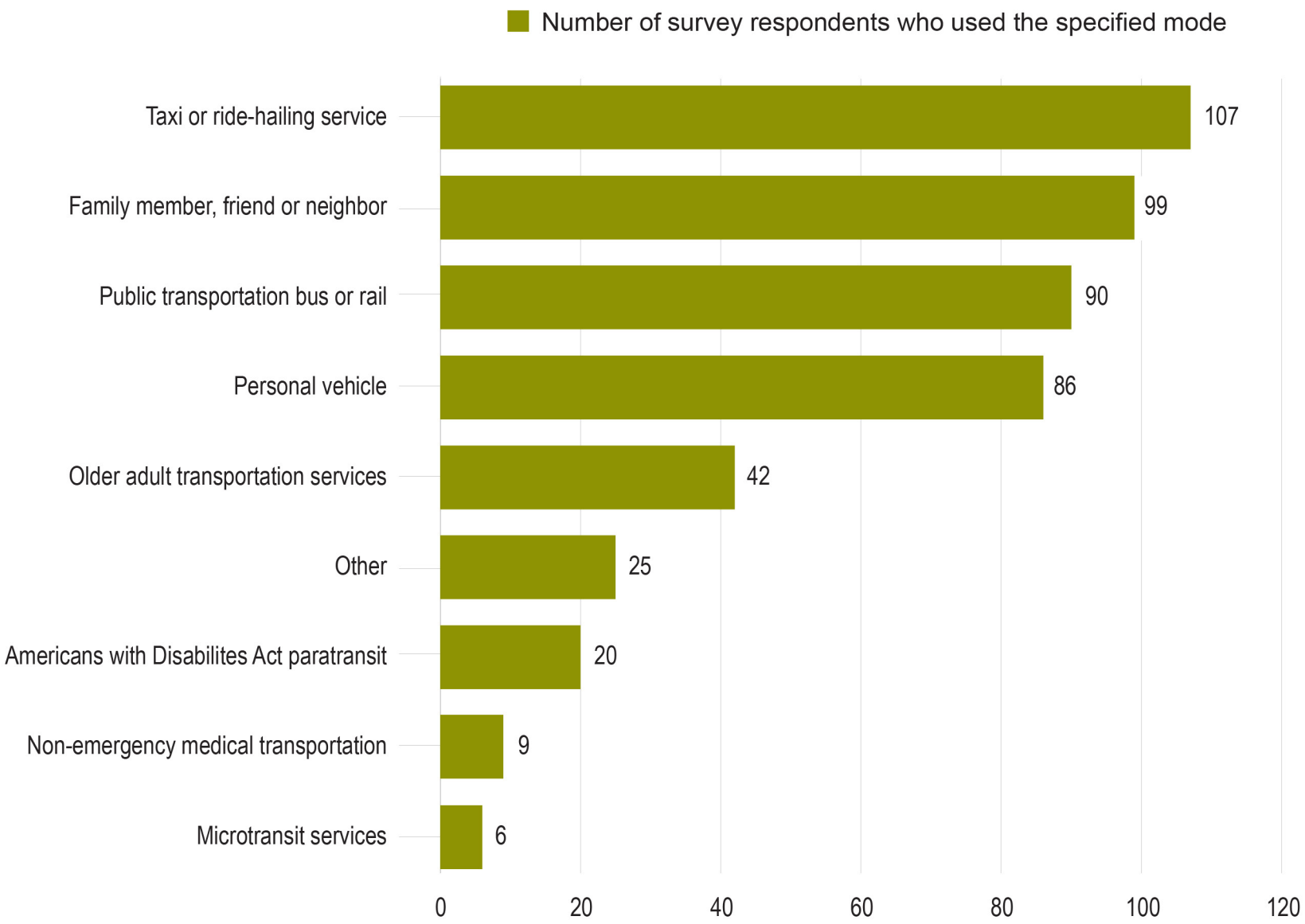
For a complete list of survey questions and answers, refer to Appendix B (English) and Appendix C (Spanish). The following section outlines the aggregate survey results.

Public needs and gaps

Most common transportation modes used in the past 60 days

The survey asked members of the public to identify what modes of transportation they used in the past 60 days. Taxi or ride-hailing service was the most common response, selected by 54% of respondents, followed by 50% who relied on family members, friends or neighbors and 45% who used public transportation.

Figure 18: Transportation modes used in the past 60 days



Most common reasons for travel

The survey asked respondents about their reasons for travel over the past 60 days. The most common reasons for travel among respondents ages 60 and older and those who identified as having a disability were primarily medical trips, groceries and general errands. Among all respondents, the top reasons for travel were groceries (76%), medical services (69%) and errands (66%).

Most common barriers to travel

The survey asked respondents to identify top barriers to using public or specialized transportation services. Among all respondents, the top challenges to using public or specialized transportation were limited service areas (41%), a lack of services at times when they are needed (40%) and the high cost of transportation services (35%).

