

Addendum

Boulder County

Countywide Strategic Transit Plan

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Exhibit 1. Boulder County Transportation Master Plan (TMP) Transit Highlights

<https://assets.bouldercounty.gov/wp-content/uploads/2020/02/transportation-master-plan-tmp-update-summary-document-final.pdf> page 13-15

Strategy 1: Develop a Multimodal Transportation System

Transit Implementation Actions

Boulder County's transit system strives to connect communities with key activity centers including education, employment, healthcare, human services, recreation and retail and gives travelers a reliable and convenient transportation option for everyday travel needs. Boulder County's transit network provides more than eight million annual trips across all of its local and regional transit services. These services included fixed-route bus service (regional, local, and express) and FlexRide service.

Invest in transit improvements that are likely to increase countywide transit ridership

Invest in county transit service through new route development, service buy ups, technological enhancements and operations support while promoting long-term stability of the existing transit system

Support development of BRT in regional corridors connecting Boulder County communities to the region

Focus on completion of Northwest Commuter Rail, including analysis of Peak Service Plan

Focus transit investments on programs that reduce vehicle miles traveled, provide service to underserved communities, and enhance corridor service in key travel corridors

Enhance north/south transit connections along the Front Range, connecting the Denver metro area to the communities along US 36 and Interstate 25 (I-25) corridors, extending north to Northern Colorado communities

Enhance east/west connections from communities in east and central Boulder County to the I-25 corridor

Implement transit service and other mobility services, improvements, and expansion to and among mountain

Enhance bus stop facilities, including benches, concrete pads, shelters, bike racks as well as route or schedule information to increase safety, comfort, and utilization

Investigate additional seasonal/special services to meet travel demands that have concentrated peaks of demand

Work with transit providers to optimize bus stop locations, which may include adding, removing or relocating stops

Develop partnerships with communities with anticipated increased travel to and from Boulder County (i.e. Larimer, Weld, Adams Counties, and the municipalities within them) to improve mobility

Evaluate and pursue alternate transit service delivery options to provide increased transit service within the RTD service area and in areas outside of the RTD service area



Pedestrian bridge at McCaslin Park-n-Ride



Flatiron Flyer provides service between Boulder and Denver



Longmont Goffman & 8th Park-n-Ride

STRATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM

Transit Network Vision

This map identifies the locations of 18 recommended transit projects. Improvements include expansion of existing services, new services, and bus stop amenities.



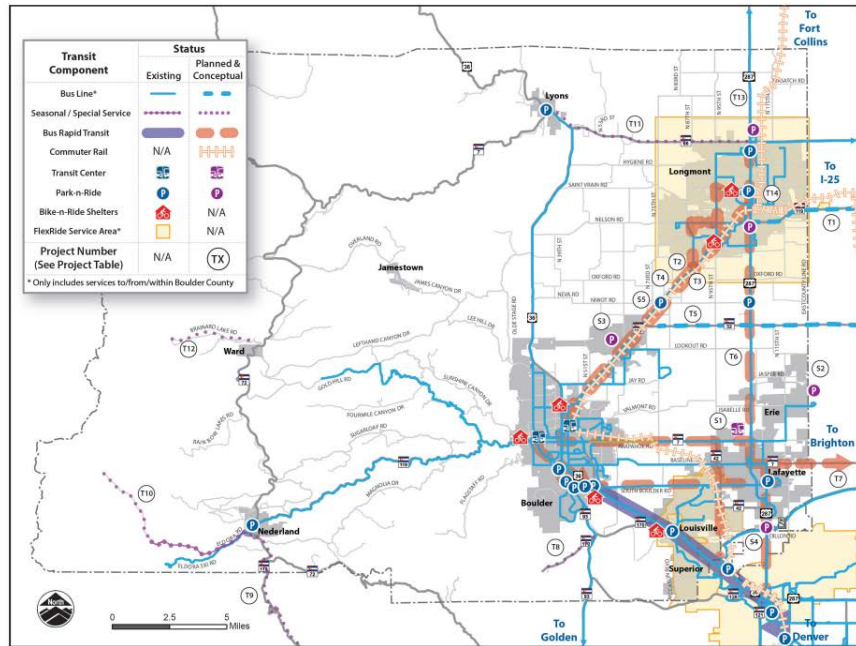
The Lafayette Park-n-Ride provides important transit connections in Lafayette



