



BOULDER COUNTY
MOBILITY & ACCESS
FOR ALL AGES AND ABILITIES

Final Report

May 2022

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EXECUTIVE SUMMARY

The Boulder County Coordinated Plan, also known as **Mobility and Access for All Ages and Abilities**, builds off the Boulder County Transportation Master Plan and serves as a new guide for Boulder County’s multimodal transportation policy as it pertains to populations with special needs.






People from dozens of local organizations—human services, school districts, transportation providers, community-based organizations, and government at the municipal, county, regional, and state levels—contributed to this planning process by sharing perspectives, feedback, and aspirations. These locally-developed insights, along with a comprehensive review of past plans and current demographic data, helped identify a series of critical mobility and access needs in Boulder County. The Coordinated Plan's strategies are intended to begin meeting those needs over the next several years.

Some strategies in the Coordinated Plan are specifically intended for the benefit of the County’s youth, though all strategies intersect with meeting the needs of people with disabilities, older adults, and people with low incomes. This Coordinated Plan marks a step towards greater coordination between local partners who are trying to help identify and meet the transportation needs for people of all ages and abilities.



A summary of the strategies developed for the Coordinated Plan are shown in the following table.

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Figure ES-1 Boulder County Strategies, Associated Costs, and Timelines

Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Transit Access Improvements Paved access routes and upgrades to bus stops</p>	Access	~\$10,000 per stop depending on access route length; also depends on agreements in place	Plan for regular maintenance and upkeep costs; some may be offset with agreements with local city and/or County	High Priority
 <p>Travel Training Expand travel training to youth, families, and caregivers, especially those with or tending to individuals with special needs, and people who speak languages other than English</p>	Awareness	~\$20,000 to \$30,000 in initial travel training costs and sessions	~\$10,000-\$15,000 annually for training upkeep and marketing	High Priority
 <p>Community Services and Mobility Support food pantries, libraries, and other existing community services to advertise Mobility for All, trainings, apps, etc.</p>	Awareness	Initial costs of ~\$10,000-\$20,000 for marketing material development and printing; distribution	In-kind costs associated with materials distribution and meetings with community service representatives	High Priority
 <p>Transportation Vocational Training Promotion/expansion of vocational training in transportation trades (CDLs, bicycle repair, etc.)</p>	Awareness	~\$20,000 to develop initial promotional materials and stop program supplies; ~\$65,000/annual adjunct professor salary for bicycle repair; mechanic training, etc.	~\$170,000/year for two technical/adjunct professor salaries (ongoing)	Medium Priority
 <p>Bike Safety Bicycle and pedestrian safety training support</p>	Awareness	\$25,000/year to sponsor League Certified Instructor (LCI) Trainings to ensure qualified workforce to provide youth and family specific bike education programs, including, but not limited to age-appropriate Bicycle Friendly Driver Trainings, Earn-A-Bike sessions, and more	\$50/LCI hourly rate \$60/LCI annual fee \$25,000/year for instruction marketing and supplies, upkeep, plus the cost to print and distribute materials (if needed)	Medium Priority





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Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Affordable/Free Transit Expand affordable and/or free transit fare programs</p>	Cost	Based on number of passes needed, free fare programs may run \$1-\$5.00+ per person enrolled	Based on number of passes needed, free fare programs may run \$1-\$5.00+ per person enrolled	High Priority
 <p>Bus Pass Reimbursement Cover/reimburse bus pass requests made by community liaisons with the school districts and nonprofit organizations</p>	Cost	~\$30,000/annually in passes distributed to community liaisons	~\$30,000/annually in passes distributed to community liaisons	Medium Priority
 <p>Service Study Study transit service areas, lines, layover sites, and supportive programs in need of greater utilization</p>	Data	<p>This form of service study typically takes place in the form of a Comprehensive Operations Analysis (COA). Depending on the size of the service area, COAs run \$250,000-\$450,000</p> <p>\$80,000 for a Youth Transportation Gaps Analysis/Need Assessment</p> <p>\$80,000 for a Crossing Guard Equity Study</p>	Possible \$150,000 to update COA every 5-8 years	High Priority
 <p>Data Integration Formalize data collection, analysis, and reporting to study transportation demand and priority gaps, including mode choice for individual schools and workplaces throughout Boulder County</p>	Data	<p>No costs associated with formalized agreements;</p> <p>~\$150,000-\$250,000 for a study on transportation demand, gaps, and mode choice for schools</p>	~\$150,000 for updates to study every 8-10 years	Medium Priority