Figure 19: Reasons for travel in the past 60 days

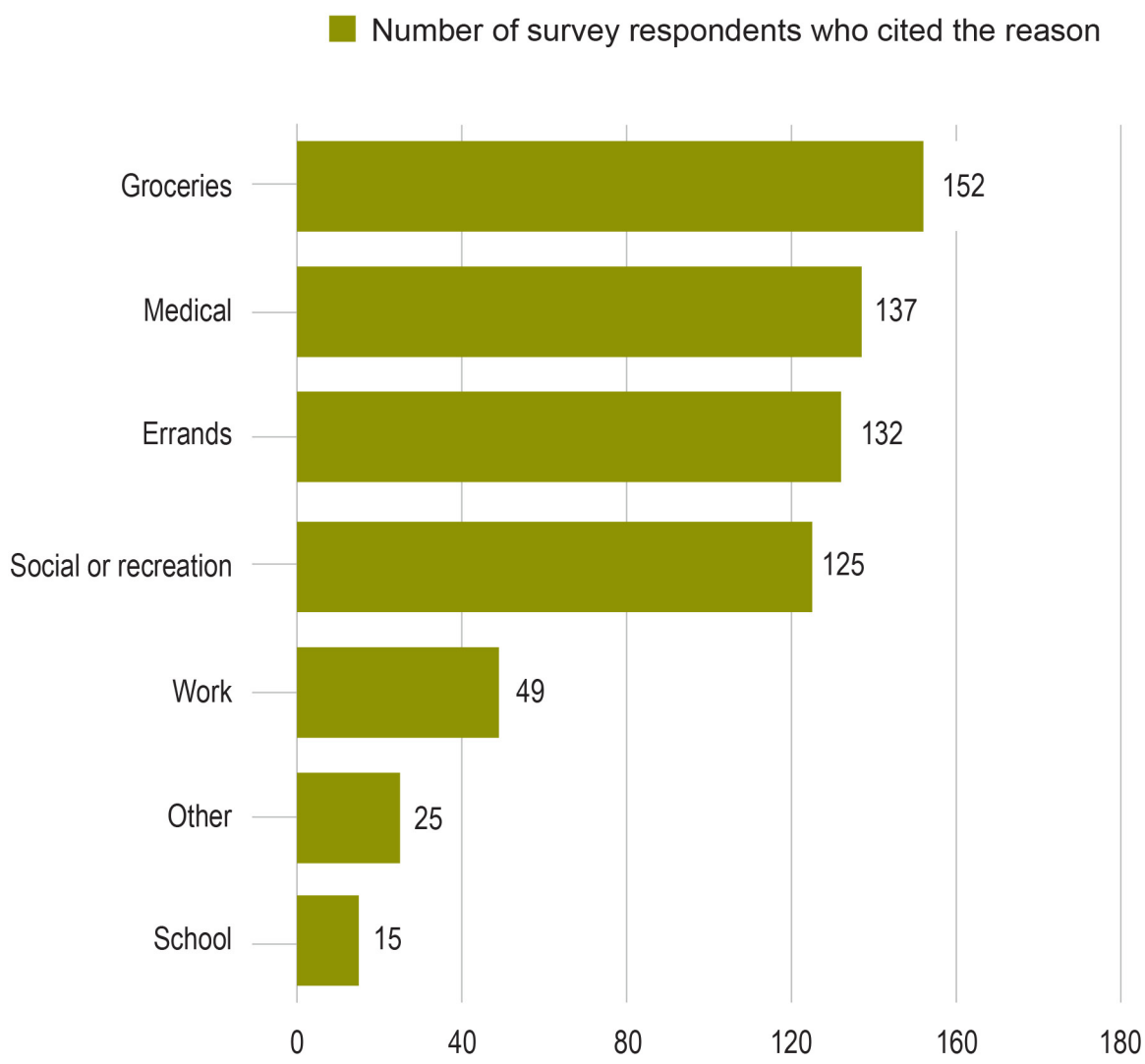
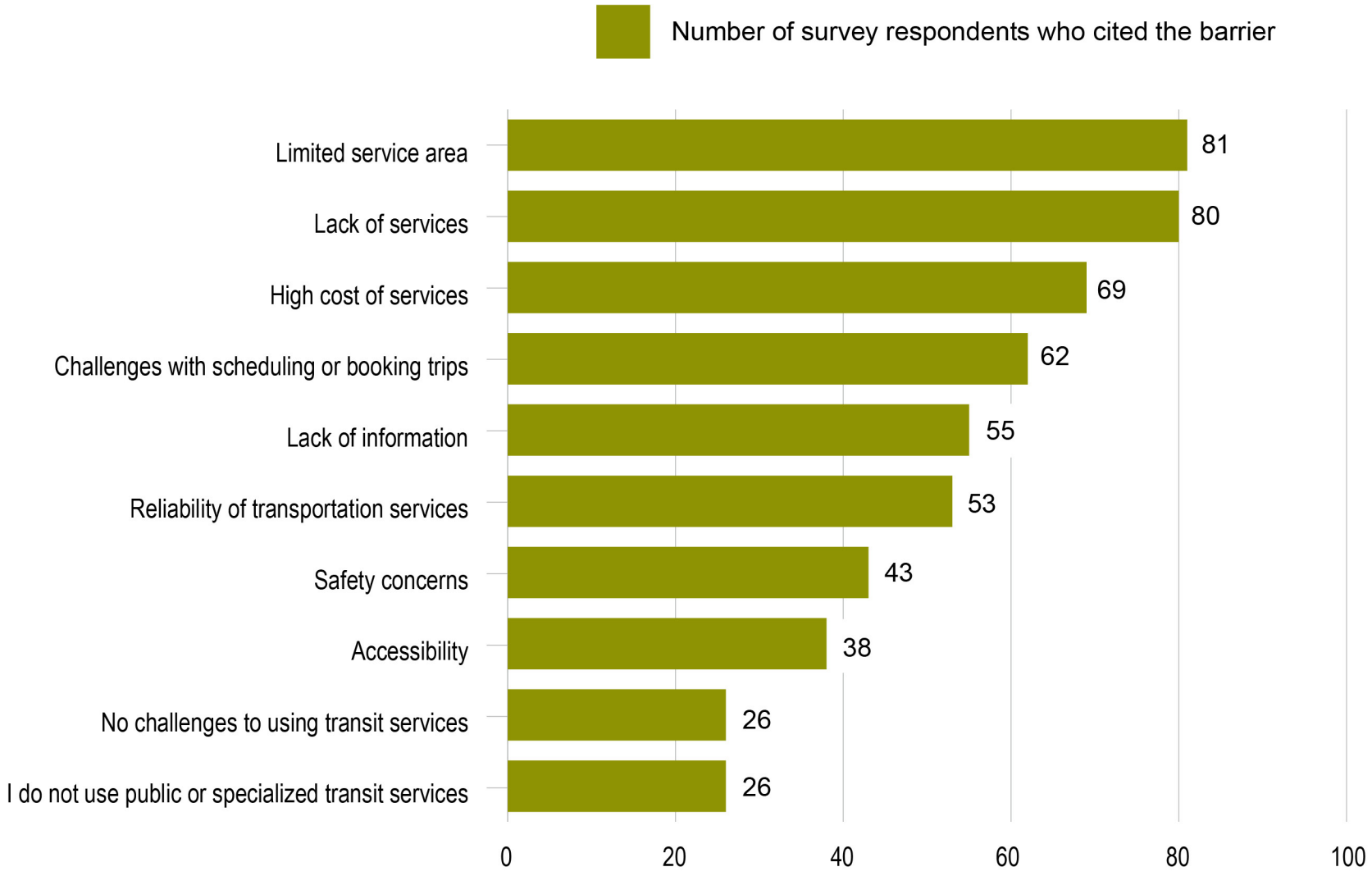