The CLIMB provides service between Boulder and mountain communities



JUMP bus provides service between Boulder, Lafayette, and Erie



STRATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM

Strategy 1: Develop a Multimodal Transportation System

Map ID	Project Name	Project Description	Project Status	Funding Status	Potential Funding Sources++	Capital Cost++	Cost (Annual Operating)+++
T1	SH 119 Regional Service Extension – US 287 to SH 119 and I-25 Park-n-Ride	Extend regional bus service east along SH 119 to I-25 Park-n-Ride.	Conceptual*	Not Funded	CST, Muni	\$	\$5 (highly dependent on service levels)
T2	Northwest Corridor Commuter Rail – Denver to Longmont	Commuter rail service that provides service between Denver, Boulder, to Longmont.	Conceptual – In NAMS	Not Funded	CST, Muni, RTD, Fed	\$5555+	\$5555
T3	Peak Service for Northwest Corridor Commuter Rail – Denver to Longmont	Limited rail service along the northwest corridor commuter rail.	Conceptual – In Analysis	Not Funded	CST, Muni, RTD, Fed	\$5555+	\$5555
T4	SH 119 BRT – Boulder to Longmont	Implementation of BRT between Boulder and Longmont.	Conceptual – In NAMS, In Design	Partially Funded	CST, TIP Regional Share, RTD, Muni, Fed	\$5555	\$555 (BRT + expanded Longmont local)
T5	SH 119 Regional Service Extension to I-25 via SH 52 – I-25/SH 52 via SH 52 then SH 119	Extend regional bus service to I-25 along SH 52.	Conceptual	Not Funded	CST, Muni, Fed	\$	\$5 (highly dependent on service levels)
T6	US 287 BRT – Broomfield to Longmont	Implementation of BRT between Broomfield and Longmont.	Conceptual – In NAMS	Not Funded	CST, Muni, RTD, Fed	\$5555	\$555
T7	SH 7 BRT – Lafayette to east of county boundary	Implementation of BRT between Lafayette and Brighton.	Conceptual – In NAMS	Not Funded	CST, Muni, RTD, Fed	\$5555	\$55
T8	Eldorado Canyon Seasonal Shuttle – City of Boulder to Eldorado Canyon State Park	Shuttle service between City of Boulder and Eldorado Canyon State Park during weekends.	Conceptual*	Not Funded	CST, Muni, Fed	\$	\$
T9	Nederland to Black Hawk Special Service	Limited/on-demand service to and from Nederland.	Conceptual*	Not Funded	CST, Fed	\$	\$5 (highly dependent on service levels)
T10	Hessie Trailhead Fourth of July Seasonal Shuttle Extension – extension past current shuttle terminus	Extend service to provide seasonal service to Fourth of July Campground.	Conceptual*	Not Funded	CST	\$	\$5 (assuming same level of service as existing Hessie)
T11	Lyons to Longmont Special Service	Limited/on-demand service to and from Lyons to Longmont.	Conceptual*	Not Funded	CST, Muni	\$	\$5 (highly dependent on service levels)
T12	Brainard Lake Seasonal Shuttle	Seasonal service from Brainard Lake Winter Lot to Brainard Lake.	Conceptual*	Not Funded	CST, Muni, Fed	\$	\$555
T13	FLEX service expansion – Fort Collins to Boulder via Longmont	Increase existing service	Conceptual*	Partial Funding	CST, TIP Regional Share, Muni, Fed	\$	\$555 (highly dependent on service levels)
T14	Northwest Extension Commuter Rail	Commuter rail service that provides service between Longmont and Thornton.	Conceptual – In North I-25 EIS	Not Funded	CDOT, Muni	\$5555+	\$5555
S1	US 287 and Arapahoe Park-n-Ride	Creation of a new transit center.	Conceptual*	Not Funded	CST, RTD, Muni, Fed	\$5	\$
S2	Erie Park-n-Ride – Erie Community Center	Formalization of Park-n-Ride at the Erie Community Center.	Conceptual*	Not Funded	CST, RTD, Muni, Fed	\$5	\$
S3	SH 119/63rd Street Park-n-Ride	Creation of a Park-n-Ride at the intersection.	Conceptual – (SH 119 project)*	Not Funded	CST, RTD, Fed	N/A**	\$
S4	US 287/Northwest Parkway Park-n-Ride	Creation of a Park-n-Ride at the intersection.	Conceptual*	Not Funded	CST, RTD, Muni, Fed	\$5	\$
S5	Niwot Park-n-Ride Expansion – at existing Park-n-Ride at Niwot Rd or 2nd Ave	Increased vehicle and bicycle parking at the existing Park-n-Ride.	Conceptual – (SH 119 project)*	Not Funded	CST, RTD, Fed	N/A**	\$