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Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Driver Services Support driver training and retention</p>	Resource	Depends on what “support” looks like. Could be fitness programs, nutrition and education initiatives, etc. More often than not, it is offering competitive pay for operators.	_____	High Priority
 <p>Grant Writing Part-time or full-time grant writing assistance</p>	Resource	Depending on the type of assistance, grant writing support may be free or for a nominal fee of \$5,000-\$10,000/annually	Depending on the type of assistance, grant writing support may be free or for a nominal fee of \$5,000-\$10,000/annually	High Priority
 <p>Youth Mobility Youth representation in transportation planning</p>	Resource	~\$150,000 to pay for staff to support an internship program and associated costs to increase and support local capacity to promote or improve youth transportation options and efforts	~\$150,000 annually to continue paying for staff and internship program	High Priority
 <p>Youth Transportation Resources Create a Youth Transportation Resource Hub for future coordination on countywide youth transportation solutions</p>	Resource	~\$125,000-\$150,000 for collection of materials and website/materials development in English and Spanish	~\$10,000-\$20,000 for ongoing annual updates and maintenance	High Priority
 <p>Travel Buddies Volunteer travel buddies program (mobile travel trainers)</p>	Resource	~\$20,000 for initial materials and training of volunteers	~\$5,000-\$10,000/annually for continued and new trainings	Medium Priority
 <p>Funding Stream Expand pot of competitive funding for projects in a Community Transportation Set Aside Fund</p>	Resource	No exact costs associated with expanding funding streams. In Texas, the state legislature created a fully new funding stream for UZAs in transition; ~\$8,000,000-10,000,000/annually	_____	Medium Priority



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Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Access-a-Ride Certification Center Bring RTD Access-a-Ride certification center to Boulder County</p>	Service Gap	~\$6M for center development (costs taken from MTC development in Las Vegas, NV)	Costs associated with Staffing and maintenance of center	High Priority
 <p>Employer Survey Collaborate with transit and transportation management organizations to survey major employers to determine consistent shift times and reschedule bus arrivals at employment sites accordingly</p>	Service Gap	In-kind resources to compile and administer survey, and work with providers to modify route schedules	Continued in-kind resources to update data annually	High Priority
 <p>Volunteer Drivers Support volunteer driver programs as locally relevant transportation options to help post-pandemic recovery and close access gaps throughout the County's more isolated areas</p>	Service Gap	~\$20,000 in start up costs to develop materials for advertisement, education, and training of volunteer drivers; possible need to plan for associated insurance and liability costs	~\$5,000 to in-kind costs associated with regular trainings and new trainings of volunteer drivers	High Priority
 <p>Disadvantaged Youth Mobility Set up Via and others with fleets to service youths with families of limited means who enroll in a facility/program outside of their locally assigned school</p>	Service Gap	Costs depend on number of routes; vehicles in fleet, and hours of service. Plan on a minimum of \$125/hour for services, plus the cost of promotional materials.	Costs depend on number of routes; vehicles in fleet, and hours of service. Plan on a minimum of \$125/hour for services, plus the cost of promotional materials.	Medium Priority

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Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Hybrid Connector Service Pilot a hybrid connector service (fixed-route with deviations on request like Flexride) in areas underserved by fixed-route transit</p>	Service Gap	<p>\$500,000</p> <p>Assumes start-up cost for 3 accessible cutaway buses plus initial marketing materials and initiatives for promotion of pilot service</p>	<p>Assumes 12 hours of service; 3x/week; assumes 3 separate connector flex routes with service operating 252 days/year</p>	Medium Priority
 <p>Services for Veterans Transportation for veterans under 60 to VA sites in Cheyenne, WY and Aurora, CO</p>	Service Gap	<p>\$120,000</p> <p>Assumes start-up cost for single accessible van operating 3x/week</p>	<p>\$106,080</p> <p>Assumes 8 hours of service; 3x/week; alternating between sites at a fully loaded cost of \$85/hour</p>	Medium Priority
 <p>Land Use Planning Thoughtful land use planning which promotes coordinated transportation, encourages walkability, and locates services and activity where there's existing population and infrastructure</p>	Ongoing Policies	N/A	<p>N/A</p> <p>Internal policy change and associated planning and zoning adoptions</p>	Long Term Priority
 <p>Universal Design Universal design in all station area planning within Boulder County limits</p>	Ongoing Policies	N/A	<p>N/A</p> <p>Internal policy change and associated agreements</p>	Long Term Priority
 <p>Data Standards Adopting clear standards and expectations for transportation data sharing between governments and future private partners, developers, and services</p>	Ongoing Policies	N/A	<p>N/A</p> <p>Internal policy change and associated agreements</p>	Long Term Priority

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Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 <p>Advocacy Be involved in local/regional advocacy groups and efforts that support new funding streams for transportation and mobility</p>	Ongoing Policies	<p>\$5,000 (assumes membership dues for CASTA and Associations; attendance at conferences for 1-2 participants annually)</p>	<p>\$5,000/year (see start up notes)</p>	Long Term Priority
 <p>Equitable Investment Continued equitable investments in communities, programs, and infrastructure</p>	Ongoing Policies	<p>~\$75,000-\$200,000 (assumes hiring equity consultant for workplace & community practices; then associated implementation costs with those changes)</p>	<p>N/A</p>	Long Term Priority

1 ABOUT THE PROJECT

Boulder County is undertaking the process of developing and regularly updating a Coordinated Public Transit - Human Services Transportation Plan (“Coordinated Plan”).

This Coordinated Plan, also known as Mobility and Access for All Ages and Abilities, builds off the Boulder County Transportation Master Plan and serves as a new guide for Boulder County’s multimodal transportation policy as it pertains to populations with special needs. The transportation needs of Boulder County’s vulnerable and underserved communities are studied in this Coordinated Plan. Particular attention is given to:

- Older adults (aged 65 and older);
- People with disabilities;
- People and households with low incomes; and,
- Youth (aged 18 and below).