Figure 20: Common barriers to travel in the past 60 days



Public strategic priorities

The survey asked respondents to rank strategic priorities for transportation improvements by low, medium or high. Respondents could choose from a list of priorities included in the 2021 Coordinated Transit Plan, which helped DRCOG staff analyze shifts in the region the past five years. The top five highest ranking priorities among all respondents were:

1) Expand transportation services to meet existing demand (62%).
2) Offer affordable fares for older adults, individuals with disabilities, youth or low-income individuals (58%).
3) Increase service areas, service hours and frequency (54%).
4) Increase transportation services for quality-of-life trips such as wellness and social visits (51%).
5) Provide more accessible information on available transportation services (42%).

Local transportation provider survey

The Coordinated Transit Plan local transportation provider survey received a total of 11 responses. The survey asked respondents to categorize the types of transportation services provided by their organization. Two provided paratransit services, nine offered travel training or transportation information and assistance, two provided volunteer-based transportation services, and four provided demand-response transportation services. In terms of populations served, 10 respondents provided transportation services for adults ages 60 and older, nine provided services for individuals with disabilities, and eight provided services for low-income individuals.

For a comprehensive list of local transportation provider survey questions and responses, refer to Appendix D.

Local transportation provider needs and gaps

Top challenges experienced by local transportation providers

All 11 local transportation providers who responded identified a lack of sufficient or stable funding as a challenge. Technology constraints, difficulties coordinating with partners and insurance or liability costs were the next most frequent challenges experienced by providers.

Figure 21: Frequency with which local transportation providers experience common challenges





Photo by Jessica Hughes/DRCOG.

Local transportation provider strategic priorities

Top strategies to improve coordination between transportation providers

The survey asked local transportation providers to select up to three strategies that would most improve coordination between their agency and any current or new partners. The highest-ranking strategic priorities identified by transportation providers were:

1) Coordination committees or groups (82%).

2) Trip-sharing platform (55%).

3) Regional one-call, one-click center (46%).

4) Shared client eligibility screening (46%).

5) Standardized or pooled funding (46%).

Strategic priorities

The 2021 Coordinated Transit Plan made progress toward improving regional coordination. DRCOG was designated as recipient of FTA Section 5310 funds and began administering projects in 2021. One goal of the previous Coordinated Transit Plan was to coordinate the Section 5310 and Older Americans Act calls for projects so that funding could be awarded simultaneously. DRCOG staff have successfully implemented this approach since the 2022 call for projects.

Staff determined the top five needs or gaps and the top five priorities for the 2026 Coordinated Transit Plan based on public and stakeholder survey feedback to ensure alignment with the goals of this plan update.