Notes: Planned projects are recommended in an approved facility master plan or capital program. Conceptual projects are new ideas or concepts introduced in the TMP or elsewhere.

+ The following potential funding sources have been identified: CST: Countywide Transportation Sales Tax formed in 2007 to fund road, transit and trails projects throughout the county. Includes both current list of projects and potential future projects that fit the goals and objectives of the program. Fed: State, federal, and/or other outside agencies such as urban drainage and flood control districts and the Regional Transit District (RTD). Muni: Local project partners including incorporated jurisdictions and/or other Counties.

++ The costs are broken into five different categories: \$ less than \$500,000 | \$5-\$500K-\$2 million | \$55-\$2 million-\$5 million | \$555-\$5 million-\$10 million | \$5555 Over \$10 million

+++ These estimates depend greatly on service details associated with the transit service. The cost estimates here are assumed to be a 20 year operating life span.

* Indicates that more study needs to be completed to evaluate the feasibility of implementation.

**Indicates that cost is already included within the cost of a larger transit project.

STRATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM

Exhibit 2: TMP Transit Highlights from Boulder, Longmont, and Louisville

Boulder Transit TMP Page

<https://bouldercolorado.gov/media/1045/download?inline=> p 27



ACTION 7.F

Plan, design and implement physical and operational improvements to support high-quality BRT, thereby increasing transit travel speed and reliability along regional corridors.

The Renewed Vision for Transit was included in the 2014 TMP update and identified key corridor investments for local and regional transit service enhancements in Boulder. The Renewed Vision for Transit was updated and refined as part of this TMP in the Transit Service Delivery Study, which provided detailed service planning and costs for each route and explored transit funding and delivery options for Boulder.

<https://www.longmontcolorado.gov/home/showpublisheddocument/15096/636080740283600000> p11



Project 5: Transit Vision & Service Needs, Cont.

TR1: Transit Connectivity Needs, Cont.

New North-South BRT Service: This plan recommends new north-south BRT service along SH 42/ S 96th Street to provide stronger transit connections to communities to the north.

FlexRide: This plan recommends promoting the existing FlexRide and Via services and improved coordination with neighboring communities to sustain these flexible transit options.

Employee Circulator: This plan recommends a partnership between the City and the business community to provide a shuttle circulator service that connects the busiest areas of employment to regional transit, retail, and other destinations. CTC, Centennial Valley, and the former StorageTek site are potential candidates.