This plan, a first of its kind for Boulder County, includes the following attributes:

- **An assessment of mobility needs throughout the County** particular to vulnerable and underserved communities;
- **Engagement with community members, stakeholders, human service providers, and transportation agencies** to collaboratively identify barriers and opportunities for growth in accessible transportation service options; and,
- **Strategies** to meet identified mobility needs.

The Coordinated Plan was developed in partnership between Boulder County’s Mobility for All and Youth Transportation programs. A dedicated effort to document youth transportation needs, with the involvement and participation of representatives of the two public school districts serving Boulder County, is also profiled throughout this plan. Some strategies in the Coordinated Plan are specifically intended for the benefit of the County’s youth, though all strategies intersect with meeting the needs of people with disabilities, older adults, and people with low incomes. Boulder County also intends for this Coordinated Plan to mark a step towards greater coordination between local partners who are trying to help identify and meet the transportation needs for people of all ages and abilities.

This Coordinated Plan is required by federal transit law to identify eligible projects for the funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section

5310) Program. Regardless of whether Boulder County ultimately elects to receive Section 5310 program funding following the development of this Coordinated Plan, it shall consider this a living document to help the County and project partners prioritize investments, programs, and services for human services transportation over the next five years.

Currently, Boulder County is considering multiple options for how to position itself to receive Federal Transit Administration (FTA) funds. However, this Coordinated Plan remains an essential roadmap for how the County will help close mobility and access gaps for underserved communities over the next five years.

2 COMMUNITY INVOLVEMENT

For the first ever Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Boulder County sought to make sure it was locally-developed with feedback and contributions from project partners at the community, city, county, regional, and state scales.

The contributions and perspectives of people and organizations who spend significant time in Boulder County are reflected in this plan. Engagement specific to the Coordinated Plan -- from January 2021 to October 2021 -- included the following efforts:

- Technical Advisory Committee
- Mobility Advisory Committee (formerly the Local Coordinating Council)
- Community Partner Meetings
- Virtual Open Houses
- Transportation Provider Surveys

Because the planning process began under conditions less than one year removed from the outbreak of COVID-19 in the United States (and during a period in which pandemic-related deaths within the State of Colorado reached an all-time peak), there were limitations on accessing all the places and conversations necessary for an ideal process. Due to legal directives because of the ongoing COVID-19 pandemic occurring at the time, all project-related meetings were held using virtual platforms (e.g., Zoom).

Despite these constraints, there is an understanding that future updates to the Coordinated Plan must continue expanding the net of public input and feedback. As suggested by a participating member of the public, Boulder County will need to go to greater lengths to listen to marginalized communities in more convenient and universally accessible settings.

Technical Advisory Committee

Core to the coordinated planning effort is the Technical Advisory Committee (TAC). Across 5 meetings, an average of 25 policy partners and organizational representatives provided input and supports throughout the planning process. Members of the committee represented the following organizations:

- Colorado Department of Transportation (CDOT), Division of Transit and Rail (DTR)
- North Front Range Metropolitan Planning Organization (NFRMPO)
- Regional Transportation District (RTD) Service Development
- RTD Paratransit and Special Services
- Via Mobility Services
- Boulder County Area Agency on Aging
- Boulder County Health and Human Services
- Boulder County Housing Authority
- Boulder Valley School District
- St. Vrain Valley School District
- City of Boulder
- City of Broomfield
- City of Lafayette
- City of Louisville
- City of Longmont
- Town of Superior
- Colorado CarShare
- Cultivate
- Center for People with Disabilities
- Emergency Family Assistance Association
- Homeless Solutions for Boulder County
- Mental Health Partners Colorado
- Key Transit
- Boulder County Suma!
- Boulder County IMPACT
- zTrip

The TAC met five times throughout 2021. All TAC members were informed about TAC meetings, public virtual open houses, and written components of this plan. Their input was sought to capture their respective organizational Strengths, Challenges, Opportunities, and Threats (SCOT), and for the prioritization of plan strategies.

Community Partner Meetings

In addition to TAC meetings, the project team attended multiple meetings with individuals and groups to both promote the plan and provide a candid forum for organizations to provide their perspectives, ideas, and feedback for transportation priorities going forward. The following table summarizes the individual and group meetings held with representatives of community organizations and government agencies (“stakeholders”) held related to this project. Meetings were either facilitated by Nelson\Nygaard in collaboration with Boulder County Mobility for All, or were meetings in which a project team representative presented progress and answered questions. These meetings helped contribute to the needs and strategies which were initially proposed as part of this planning process.