2026 top needs or gaps

- Challenges with scheduling or booking trips.
- High cost of services.
- Lack of services at times when they are needed.
- Limited service areas.
- Lack of sufficient funding or funding stability.

2026 top priorities

- Affordable fares for older adults, individuals with disabilities, youth or low-income individuals.
- Expand transportation services to meet existing demand.
- Increase service areas, frequency, service hours (nights and weekends).
- Increase transportation services for quality-of-life trips (wellness and social visits).
- Increase coordination between committees and groups.

DRCOG staff have developed an implementation matrix based on stakeholder feedback, current and near-term projects in the region, and general expertise and recommendations from DRCOG planners. Each objective addresses relevant projects, the leader and supporting partners, and expected impact.

Table 13: Strategic priority implementation matrix

Goal	Strategies	Needs and gaps addressed	Performance measures
Implement a connected transportation network	• Increase access to cross-jurisdictional trips. • Regional one-call, one-click center. • Regional trip-sharing platform. • Shared client eligibility screening and intake.	• Challenges with booking or scheduling trips. • Limited service areas.	• Expanded methods for scheduling transportation services with demand-response and fixed-route transportation providers. • Expansion of service areas among existing transportation providers. • Number of cross-jurisdictional trips coordinated by the Ride Alliance Trip Exchange. • Number of total trips coordinated by the Ride Alliance Trip Exchange. • Number of transportation providers connected to the Ride Alliance Trip Exchange. • Exploration of opportunities for regional or statewide shared client eligibility screening and intake process.

Table 13: Strategic priority implementation matrix (continued)

Goal	Strategies	Needs and gaps addressed	Performance measures
Improve access to transportation options and destinations	• Improve access to healthcare for non-emergency visits. • Increase transportation services for quality-of-life trips. • Increase service areas, frequency, service hours (nights and weekends). • Improve access to bus stops and rail stations.	• Lack of services at times when they are needed. • Limited service areas. • Accessibility.	• Increase in transportation services for rural or other underserved areas. • Increase in number of microtransit programs. • Increase in total number of trips funded by DRCOG. • Increase in total number of medical trips for non-emergency visits funded by DRCOG. • Increase in total number of non-medical trips funded by DRCOG. • Expansion of service hours, area or frequency among existing transportation providers. • Increase in number of transportation service programs available. • Community surveys regarding Colfax bus rapid transit.

Table 13: Strategic priority implementation matrix (continued)

Goal	Strategies	Needs and gaps addressed	Performance measures
Spend funding more efficiently	• Expand transportation services to meet existing demand. • Affordable fares for older adults, individuals with disabilities, youth or low-income individuals. • Standardized or pooled funding sources.	• High cost of services. • Lack of sufficient funding or funding stability.	• Increased funding for free or reduced-cost transportation programs. • Support for first- and last-mile programs. • Community surveys. • Exploration of opportunities to standardize or pool funding sources.

Table 13: Strategic priority implementation matrix (continued)

Goal	Strategies	Needs and gaps addressed	Performance measures
Increase transportation coordination efforts	• Improve coordination between service providers. • Provide more accessible information on available transportation services. • Develop coordinated training efforts. • Support coordination committees or groups.	• Lack of information about available transit services. • Challenges with booking or scheduling trips.	• DRCOG staff participation in regional and local coordinating councils. • Increase in the number of transportation providers who use transactional data specifications or create compatibility with these data standards. • Continuation of the Getting There Guide, a regional guide of available transit services. • DRCOG microtransit online map. • Exploration of opportunities to cross-train individuals on various transportation services. • Number of transportation providers, member governments and other agencies involved in the Ride Alliance stakeholder workgroup. • Number of transportation providers, member governments and other agencies involved in the Advanced Mobility Partnership Workgroup.

Implementing the Coordinated Transit Plan

Bus rapid transit projects

Bus rapid transit is an important component of the Denver region's current and future transportation and mobility network. Commonly described as "rail on wheels," bus rapid transit is defined by the FTA as "a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations."

RTD in 2019 published the Regional Bus Rapid Transit Feasibility Study, a comprehensive evaluation and prioritization of corridors throughout the region for future investment. DRCOG staff further refined the work through the 2050 Metro Vision Regional Transportation Plan, which identified 11 bus rapid transit corridors and a regional maintenance facility to be completed by 2050. The region has committed to implementing the corridors to help meet mobility and other goals, as well as to help meet federal air quality conformity and state transportation greenhouse gas emission reduction requirements.

DRCOG and other partner agencies in 2023 formed the Regional Bus Rapid Transit Partnership to cooperatively plan, develop and implement multiple bus rapid transit corridors within the region. The regional partnership is a voluntary collaboration of multiple agencies working together to implement various corridors at different planning and project development stages.

The following agencies are part of the partnership:

- CDOT.
- City of Aurora.

- City and County of Denver.
- City of Littleton.
- Colorado 119 Coalition (represented by City of Boulder).
- DRCOG.
- RTD.

The regional partnership's guiding principles are:

- Developing and implementing the regional bus rapid transit network is more than a single agency can lead or undertake alone.
- Different agencies may lead various individual bus rapid transit corridor planning and project development efforts, though all agencies can participate.
- Regional bus rapid transit network implementation will also require a multiagency funding partnership of federal, state, local and other funding sources.