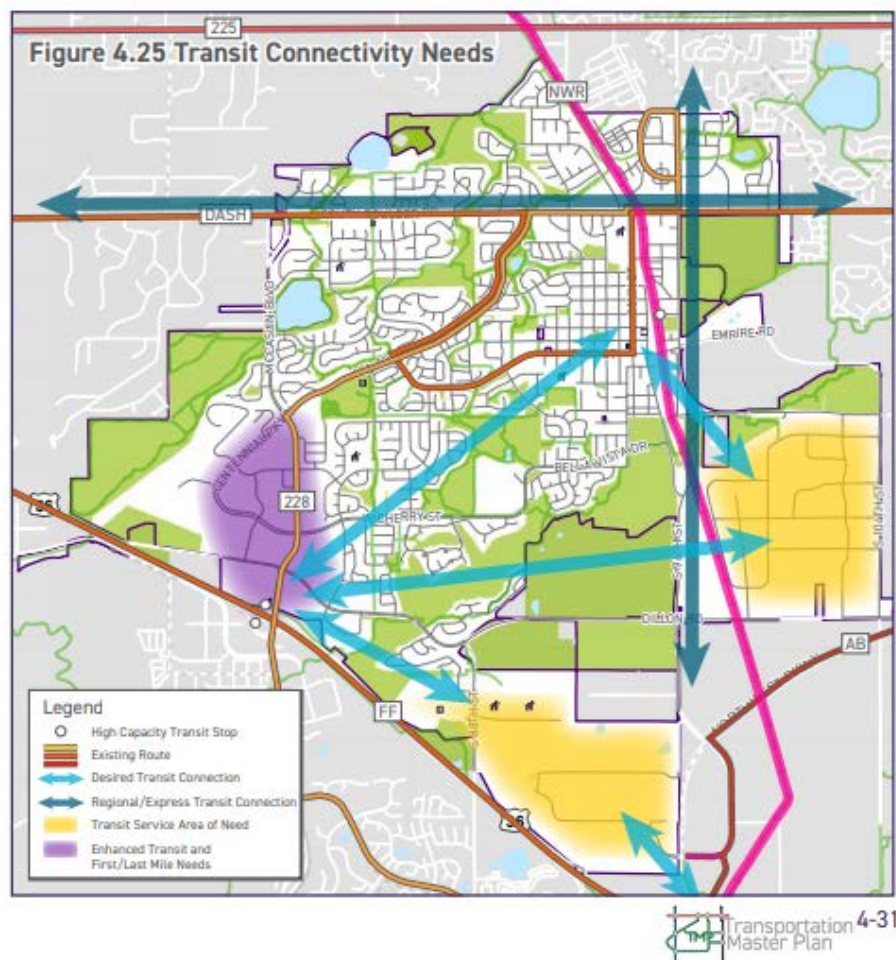


Exhibit 3. Northwest Area Mobility Study (NAMS) Network

<https://commutingsolutions.org/regional-planning/northwest-area-mobility-study/>