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Agency/Organization	Date(s) of meetings	Exclusive to Youth Transportation Topics ¹
Meetings Facilitated by Project Team		
Technical Advisory Committee	April 6, 2021; May 13, 2021; June 8, 2021; July 15, 2021; and September 23, 2021	
Via Mobility Services	March 10, 2021	
Regional Transportation District (RTD) Dial-a-Ride (Paratransit)	July 1, 2021	
Denver Regional Council of Governments (DRCOG)	February 4, 2021	
North Front Range Metropolitan Planning Organization (NFRMPO)	March 4, 2021	
Boulder County Area Agency on Aging	July 15, 2021	
City of Broomfield	July 23, 2021	
Boulder Valley School District (BVSD)	April, 22 2021; June 3, 2021; and June 24, 2021	Y
St. Vrain Valley School District (SVVSD)	April, 22 2021; June 3, 2021; and June 24, 2021	Y
Colorado Department of Transportation (CDOT)	June 7, 2021	Y
TEENs, Inc.	June 7, 2021	Y
I Have A Dream Foundation of Boulder County	June 7, 2021	Y
Housing & Human Services IMPACT Division	June 7, 2021	Y
City of Lyons	June 7, 2021	Y
City of Superior	June 7, 2021	Y
City of Lafayette	June 7, 2021	Y
Growing Up Boulder	June 8, 2021	Y
University of Colorado, Boulder	February 4, 2021; June 8, 2021	Y
Other Meetings Attended by Project Team for Presentation Purposes		
Boulder County Board of County Commissioners (BOCC)	July 20, 2021; October 21, 2021	
Mobility and Access Coalition (MAC) ²	April 12, 2021; October 11, 2021	
Transportation Projects Open House	February 18, 2021	
Workforce Board	May 14, 2021	

¹ These meetings are also detailed in the Concept Generation summary for the Youth Transportation portion of this project.

² Formerly known as Local Coordinating Committee (LCC)

Agency/Organization	Date(s) of meetings	Exclusive to Youth Transportation Topics ¹
IDD Mill Levy Advisory Council Meeting	May 21, 2021	
Aging Advisory Council	June 4, 2021	
BVSD & BOCO Transportation Collaboration Meeting (annual) + Sustainability & Equity	June 9, 2021	Y
North Front Range Metropolitan Planning Organization (NFRMPO) Joint Mobility Meeting	August 24, 2021	

Virtual Open Houses

The key findings and proposed strategies of the project were shared with the public across two meetings and attendees had the opportunity to ask questions and provide comments. English-speaking and Spanish-speaking meetings were held online via Zoom on August 10 and August 11, respectively. Following these meetings, attendees and invitees were asked to respond to an online survey which individuals could provide additional feedback on the presentation and strategies. Recordings of both meetings were also posted on the public Mobility for All YouTube channel.

Around 53 people attended both meetings live on Zoom, the recordings on YouTube have been viewed 175 times, and 73 survey responses were received following the meetings. These responses helped the project team revise project goals and set priorities for proposed strategies.

Surveys and Other Commentary

Written responses from the multiple surveys aligned with the project helped the County understand the key mobility and access needs facing communities and the organizations which serve them. Supportive quotations from those surveys are included in subsequent chapters of this report, while summaries of the overall key findings are profiled in this section.

Organizational Strengths, Challenges, Opportunities, and Threats

The Technical Advisory Committee (TAC), composed of representatives from partnering agencies and organizations, was asked to provide accounts of the pros and cons facing their respective organizations through a Strengths, Challenges, Opportunities, and Threats (SCOT) survey. The most common themes are profiled in the following table.

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Concept	Definition	Most Common Themes
Strengths	<i>internal</i> characteristics that give organizations an advantage to achieve performance goals	<ul style="list-style-type: none"> ▪ Community awareness and relationships ▪ Adaptive, efficient staff ▪ Partnerships with jurisdictions, organizations, and other stakeholders ▪ Support from leaders and elected officials ▪ Existing transit services/programs
Challenges	<i>internal</i> characteristics that place organizations at a risk for not achieving performance goals	<ul style="list-style-type: none"> ▪ Constrained resources ▪ Not enough needs being met ▪ Mistrust, reluctance from the community ▪ High cost for existing services ▪ Location of services ▪ Organizational limitations ▪ Older adults left behind in the pandemic ▪ Aging fleet and driver shortage
Opportunities	<i>external</i> opportunities to improve transit performance	<ul style="list-style-type: none"> ▪ Partnerships ▪ Existing services demonstrate a demand ▪ Community growth, awareness, and interests ▪ Post-recovery plans and initiatives ▪ Political support for infrastructure and transportation
Threats	<i>external</i> elements that could cause trouble	<ul style="list-style-type: none"> ▪ Funding and budgets ▪ Pandemic impacts with regards to the economic recovery timelines, transit rider comfort, and ongoing discrimination ▪ Politics and bureaucracy ▪ Uneven growth in demand ▪ Built environment ▪ Competition from the private sector

Strengths were centered around the successful partnerships and leaderships that have enabled a variety of transit services and programs which are still serving the. Challenges were dominated by the topic of constrained resources which could include several unique findings, including internal staff being spread too thin, a reliance on volunteers and grants, and the subsequent inability to successfully expand a program that meets the current demands. Opportunities noted that continued community interest in more integrated mobility options -- along with more political capital in support of infrastructure -- set a positive tone for building stronger partnerships in the future. Threats, meanwhile, focused on critical long-term issues, like the recovery timeline throughout the COVID-19 pandemic, the design of neighborhoods in relation to transit access, and the continued competitions between jurisdictions (for funding opportunities) and sectors (for recruiting operational and managerial talent).