U.S. Department of Transportation Build America Bureau Grant

In fall 2024, DRCOG received an almost $1 million Innovative Finance and Asset Concession Grant from the U.S. Department of Transportation’s Build America Bureau. Staff have used the funds to hire subject-matter expert advisors in funding and finance, legal and regulatory, and project development to identify and deploy preconstruction activities to accelerate the implementation of several bus rapid transit corridors.

Regional bus rapid transit network

There are 12 designated bus rapid transit corridors in the Regional Transportation Plan. Two corridors (East Colfax and Colorado Highway 119) are under construction, and two more (Federal Boulevard and Colorado Boulevard) are in development under the federal National Environmental Policy Act being led by CDOT.

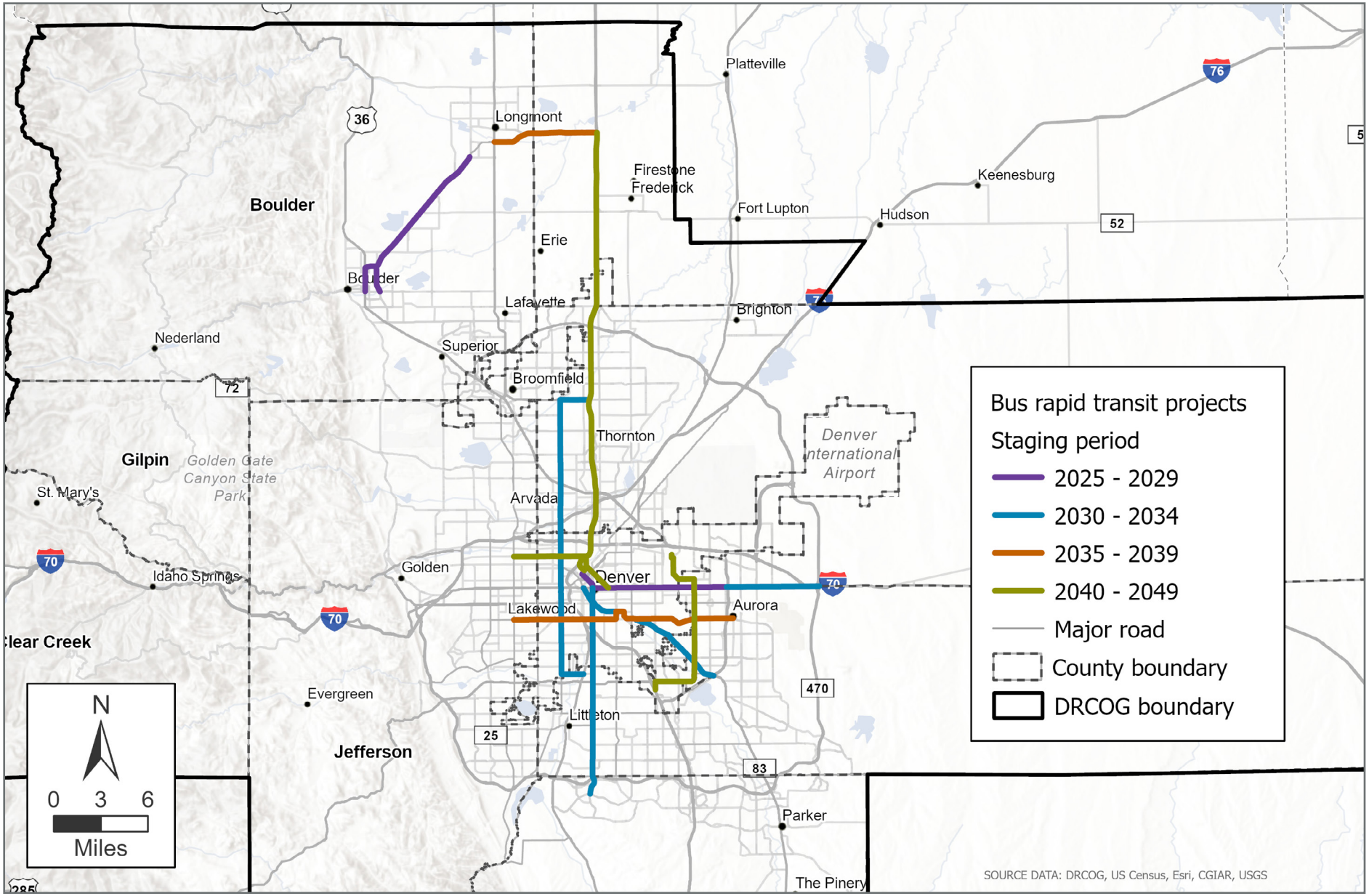


Photo courtesy of RTD.

Additionally, in 2024, DRCOG staff completed a corridor vision study for the Alameda bus rapid transit corridor. Staff recently completed a federally compliant alternatives analysis study for the East Colfax Extension bus rapid transit project in partnership with the City of Aurora.

Map 3 on the following page shows the entire network of 12 bus rapid transit corridors and their implementation periods within the Regional Transportation Plan. Individual profiles of each corridor, with more detailed information, are available on the DRCOG website.