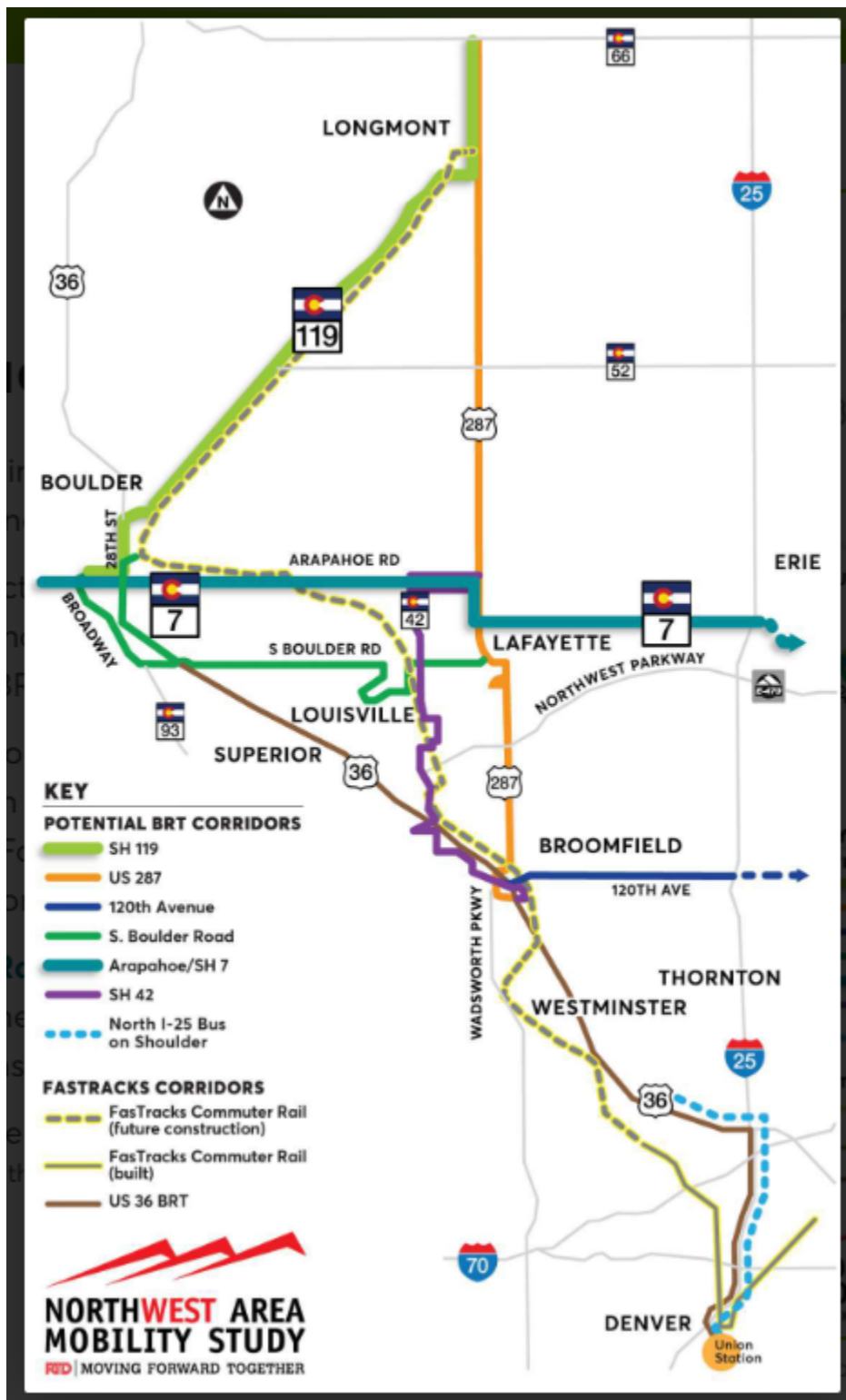


Exhibit 4: Transit Financial Highlights: Program of Projects for County Transportation Sales Tax and FTA ARPA

County Transportation Sales Tax – Excerpts from Program of Projects (July 2022)

Boulder County will continue receiving a 0.1% sales tax dedicated to transportation that is expected to total \$1.209M over 15 years, a portion of which will support transit-related projects. The categories most relevant to the Countywide Strategic Transit Plan include:

1. Regional Corridors
2. Local Transit Support
3. Mobility Programs

Note: funding amounts are in \$,000s

<https://assets.bouldercounty.gov/wp-content/uploads/2022/05/cpp-program-of-projects-cover-letter-20220524.pdf>

Boulder County Transportation Sales Tax Program List of Proposed Projects with Project Descriptions			
PROJECT LIST (CONT.)		Project Cost	Lev. Sales Tax ↓
REGIONAL CORRIDORS			
16	Colorado 119 Bus Rapid Transit and Commuter Bikeway Local funding to incentivize partial implementation of new bus rapid transit, multiuse path / bikeway and intersection safety improvements along CO 119 from Boulder to Longmont. Estimated cost of all improvements is \$388 million.	\$ 106,000	95% \$ 5,300
17	Colorado 7 Bus Rapid Transit, Commuter Bikeways and Intersection Safety Local funding to incentivize partial implementation of new bus rapid transit, multiuse path / bikeway and intersection safety improvements along CO 7 from Boulder to Broomfield. Estimated cost of all improvements is \$435 million.	\$ 20,000	90% \$ 2,000
18	Colorado 42 Multimodal Corridor and Safety Improvements Local funding to assist with implementation of multimodal improvements along the CO 42 corridor, including new path between Hecla and Short. Estimated cost of all improvements is \$136 million.	\$ 20,000	90% \$ 2,000
19	US 287 Bus Rapid Transit, Intersection Safety and Commuter Bikeway Local funding to incentivize partial implementation of new bus rapid transit, multiuse path / bikeway and intersection safety improvements along US 287 from Boulder to Longmont. Estimated cost of all improvements is \$560 million.	\$ 10,000	90% \$ 1,000
20	South Boulder Road Planning Study - Lafayette to Boulder Planning and Environmental Linkages (PEL) study to identify recommendations for Bus Rapid Transit, Commuter Bikeway, roadway system management improvements, and safety improvements.	\$ 1,000	50% \$ 500

