4. TRANSIT FUNDING

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

A. Flow of Transit Funding in the Region

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

Federal Funding Sources

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

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

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

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

Counties are responsible for administering funds for social service programs operated by the Department of Health and Human Services, and each county Board of Commissioners also serves as a Board of Social Services. For some programs (e.g., Labor and Employment programs) counties have the ability to opt out and the State will include them in a statewide network. In the case of Medicaid transportation services, all counties in the Metro region are part of a transportation brokerage operated by Logisticare.
Figure 13. Schematic of Funding Sources, Distributors, and Recipients

Schematic of Funding Sources, Distributors, and Recipients

Federal Programs

State Departments

State Divisions or Other Agencies

Local Level Distribution

Federal Transit Administration (FTA)

CDOT Transit Funding

CDOT (5310, 5311, 5313, 5316 & 5317)

DRCOG (5316 & 5317)

RTD and Other Transit Agencies

RTD

Regional Workforce One-Stop Centers

Department of Labor & Employment

State Workforce Council

Vocational Rehabilitation Field Offices

Personal Responsibility & Work Opportunity Reconciliation Act

Trade Adjustment Act

Veterans Funds

Veterans Administration

Wagner-Peyser Act

Workforce Investment Act

Health Care Policy & Finance

Veterans Funds

Developmental Disabilities Assistance & Bill of Rights

Aging & Adult Services

Colorado Works

Welfare Reform

Mental Health Services

State & Veteran Nursing Homes

Vocational Rehabilitation

Developmental Disabilities

Counties

Medicaid

Medicaid Single Entry Point

Medicaid

Medical Home

Logisticare (Transportation Broker)

VA Health Care Facilities

(Note: VA Funds are also embedded in a variety of other programs such as the Work Force Investment Act. Some of these go through state programs.)
Some of these programs also have extensive planning and outreach activities associated with them as identified in Figure 14. Planning processes and roles within the region include:

- Transportation planning and programming, shared between CDOT, DRCOG, RTD, and other public providers.

- Aging services plans, led by Area Agencies on Aging (DRCOG, Boulder County Aging Services, and Weld County).

- Developmental disabilities planning, both at the state level through the Developmental Disabilities Planning Council and at the local level through each of the Community Centered Boards.

- Labor and employment programming and planning, often a joint effort that involves Workforce Boards, Workforce Centers, and community colleges.

Most of these planning efforts identify the importance of a collaborative approach. While counties are the key organization for human service programs, a variety of other regional agencies are important for coordinating transportation services, as described in Chapter 6.
Figure 14. Primary Planning Processes and Roles

<table>
<thead>
<tr>
<th>CDOT</th>
<th>DRCOG</th>
<th>RTD</th>
<th>Local Jurisdictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocates small urban area 5316/17 funds</td>
<td>Responsible for regional planning priorities</td>
<td>Plans for and operates public transit services</td>
<td>May provide additional local funds &amp; transit services</td>
</tr>
<tr>
<td>Allocates 5310/rural 5311 funds</td>
<td>Allocates large urban area 5316/5317 funds</td>
<td>Administers local &amp; FTA funds</td>
<td>Make decisions on how to use local funding</td>
</tr>
<tr>
<td>Approves STIP</td>
<td>Reviews CDOT 5310, 5311, 5316, and 5317 requests for consistency with Transit Element</td>
<td>Approves expenditure of all FTA and FHWA funds within the MPO area-TIP</td>
<td></td>
</tr>
<tr>
<td>Allocates FASTER Transit funds</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**AREA AGENCIES ON AGING**

- DRCOG
  - Boulder County Aging Services
  - Weld

- Prepare 4-year Aging Services Plans
- Involve county senior councils, consumers
- Allocate funding among key programs

**COMMUNITY CENTERED BOARDS**

- Developmental Pathways
- Denver Options
- Developmental Disabilities Resource Center
- Imagine!
- North Metro Community Services

- Plan and budget for agency & clients
- Involve consumers and families
- Allocate funding among key services

**WORKFORCE ONE-STOP CENTERS**

- Adams
- Arapahoe/Douglas
- Boulder
- Broomfield
- Denver
- Gilpin/Clear Creek/Jefferson
- Weld

- Plans and prepares grant applications
- Works with employers via Workforce Investment Boards
- Works with community colleges on workforce development
B. Federal Transit Administration Programs

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

Section 5307 - Urbanized Area Formula Program

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

Section 5309 - Transit Capital Investment Program

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

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

Bus and Bus-Related Program

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

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

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

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

Major Capital Investments – New Starts

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

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

Section 5310 – Elderly and Persons with Disabilities Grant Program

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

Section 5311 – Non-urbanized Area Formula Program

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

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

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

<table>
<thead>
<tr>
<th>Provider</th>
<th>5310 Award</th>
<th>5311 Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seniors’ Resource Center</td>
<td>$256,064</td>
<td>$263,185</td>
</tr>
<tr>
<td>Special Transit</td>
<td>$40,000</td>
<td>$344,050</td>
</tr>
<tr>
<td>Gilpin County</td>
<td>$0</td>
<td>$181,780</td>
</tr>
<tr>
<td>Douglas County</td>
<td>$15,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$311,064</strong></td>
<td><strong>$789,015</strong></td>
</tr>
</tbody>
</table>