Map 3: Bus rapid transit corridors



Ride Alliance Trip Exchange

Ride Alliance represents a long-standing goal in the Denver region to develop a coordinated network of human services transportation providers. The project began with a Mobility Services for All Americans Grant that established the initial framework for the Trip Exchange hub and transactional data specifications. Transactional data specifications are a type of data specification developed for demand-response transportation providers.

The project continued with a Veterans Transportation Community Living Initiative Grant, which provided funding for creation of the first iteration of the Trip Exchange, an open-source data exchange network. The COVID-19 pandemic forced the project to pause, so the functionality of the Trip Exchange was not tested.

In 2024, the project received a Strengthening Mobility and Revolutionizing Transportation Stage 1 Grant, which allowed for enhancements to the Trip Exchange, integration of local transportation providers' scheduling software systems and a six-week pilot to prove the Trip Exchange's functionality.

Transactional data specifications

Transactional data specifications are a type of data standard developed specifically for demand-response transportation services such as microtransit, paratransit or dial-a-ride services. Data standards provide agreed-upon formats and definitions to allow different software systems to exchange information.

Encouraging the adoption of agreed-upon data standards is essential for transportation coordination throughout the region. The Ride Alliance Trip Exchange uses transactional data specifications and is compatible with the North Front Range Metropolitan Planning Organization's RideNoCo program, which opens up intraregional coordination opportunities. The Ride Alliance Trip Exchange also uses a tool that can translate the

proprietary data from transportation providers' scheduling software to be compatible with transactional data specifications.

The Ride Alliance team is encouraging additional transportation providers to adopt transactional data specifications via their scheduling software vendors to allow for the seamless and automated exchange of trip and client information and stronger regional coordination.

Microtransit services

The region has seen a significant increase in microtransit services since the 2021 Coordinated Transit Plan. Since 2021, 10 microtransit services have launched in the region, and two more (RIDE Gunbarrel and Westracks Shuttle Service) are expected to launch in 2026.



Photo courtesy of the Town of Erie.

Affordable fares

RTD Zero Fare for Youth

In September 2023, RTD launched a one-year pilot program offering free fares to riders ages 19 and younger on all RTD services. Due to the success of the pilot, as well as positive feedback from local school districts, youth organizations and customers, the RTD board of directors voted to make the program permanent in July 2024. Additionally, the Colorado legislature passed a bill in May 2024 appropriating up to $5 million to RTD to continue the Zero Fare for Youth program.

RTD LiVE program

RTD offers an income-based fare discount program known as LiVE that gives participants a 50% discount on fares. The discount applies to both fixed-route transit and paratransit services. Anyone age 20 or older who has a monthly gross household income at 250% or below the federal poverty level is eligible for the LiVE program.

Human services transportation

Many specialized transportation providers, such as those focused on serving older adults or people with disabilities, offer free fares to those who qualify. For example, the Area Agency on Aging Choice Services transportation voucher program is completely free to individuals ages 60 and older.

Bus Stop Infrastructure and Accessibility Assessment

RTD's Bus Stop Infrastructure and Accessibility Assessment took place from summer 2024 through June 2026 and is RTD's first systemwide evaluation of bus stop conditions since the early 2000s. The study documents existing accessibility conditions, amenities, ownership and maintenance at approximately 7,500 bus stops across eight counties, providing the most comprehensive snapshot of RTD's bus stop network to date. The assessment's goals were to evaluate current bus stop conditions, identify accessibility gaps and establish a clear framework to guide future investments across the Denver region.

Built to Move: A Toolkit for Multimodal Supportive Development

DRCOG's Built to Move Toolkit complements the agency's Regional Complete Streets and Transportation Demand Management toolkits. Built to Move focuses on private development patterns and regulatory decisions that support multimodal environments. For example, compact, mixed-use communities with housing, jobs and services located close together tend to reduce vehicle travel and encourage walking, biking and transit use.

Together, the three DRCOG toolkits provide a coordinated framework for aligning street and public right-of-way design with land use and development policies to create more connected, walkable and transit-supportive communities.

Conclusion

The Denver region's transportation landscape continues to evolve as travel patterns, funding availability and local service models change. At the same time, the region's population is growing and aging, thereby increasing the importance of accessible and reliable transportation options.

The findings of the 2026 Coordinated Transit Plan demonstrate that significant challenges remain, including limited service areas and operating hours, difficulties in scheduling and booking trip services, transportation costs, and insufficient funding to meet growing demand. These challenges emphasize the need for stronger coordination among transportation providers. The top priorities identified in the Coordinated Transit Plan focus on expanding transportation options, improving affordability and access to services, and making more efficient use of existing services and resources.

The Coordinated Transit Plan provides a regional blueprint for addressing transit needs through coordinated planning efforts. By aligning future projects and funding decisions with the strategies identified in the plan, DRCOG staff and local partners can continue working toward a more connected, accessible and efficient transportation network that responds to both current needs and future demand.