Challenges Faced by Providers' Clients and Customers

53 providers were asked to identify the most significant challenges facing the customers and clients of their respective organizations. The following challenges scored among the most significant across all responses:

- Accessible vehicles are not always available.
- Bus stops are not close enough to residences and/or destinations.
- Transportation options are too expensive.
- Important destinations are not serviced by public transit.
- Transit trips to some destinations are too time-consuming.
- Customers are not able to schedule a same-day ride or trip.
- Information on local transit services is not always available or easy to understand.

Youth Transportation Needs

Additional outreach specifically dedicated to youth transportation was conducted and the key findings are detailed in an appendix to this report.

3 EXISTING CONDITIONS

The following chapter profiles the existing transportation mobility and access conditions within Boulder County. Understanding existing conditions is one of the key components of the Coordinated Transportation Plan because it helps contextualize the key needs facing the County and its communities and justifies strategies to help meet those needs.

Because this Coordinated Human Services Transportation Plan is not an update, but a new plan for the region, there is some flexibility in the amount of detail covered in this plan for updating in future editions. **It is suggested the plan's existing conditions strike an appropriate balance between coverage and detail to not jeopardize the overall plan's inclusivity to all people and places in Boulder County.**

KEY FINDINGS

- Transportation is a crucial issue that intersects with climate policy, social equity, affordability, and public health.
- Boulder County is home to multiple exemplary programs and pilots to reduce barriers to transit access. The programs, some of which are identified in the Denver Regional Council of Governments (DRCOG) Coordinated Plan, include Ride Free Longmont (to make transit more affordable), subsidized EcoPasses provided by businesses and communities, and Via's Federal Transit Administration (FTA) Mobility Services for All Americans (MSAA) grant to improve data sharing.
- There are already locally tailored resources to educate people on how to access and plan a transit trip, including Mobility for All's Ambassador program and DRMAC Getting There Travel Training Program.
- The cost of housing in Boulder County has added pressure to both construct additional housing and keep transportation affordable.
- According to recent plans, travel demand does not stop at Boulder County's borders. People come from Larimer, Weld and Jefferson Counties as well as other parts of the Denver Metro area to get to the eastern half of the county, while many trips in Boulder County's mountainous western areas originate/end in Grand and Gilpin Counties.

PLAN REVIEW

This is the inaugural Coordinated Human Services Transportation Plan exclusive to Boulder County, which means that there are no prior plan recommendations or goals which are required to be tracked and updated at this time. **In the future, it is expected that all plan updates demonstrate an understanding of the previous Coordinated Human Services Transportation Plan by summarizing the relevant findings, plan goals, recommendations (also known as strategies), and the status of those recommendations from that plan.**

Nevertheless, this chapter includes a review of recent and relevant plans and processes accounting for population and demographic changes, employment growth, transportation infrastructure, and the expansion of the transportation system. The contents of these plans include varying priorities and foci, but transportation challenges and needs are similar across plans.

This section reviews the transportation planning and policy context in and around Boulder County. Plans that explored policies for coordinated planning, aging populations, housing needs, mobility or access issues, and health or human services – from approximately the past 5 years – were reviewed to provide context to transit service coordination in Boulder County.

Special attention was paid to each plan's identified transportation needs, challenges, and recommendations. A summary of the reviewed plans is provided in Figure 3-1. This is a high-level overview to provide a baseline understanding of the transportation landscape. There may be entities and plans that are not included in this review, but they should not be discounted if they are recent and relevant to the coordinated planning effort.