Source: CDOT

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

In the interest of promoting coordination of specialized transit, DRCOG requires that any provider receiving 5310 funding for services provided in the region agree to work with the county service brokers if so designated in their service area, at the time of the award. Any provider not willing to do so will not be working toward DRCOG’s transit goals and, therefore, will not meet CDOT’s requirement of being consistent with the Transit Element.
Figure 15
Transit Providers Verified to Apply for FTA 5310 or 5311 Grants*

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

(*Specific projects proposed by these agencies must be verified for eligibility)
Section 5316 – Job Access and Reverse Commute Program

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

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

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

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

Source: DRCOG and CDOT
*Amounts are for the 2010 grant year only and are CDOT’s selection for rural areas.
Section 5317 – New Freedom Program

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

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


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

Source: DRCOG & CDOT
*Amounts are for the 2010 grant year only and are CDOT’s selection for small urban areas.
Eligibility for FTA Section 5316 and Section 5317 Grants

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

C. Other Federal Sources

Medicaid

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

Older Americans Act, Title III

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

Flexible Use of Highway Funds

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

D. State and Other Funding Sources

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

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

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

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

E. Human Service Agencies

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

Community Centered Boards

There are five Community Centered Boards in the DRCOG region (Table 22). While organized as private non-profit agencies, they are authorized by the State as a local area’s single point of entry into local, state and federally funded programs for people with developmental disabilities in a community. They have the authority to receive local
tax funding in addition to Medicaid funding from the State and Federal government. Each has an independent board of directors.

### Table 22. Regional Community Centered Boards

<table>
<thead>
<tr>
<th>Community Centered Board</th>
<th>Counties Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver Options</td>
<td>Denver</td>
</tr>
<tr>
<td>Developmental Disabilities Resource Center</td>
<td>Jefferson, Clear Creek, Gilpin, and Summit</td>
</tr>
<tr>
<td>Developmental Pathways</td>
<td>Arapahoe and Douglas</td>
</tr>
<tr>
<td>Imagine!</td>
<td>Boulder and Broomfield</td>
</tr>
<tr>
<td>North Metro Community Services</td>
<td>Adams</td>
</tr>
<tr>
<td>Envision</td>
<td>Weld</td>
</tr>
</tbody>
</table>

*Source: DRMAC 2009*

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

**Community Mental Health Centers**

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

### Table 23. Regional Mental Health Centers

<table>
<thead>
<tr>
<th>CMHC</th>
<th>Counties Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arapahoe/Douglas Mental Health Network</td>
<td>Arapahoe and Douglas</td>
</tr>
<tr>
<td>Aurora Comprehensive Community Mental Health Center</td>
<td>City of Aurora, parts of Arapahoe</td>
</tr>
<tr>
<td>Community Reach Center</td>
<td>Adams</td>
</tr>
<tr>
<td>Jefferson Center for Mental Health</td>
<td>Clear Creek, Gilpin, and Jefferson</td>
</tr>
<tr>
<td>Mental Health Center of Denver</td>
<td>Denver</td>
</tr>
<tr>
<td>Mental Health Center Serving Boulder and Broomfield Counties</td>
<td>Boulder and Broomfield</td>
</tr>
<tr>
<td>North Range Behavioral Health Center</td>
<td>Weld</td>
</tr>
</tbody>
</table>

*Source: DRMAC 2009*

Mental health centers provide a point of contact for clientele in need of community resources, including transportation services.
Medicaid Long-Term Care Single Entry Point Agencies

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

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

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

Area Agencies on Aging

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

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

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

Each Area Agency on Aging also provides resources for service needs. The DRCOG Area Agency on Aging is in the process of developing a web-based directory of services for the elderly.
The Boulder County Aging Services Division is part of the Division of Community Services. The Countywide Leadership Council provides a forum for Boulder County Aging Services Division and the senior services divisions of the cities of Boulder, Lafayette, Longmont, Louisville, and Erie to collaborate.

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

Regional Workforce One-Stop Centers

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

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

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

Source: DRMAC 2009
CHAPTER 4 TRANSIT FUNDING

Figure 16
Locations of Key Service Agencies - 2009

![Map showing the locations of key service agencies in the area. The map includes symbols for various service agencies such as Community Centered Board, Independent Living Center, Vocational Rehabilitation Services, Workforce Center, Community Mental Health Center, Veterans Services, Single-Entry Point Agencies, RTD Current Bus Routes, Roads, Denver International Airport, RTD Service Area, and Area Outside of Region.]

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

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

[Map credits and scale information]
Veterans Services

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

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

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

Independent Living Centers

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

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

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