LOCAL TRANSIT SERVICES & SUPPORT PROJECTS				
31	East County On-Demand Transit Service (Lafayette, Erie, Louisville, Superior) Fare-free on-demand transit service for southeast boulder county communities.	\$ 9,800	50%	\$ 4,900
32	Ride-free Lafayette Fare-free on-demand transit service in Lafayette area	\$ 7,700	50%	\$ 3,850
33	FLEX service – Fort Collins to Boulder via Longmont Inter-agency transit service between Ft Collins and Boulder.	\$ 18,800	80%	\$ 3,750
34	Gunbarrel On-Demand Transit Service On-demand transit service in the Gunbarrel area.	\$ 7,500	90%	\$ 750
35	Lyons to Boulder Peak-Period Transit Partnership with RTD to provide peak-hour service between Lyons and Boulder.	\$ 1,500	50%	\$ 750
36	Lyons to Longmont On-Demand Transit Service Limited/on-demand service to and from Lyons to Longmont.	\$ 1,500	50%	\$ 750
37	Gold Hill Climb Fare-free commuter transit service between Gold Hill, Salina and Boulder.	\$ 1,500	50%	\$ 750
38	Mountain Area On-Demand Transit Service On-demand transit service for mountain communities.	\$ 1,200	50%	\$ 600
TRANSPORTATION MOBILITY PROGRAMS				
39	Community Transportation Partnerships Matching grant support for community-based mobility programs to leverage federal funding sources for community transportation service providers to improve accessibility for vulnerable and underserved populations, as per the County's human services plan.	\$ 13,500	80%	\$ 2,700
40	Transit Education and Equitable TDM Support Transit pass support, travel training and education services for large employers, school districts and housing authority clients, as per County's coordinated human services plan.	\$ 1,900	0%	\$ 1,900
41	Active Transportation Education Programs School-based multimodal and active transportation education. Includes safe-routes to school programs and public engagement on equitable transportation outcomes, as per the County's coordinated human services plan.	\$ 800	0%	\$ 800
<i>Total Mobility / Safety / Resiliency (15 projects, 55%)</i>		\$ 99,850		\$ 59,200
<i>Regional Corridors (5 projects, 10%)</i>		\$ 157,000		\$ 10,800
<i>Regional Trails & Bikeways (10 projects, 15%)</i>		\$ 66,600		\$ 16,100
<i>Local Transit Support (8 projects, 15%)</i>		\$ 49,500		\$ 16,100
<i>Mobility Programs (3 projects, 5%)</i>		\$ 16,200		\$ 5,400
<i>Program Administration (11%)</i>		\$ 13,300		\$ 13,300
TOTAL PROGRAM (41 PROJECTS)		\$ 402,450	70%	\$ 120,900

FTA ARPA Program of Projects – Excerpts from Letter to DRCOG (May 2022)

Boulder County has received over \$34M in ARPA funds from the Federal Transit Administration (FTA)

<https://assets.bouldercounty.gov/wp-content/uploads/2022/05/cpp-program-of-projects-cover-letter-20220524.pdf>



Community Planning & Permitting

Transportation Planning Division • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930
Website: www.bouldercounty.org/transportation/multimodal

DATE: May 24, 2022

TO: Doug Rex, Executive Director, Denver Regional Council of Governments
Ron Papsdorf, Deputy Director, Transportation Planning, DRCOG

FROM: Kathleen Bracke, Deputy Director, Community Planning & Permitting –
Transportation Planning, Boulder County

CC: Alex Hyde-Wright, Principal Planner, CP&P – Transportation Planning
Angel Bond, Mobility for All Program Manager, CP&P – Transportation Planning

RE: FTA ARPA Funds for small UZAs within Boulder County

...