Appendix A

RTD service tables

Table 1: RTD light rail service table

Line	Service area	Stations	Peak frequency	On-time performance
D	18th and California to Littleton-Mineral Station	14	15 minutes	85%
E	Union Station to RidgeGate Parkway	21	5 minutes	77%
H	18th and California to Florida	16	5 minutes	67%
L	30th and Downing to 16th and Stout	8	15 minutes	84%
R	Lincoln Station to Peoria Station	16	30 minutes	83%
W	Union Station to Jefferson County Government Center	15	15 minutes	92%

Table 2: RTD commuter rail service table

Line	Service area	Stations	Peak frequency	On-time performance
A	Union Station to Denver Airport Station	8	15 minutes	91%
B	Union Station to Westminster Station	4	30 minutes	99%
G	Union Station to Wheat Ridge Ward Station	8	15 minutes	97%
N	Union Station to Eastlake and 124th Station	7	15 minutes	95%

Appendix B

Public engagement survey (English)

Question 1: How old are you?

Response	Number of responses
Under 18	0
19-29	14
30-39	21
40-49	10
50-59	11
60-69	53
70-79	58
80 or older	29

Question 2: Do you identify as having a physical disability, mental illness or other disability lasting 12 months or longer?

Response	Number of responses
Yes	107
No	71
Unsure	8
Decline to answer	10

Question 3: Which county are you a resident of?

Response	Number of responses
Adams	25
Arapahoe	33
Broomfield	5
Boulder	14
Clear Creek	1

Question 3: Which county are you a resident of? (continued)

Response	Number of responses
Denver	91
Douglas	5
Gilpin	1
Jefferson	19
Weld	1
Other	1

Question 4: What type of transportation services have you used in the past 60 days? (Select all that apply; examples are provided.)

Response	Number of responses
Public transportation (bus or light rail)	89
ADA paratransit (Access-a-Ride or Access-on-Demand)	19
Non-emergency medical transportation (Health First Colorado)	8

Question 4: What type of transportation services have you used in the past 60 days? (Select all that apply; examples are provided.) (continued)

Response	Number of responses
Older adult transportation services (Via Mobility Services or Area Agency on Aging)	41
Taxi or ride-hailing platform (Uber, Lyft or MetroTaxi)	104
Microtransit services (Link on Demand or Englewood BERT)	6
Personal vehicle	86
Family member, friend or neighbor	97
Other	25

Question 5: What are your most common reasons for taking local trips? (Select all that apply.)

Response	Number of responses
Errands	131
Groceries	150
Medical	134
School	14
Social or recreation	125
Work	49
Other	25

Question 6: Do you experience any of the following challenges to using public or specialized transportation services (any transportation services not provided through a family, friend or personal vehicle)?

Response	Number of responses
Accessibility	38
Challenges with scheduling or booking trips	61
High cost of services	66
Lack of information about available transit services	55
Lack of services at times when they are needed	80
Limited service area; can't get to where you need to go	79
Reliability of transportation services — for example, service does not run on time	52
Safety concerns	41
No challenges to using transit services	26
I do not use public or specialized transit services	26
Other	15

Question 7: Please rank each transportation improvement strategy as either low, medium or high priority based off your transportation needs and experiences.

Transportation improvement strategy	Number of "low priority" rankings	Number of "medium priority" rankings	Number of "high priority" rankings
Improve access to healthcare for non-emergency visits	39	81	76
Affordable fares for older adults, individuals with disabilities, youth or low-income individuals	37	46	113
Expand transportation services to meet existing demand	19	55	122
Increase access to cross-jurisdictional trips	45	71	80
Improve coordination between service providers	44	71	81
Increase service areas, frequency, service hours (nights and weekends)	34	56	106

Question 7: Please rank each transportation improvement strategy as either low, medium or high priority based off your transportation needs and experiences. (continued)

Transportation improvement strategy	Number of "low priority" rankings	Number of "medium priority" rankings	Number of "high priority" rankings
Improve access to bus stops and rail stations	53	70	73
Provide more accessible information on available transportation services	38	75	83
Increase transportation services for quality-of-life trips (wellness and social visits)	32	64	100

Appendix C

Public engagement survey (Spanish)

Pregunta 1: ¿Cuántos años tiene?

Respuesta	Número de respuestas
Menor de 18 años	0
19-29	0
30-39	0
40-49	0
50-59	0
60-69	1
70-79	1
80 años o más	1

Pregunta 2: ¿Se identifica como una persona con una discapacidad física, una enfermedad mental u otra discapacidad con una duración de 12 meses o más?

Respuesta	Número de respuestas
Sí	2
No	1
Inseguro	0
Negarse a responder	0

Pregunta 3: ¿De qué condado es usted residente?

Respuesta	Número de respuestas
Adams	0
Arapahoe	1
Broomfield	0
Boulder	0
Clear Creek	0

Pregunta 3: ¿De qué condado es usted residente? (continuación)

Respuesta	Número de respuestas
Denver	2
Douglas	0
Gilpin	0
Jefferson	0
Weld	0
Otro	0

Pregunta 4: ¿Qué tipo de servicios de transporte ha utilizado en los últimos 60 días? (Seleccione todas las opciones que correspondan; se proporcionan ejemplos.)