Figure 3-1 Plan Review Summary

Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
DRCOG Coordinated Transit Plan (2018)	<ul style="list-style-type: none"> Identified needs include affordable fares for target populations, more cross-jurisdictional trips, better regional coordination, expanded volunteer driver programs, continued collaboration with DRMAC filling gaps in service by location and time (nights and weekends), focus on quality-of-life trips, and removal of barriers to fixed route transit Boulder Transit Center and Boulder Junction are identified as key regional transfer points Longmont Fare Free Pilot Program was called out as a program “designed to benefit low-income residents and increase ridership on the local Longmont transit routes.” Boulder and Boulder County identified as communities which fund “buy-ups of RTD service to provide more service (such as better headways) than what RTD can afford on a particular route.” 	<ul style="list-style-type: none"> For RTD, continue implementing 2015-2020 Strategic Plan recommendations Remove barriers to fixed route service, through improved pedestrian infrastructure, transit stop accessibility improvements, transit-supportive land use, and travel training Develop and reduce barriers to accessing affordable fare programs. Improve access to employment and healthcare Pilot new technology and practices to improve mobility Increase human service transportation coordination efforts Address cross-jurisdictional trips (e.g., Boulder to Fort Collins) Implement trip exchange initiatives
DRCOG 2050 Metro Vision Regional Transportation Plan Coordinated Transit Plan (2021)	<ul style="list-style-type: none"> The three most significant needs identified through public engagement were access to health care for non-emergent (emergency) visits, affordable fares and expanding services to meet increased demand. Through the plan’s community and stakeholder engagement, the region’s top four priorities were first- and last-mile connections, improving access through coordination, spending funding efficiently, and affordable fares programs. Downtown Boulder Station Improvements project identified as a good example to showcase DRCOG TIP’s impact on improving overall infrastructure. 	<ul style="list-style-type: none"> Continuing to implement the recommendations from the 2018 plan.
Transportation Master Plan (2020)	<ul style="list-style-type: none"> Demand for regional trips is expected to increase The greatest increase in cross-county trips is between Boulder and eastern County communities (e.g., Erie) The greatest increase in inter-county trips is to Weld, Adams, and Broomfield County Increased need for more affordable, convenient, and flexible travel options Highest priorities for transit amongst older adults include expanded service area, increased frequency, and more evening and weekend services 	<ul style="list-style-type: none"> Invest in transit improvements likely to increase countywide transit ridership, focusing on programs that reduce vehicle miles traveled, provide service to underserved communities, and enhance corridor service in key travel corridors 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 high-capacity transit across 18 projects (With emphasis on north/south connections along the Front Range, and east/west connections linking Boulder County to the I-25 corridor) Implement transit service and other mobility services, improvements, and expansion to and among mountain communities Investigate additional seasonal/special services to meet travel demands that have concentrated peaks of demand Optimize bus stop locations and enhance facilities Develop partnerships with communities with anticipated increased travel to and from Boulder County Evaluate and pursue alternate transit service delivery options within and outside the RTD service area Provide transit pass assistance (e.g., support RTD’s development of a pass) Support schools in their efforts to promote non-Single Occupancy Vehicle transportation by incorporating multimodal and active transportation education into curriculum Support youth multimodal transportation Conduct Spanish-language outreach and public engagement Incorporate transportation into affordable living programs (e.g., consideration of access to transportation in affordable housing development proposals, transportation demand management services to increase affordable transportation access, consider mobility-as-a-service options) Expand and enhance accessible, affordable, and equitable mobility options for youth and families, older adults, people with disabilities, individuals with low income, and others living with mobility limitations Increase transportation education to vulnerable populations (including travel training, technology curriculum, one-call information and referral services, and centralized trip booking) Pursue Vision Zero Plan that incorporate policies and strategies supporting the most vulnerable populations. Inclusion of equity in planning and designing capital projects

Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
Peak Ride Volunteer Driver Plan (2020-Draft)	<ul style="list-style-type: none"> ▪ The unmet travel needs of mountain residents extends beyond just Boulder County and into Gilpin, Larimer and Grand Counties ▪ Older adults, people with disabilities, and low-income individuals at risk of isolation due to limited mobility options ▪ Multiple funding streams that volunteer driver plans can tap into 	<ul style="list-style-type: none"> ▪ Select a host organization of the Peak Ride Volunteer Driver Program through an RFP process ▪ Recruit and train a pool of volunteer drivers ▪ Register eligible riders ▪ Develop comprehensive policy for Volunteer Driver Program including standards (performance, vehicle condition, mileage reimbursement rates, level of driver assistance), criteria (reimbursements, driver recruitment), and processes (driver training and screening)
Floodplain Management and Transportation System Resiliency Study and Action Plan (2019)	<ul style="list-style-type: none"> ▪ Goals include <ul style="list-style-type: none"> – Institutionalize Resiliency: Strengthen Boulder County Transportation Department and local governments' culture and prioritization of transportation system and flood risk resiliency. – Withstand Shocks: Transportation systems and flood risk management reduce long-term impact of shock events. – Respond to Shocks: Transportation systems and flood risk management respond effectively to shock events. – Address Stresses: Improve transportation system and flood risk management responsiveness to stresses. ▪ There is a need to upgrade transportation infrastructure assets to decrease potential disruption by the impacts of climate change. 	<ul style="list-style-type: none"> ▪ Develop procedures, capabilities, and Multi-Hazard Mitigation Plan recommendations to maximize infrastructure resilience funding from FEMA. ▪ Develop and adopt plans, policies, and routes for emergency access and egress in a flood. ▪ Establish metrics for achieving community resilience. ▪ Flood risk tracking tool and climate vulnerability assessments. ▪ Increase awareness of resiliency matters among County staff and elected officials. ▪ Improve resiliency of roads and bridge infrastructure. ▪ Incorporate resiliency into project prioritization processes. ▪ Update infrastructure design standards and maintenance regimes for climate change. ▪ Low- and moderate-income resiliency needs assessment for transportation systems. ▪ Resiliency-focused engagement with the community. ▪ Meaningful bilingual resiliency materials, engagement, and event-recovery support. ▪ Increase transit service in response to economic or natural disasters. ▪ The quicker the county gets prepared by bringing the under-sized elements of the transportation system to as much protection as possible, the more resilient the country will be and the less it will spend per trip to avoid disruption. ▪ Recommended actions will require select documents to be updated to reflect the findings and decisions presented in the study (including Key Boulder County Plans, codes, and standards).
Community Foundation Boulder County Trends Report (2019)	<ul style="list-style-type: none"> ▪ Despite significant job growth (pre-COVID), Boulder County has massive challenges in housing affordability, leading to spikes in single-occupancy vehicle (SOV) commuting into the County and Boulder city. ▪ Boulder County may not have the racial diversity of other places, but there is a significant Latinx population, along with growing communities of Nepalese, Brazilian, West African, and Hmong people -- all of whom should not be invisible. 	<ul style="list-style-type: none"> ▪ Advocate for driving less (replaced by transit and bicycle trips if convenient and accessible) ▪ Need to better understand transportation needs amongst working population and their families, such as Households with youth, Households with Seniors, Households with Disabilities, etc.
AAA/Aging in Boulder County: Past, Present, Future Report (2019)	<ul style="list-style-type: none"> ▪ Negative perception of ease of access amongst a majority of Boulder County's older residents, with Boulder and Louisville receiving the highest ratings and Erie receiving the lowest ratings ▪ Most older adults plan to remain within their community ▪ Amongst service professionals, the highest in-demand services for older adults are housing and transportation. These are also considered among the least available services. ▪ Most Boulder County service providers reported sharing transportation resources (both offered directly or through referrals) with caregivers. ▪ Lower-income older adults in Boulder County reported a relatively lower overall health quality ▪ Mountain residents report a desire for transportation to address safety issues and using public transit to access locations that would otherwise be inaccessible. ▪ Socially isolated mountain residents stated a preference for assistance from neighbors or friends above service providers. 	<ul style="list-style-type: none"> ▪ "A strengthening of multi-stakeholder coordination, collaboration, and advocacy for a more age-friendly community."

Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
Boulder County Board of Commissioners Strategic Priorities (2018)	<ul style="list-style-type: none"> ▪ Significant disparities in Boulder County are highlighted by trends of increased median housing prices and high self-sufficiency wages for families and individuals alike. ▪ Priority areas for the County include affordable living, climate action, equity and justice, land and water stewardship, organization, and financial stewardship. 	<ul style="list-style-type: none"> ▪ Increase access to all modes of transportation, particularly through pass pilot programs (and other programs targeted to people with lower incomes) and continued long-term mobility planning ▪ Transition to electric/zero-emission vehicle fleets
Boulder Transit Service Delivery Study (2018)	<ul style="list-style-type: none"> ▪ It is not feasible to fully secede all Boulder County transit from the RTD district. 	<ul style="list-style-type: none"> ▪ 9 different visions established around governance models and service scenarios
Boulder County Community Needs Assessment: Systems, Services, and Supports for People with Intellectual and Developmental Disabilities (2018)	<ul style="list-style-type: none"> ▪ Among other core services, stakeholders feel there are large information gaps about available transportation options ▪ Transportation is an issue that intersects with issues of self-advocacy, social connectedness, and community engagement; Transportation barriers “create a negative ripple effect on access to services and independence.” ▪ Transportation options are perceived as sometimes unreliable and underfunded 	<ul style="list-style-type: none"> ▪ Increased funding for transportation programming for the intellectual and developmental disability (IDD) population ▪ Consideration of existing transportation accessibility for the IDD population
Boulder County Environmental Sustainability Plan (2018)	<ul style="list-style-type: none"> ▪ 31% of Boulder County greenhouse gas emissions are due to transportation -- the second largest category ▪ Goals for transportation are focused on environmental sustainability, increased options, healthy lifestyles, and support for all Boulder County residents ▪ Mobility for All programs, along with EcoPasses (60% discount on annual transit passes) and the 70% reimbursement of EcoPasses to Lafayette Green Business program participants was touted as a success story ▪ Trip Tracker program for students and staff travel to school modes highlighted as a contributor to almost 100,000 annual school-based trips using “green” or non-SOV modes 	<ul style="list-style-type: none"> ▪ Expand funding and implementation of transit options that serve Boulder County’s residents, workers, and visitors ▪ Update transportation policies and plans to incorporate new systems and technologies in infrastructure design ▪ Continue developing multimodal infrastructure, including increased transit frequency and coverage, and working with communities to develop connections to regional transit ▪ Reduce barriers for vulnerable populations using the transportation system ▪ Collaborate with BCPH, Community Services, BCHHS and other agencies to coordinated programs addressing transportation needs (including active transportation and public health) ▪ Continue long-term transition to EVs for County operations and incentives/encouragement of public adoption of EVs ▪ Incorporate compact and walkable community standards and goals into land use decisions ▪ Continue educating businesses about sustainable transportation options through the Partners for a Clean Environment (PACE) program
BCDHHS Community of Hope Report (2016)	<ul style="list-style-type: none"> ▪ A majority of Boulder County renters are spending more than 30% of household income on housing costs (housing-cost-burdened), which could lead to forgoing transportation expenses ▪ Typical monthly transportation expenses for a family of four in Boulder County cost \$544 (nearing 15% of typical monthly income) 	<ul style="list-style-type: none"> ▪ N/A

Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
Mobility for All Needs Assessment (2016)	<ul style="list-style-type: none">▪ Challenges in access for people with limited English proficiency▪ Transit service is perceived as too expensive for people with low incomes▪ Transit service is expensive to operate▪ Transit service frequently does not operate late enough into the evening▪ Deficiency in the number of volunteers to meet the demand for long-distance trips▪ Successful services like Via are oversubscribed▪ Funding mobility for vulnerable populations is fragmented across three departments	<ul style="list-style-type: none">▪ Expand flexible transit services▪ Provide EcoPasses to all county residents▪ Develop a discounted transit pass program to all county residents defined as low-income▪ Continue Ride Free Longmont▪ Adjust Via fares based on income▪ Subsidized taxi voucher program▪ Centralized mobility program▪ Continue supporting mobility management▪ Partnerships with public and private organizations▪ Clear and accessible information▪ Prioritize infrastructure in places with densities of vulnerable populations▪ Use technology to overcome credit card barriers▪ Centralized trip booking and dispatch

EXISTING TRANSIT

Transit in Boulder County is a major component of the overall transportation network; it is a contributor to quality-of-life in Boulder County with the promise of safe journeys, cleaner air, and expanded accessibility and options for people who cannot -- or will not -- own or access an automobile.