Boulder County appreciates DRCOG's assistance to help us with the process to amend the DRCOG Transportation Improvement Program (TIP) and related State Transportation Improvement Program (STIP) to reflect the FTA ARPA funds for the small UZAs within the county. Our understanding is that the TIP amendment process will include presenting this information at the upcoming DRCOG TAC, RTC and Board meetings in June-July. Subsequent to the DRCOG TIP amendment process, there will be process with CDOT to amend the STIP.

As part of this ongoing multiagency process, Boulder County has developed the enclosed Program of Projects (POP) which outlines how the FTA ARPA funding identified for the small UZAs of Boulder, Longmont, and Louisville-Lafayette-Erie is intended to be used for transit activities in accordance with FTA eligibility criteria for the ARPA funding (see attachment 2). The POP is being provided to the public in both English and Spanish. The transit activities listed in the POP include fixed route operating expenses for restoring transit service operations impacted by the pandemic for the following routes: local HOP circulator within the City of Boulder; regional services for Lyons-Boulder recently renamed the "Lyons Flyer" and CO7/JUMP, CO119/BOLT, US287/LD1/2/X, Boulder-Nederland; and on-demand services in Lafayette/East Boulder County communities and Gunbarrel; plus applicable ADA paratransit service. Recognizing that our agencies and communities are continuing to experience on-going pandemic related impacts, there may be additional routes/transit services needed from now through 2027 that could be applicable/eligible for these FTA ARPA funds.

...

ARPA funds for the small UZAs are outlined in the table below, and this funding will be used for ARPA-eligible transit programs directly serving the communities representing the small UZAs from 2022 through 2027:

Boulder County UZAs	ARPA approximate available funding (2022-27):
	Boulder County
Boulder	\$32,292,525
Longmont	\$ 1,355,722
Louisville-Longmont-Erie	\$ 592,721
Total:	\$34,240,968

The transit service investments using the FTA ARPA funds for the small UZAs within the county are consistent with the Boulder County [Transportation Master Plan](#) (see pages 11-13) for details of the Transit Implementation Action and Vision Network, including map and list of specific transit routes, and the county's new [Mobility for All Ages & Abilities Coordinated Human Services Plan](#).

Exhibit 5. Draft Table of Contents for Countywide Strategic Transit Plan (CSTP)

Task
Task 1: Project Management, Initiation & Oversight
Task 2: Outreach and Engagement
Task 3: Existing Conditions & Travel Demand Forecasting
Task 4: Goals, Objectives & Performance Metrics
Task 5: Alternatives Analysis & Strategies
Task 6: Financial Plan & Implementation Plan
Task 7: Final Report