Respuesta	Número de respuestas
Transporte público (autobús o tren ligero)	1
Paratránsito ADA (Access-a-Ride o Access-on-Demand)	1

Pregunta 4: ¿Qué tipo de servicios de transporte ha utilizado en los últimos 60 días? (Seleccione todas las opciones que correspondan; se proporcionan ejemplos.) (continuación)

Respuesta	Número de respuestas
Transporte médico no de emergencia (Health First Colorado Medicaid)	1
Servicios de transporte para personas mayores (Via Mobility Services o Area Agency on Aging)	1
Taxi o servicio de transporte compartido (Uber, Lyft o MetroTaxi)	3
Servicios de microtránsito (Link on Demand o Englewood BERT)	0
Vehículo personal	0
Familiar, amigo o vecino	2
Otro	0

Pregunta 5: ¿Cuáles son los motivos más comunes por los que realiza viajes locales? (Selecciona todas las opciones que correspondan.)

Respuesta	Número de respuestas
Mandados	1
Ir al supermercado	2
Médico	3
Escuela	1
Social o recreativo	0
Trabajo	0
Otro	0

Pregunta 6: ¿Experimenta alguno de los siguientes desafíos al utilizar servicios de transporte público o especializado (cualquier servicio de transporte que no sea proporcionado por un familiar, un amigo o un vehículo personal)?

Respuesta	Número de respuestas
Accesibilidad	0

Pregunta 6: ¿Experimenta alguno de los siguientes desafíos al utilizar servicios de transporte público o especializado (cualquier servicio de transporte que no sea proporcionado por un familiar, un amigo o un vehículo personal)? (continuación)

Respuesta	Número de respuestas
Dificultades para programar o Respuestarvar viares	1
Alto costo de los servicios	3
Falta de información sobre los servicios de transporte disponibles	0
Falta de servicios en los momentos en que son necesarios	0
Área de servicio limitada; no puede llegar a donde necesita ir	2
La fiabilidad de los servicios de transporte — por ejemplo, que el servicio no funcione a tiempo	1
Preocupaciones de seguridad	2
No tiene dificultades para utilizar los servicios de transporte público	0
No utilizo ningún servicio de transporte público ni especializado	0
Otro	0

Pregunta 7: Por favor, clasifique cada estrategia de mejora del transporte como de prioridad baja, media o alta, basándose en sus necesidades y experiencias en materia de transporte.

Estrategia de mejora del transporte	Número de clasificaciones de "prioridad baja"	Número de clasificaciones de "prioridad media"	Número de clasificaciones de "prioridad alta"
Mejorar el acceso a la atención médica para visitas no urgentes	1	1	1
Tarifas económicas para personas mayores, personas con discapacidad, jóvenes o personas de bajos ingresos	1	0	2
Ampliar los servicios de transporte para satisfacer la demanda existente	1	1	1
Aumentar el acceso a viajes interjurisdiccionales	1	1	1
Mejorar la coordinación entre los proveedores de servicios	1	1	1
Ampliar las áreas de servicio, la frecuencia y los horarios de servicio (noches y fines de semana)	1	1	1

Pregunta 7: Por favor, clasifique cada estrategia de mejora del transporte como de prioridad baja, media o alta, basándose en sus necesidades y experiencias en materia de transporte. (continuación)

Estrategia de mejora del transporte	Número de clasificaciones de "prioridad baja"	Número de clasificaciones de "prioridad media"	Número de clasificaciones de "prioridad alta"
Mejorar el acceso a las paradas de autobús y a las estaciones de tren	1	2	0
Proporcione información más accesible sobre los servicios de transporte disponibles	2	1	0
Aumentar los servicios de transporte para viajes de calidad de vida (bienestar y visitas sociales)	1	1	1

Appendix D

Local transportation provider survey

Question 1: What client groups does your agency primarily support? (Select all that apply.)

Response	Number of responses
Adults 60 or older	10
Individuals with disabilities	9
Low-income individuals	8
Veterans	7
Youth	5
General public	5
Not applicable	0
Other	1

Question 2: What type of transportation services does your agency provide? (Select all that apply.)

Response	Number of responses
ADA paratransit	2
Demand-response transportation services	4
Fixed-route transportation services	1
Non-emergency medical transportation services	2
Transportation information and assistance	9
Travel training	6
Volunteer driver program	2
Other	1

Question 3: How frequently does your agency experience the following challenges?

Challenge	Number of "Frequently" responses	Number of "Infrequently" responses	Number of "Not applicable" responses
Difficulties coordinating with partners	2	5	4
Dispatch or scheduling capacity	0	4	7
Driver recruitment or retention	1	3	7
Insurance or liability costs	2	2	7
Lack of sufficient funding or funding stability	4	7	0
Rider no-shows or cancellations	1	6	4
Technology constraints	3	4	4
Vehicle maintenance or replacement	1	0	10

Question 4: What would most improve coordination between your agency and any new or current transportation partners? (Select up to three options.)

Response	Number of responses
Coordinated training efforts	4
Coordination committees or groups	9
Regional one-call, one-click center	5
Shared client eligibility screening and intake	5
Standardized or pooled funding sources	5
Trip-sharing platform	6
Vehicle sharing	2
Other	1

1001 17th St., Suite 700

Denver, CO 80202

web: drcog.org

email: drcog@drcog.org

phone: 303-455-1000

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