Exhibit 6. MVRTP Environmental Justice Areas

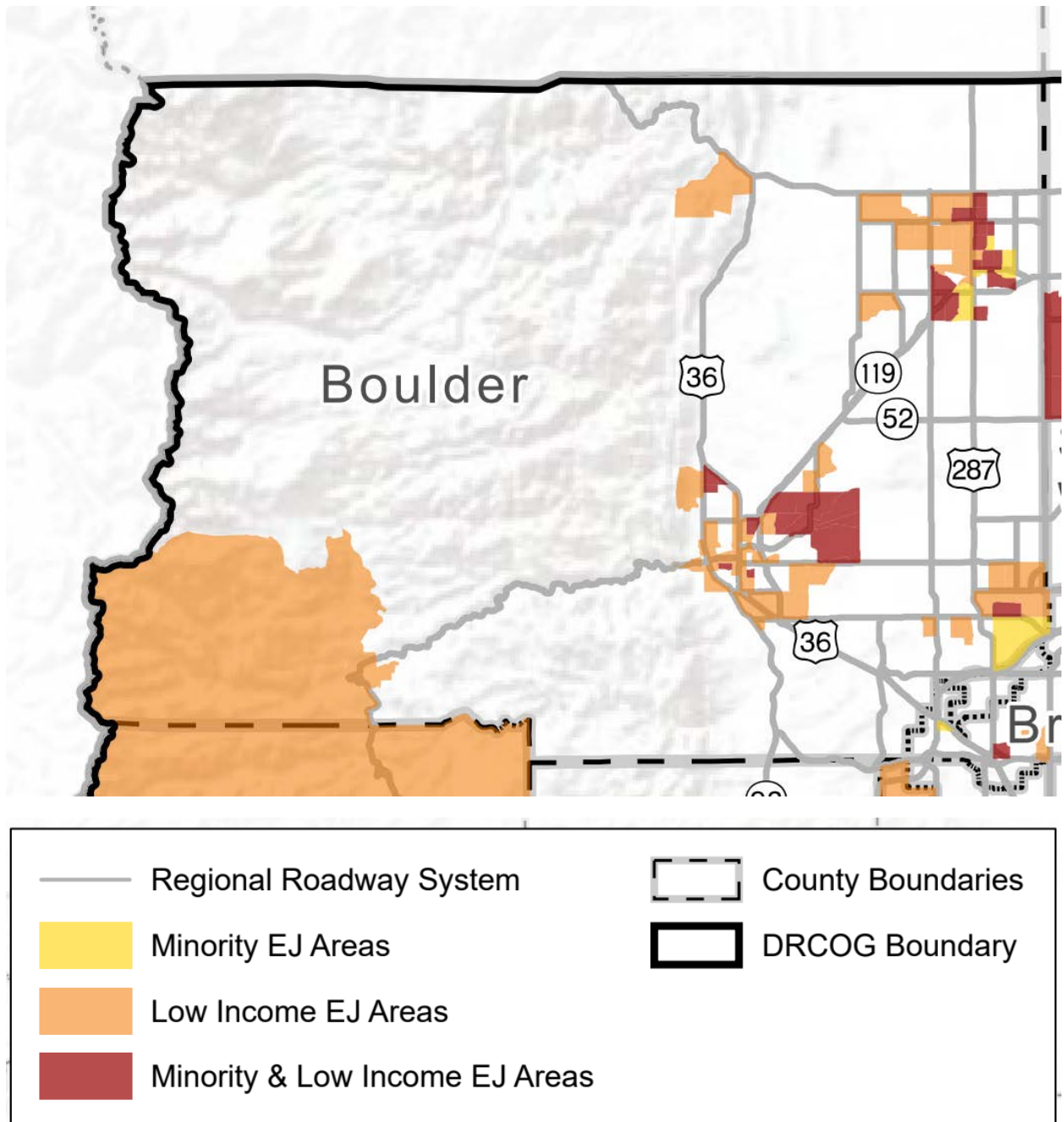
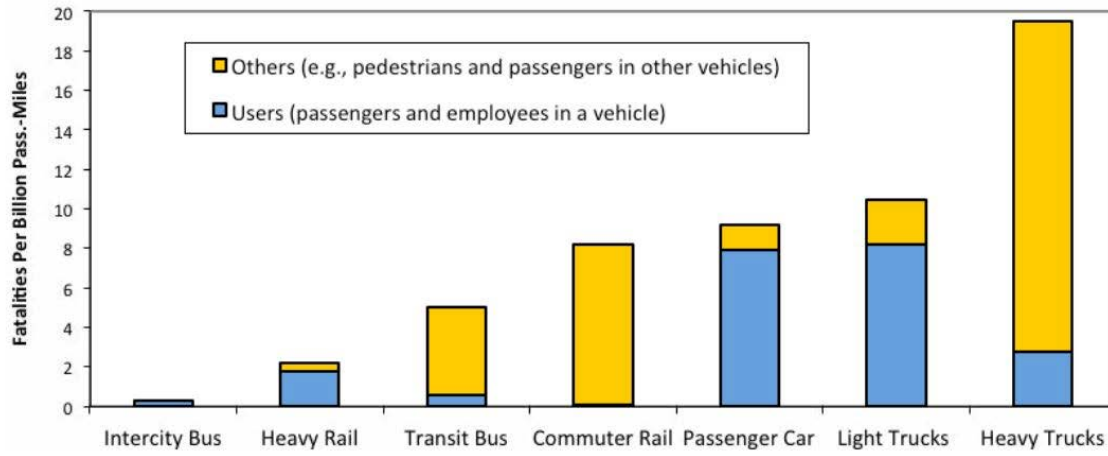


Exhibit 7. Safety by Mode



Source: Litman and Fitzroy, based on FHWA and APTA data