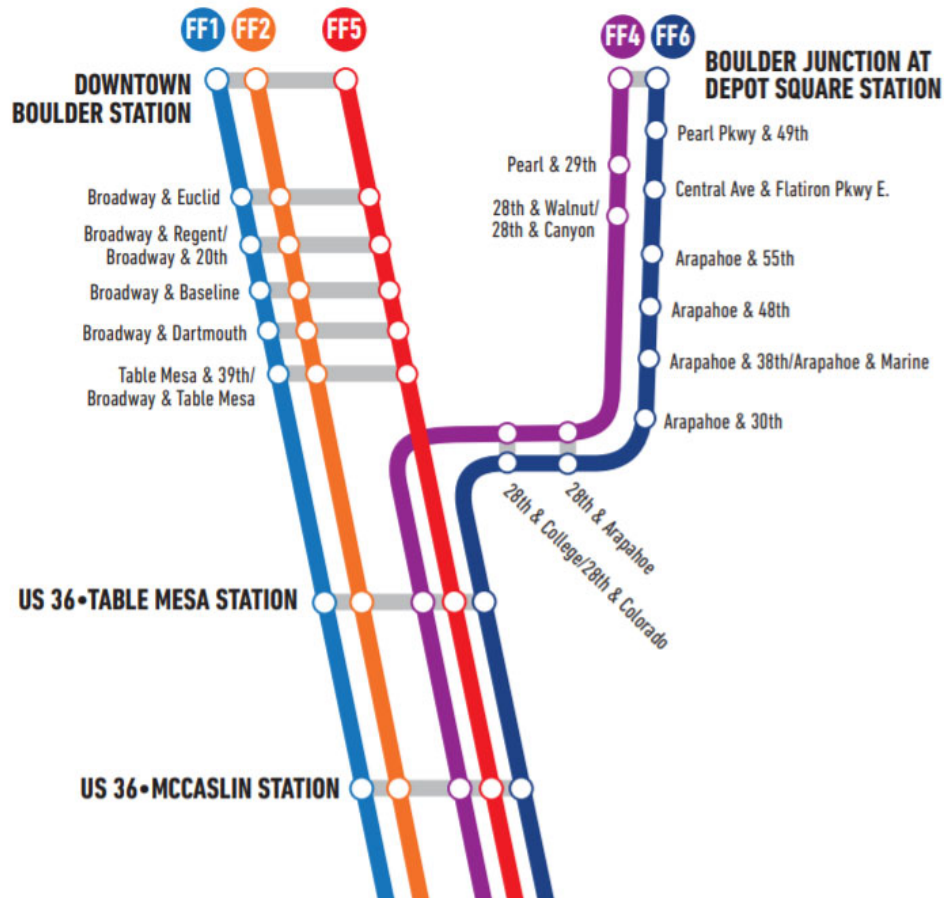
Because it is a service provided in the public interest, transit is rarely profitable. To share the burdens and challenges of providing such a service, partnerships may be formed to ensure the funding, operating, and managing of transit. For example, a public agency could be responsible for funding and marketing a new bus route that serves the population, but they may contract private or non-profit entities to operate the service itself (including the hiring, training, and managing of drivers, fleet ownership/maintenance, governance, and customer service). The structure of such partnerships will depend on context and other factors, such as financial constraints, liabilities, and human capital.

This chapter focuses on shared and mass transportation systems sometimes known as “community transit” or the “coordinated transportation system” as part of a larger network of transportation options. It is arranged primarily on the definition of the routes (fixed-route vs. demand-response) and secondarily on the nature of the provider (public vs. private/non-profit). All services will be listed in a directory still in development and to be finalized as an appendix to the report.

Fixed-Route Transit

Fixed-route transit is the most commonly understood public transportation mode. By design, fixed-route is intended to arrive and depart at predictable intervals at all its designated stops. Fixed-route transit is typically planned for maximum efficiency on public roadways.

Figure 3-2 Boulder County Flatiron Flyer Service Map



In an ideal transit network, fixed-route service would be provided at frequent intervals across much of the day. However, there are limitations to realizing an ideal fixed-route network, including:

- Financial constraints for transit capital and operations
- Timing of transfers to connecting fixed routes
- The extent to which sidewalks and bicycle facilities leading to and from transit stops are universally accessible, in acceptable condition, and designed for short and pleasant trips
- The availability of connecting transportation from one's front door to the transit station/stop for circumstances in which one cannot safely or conveniently walk, roll, or bike to the transit stop

Fixed-route transit can help provide relief to coordinated and human service transit in more circumstances than before - but it will vary by trip type and origin location. For example, an individual living near Founders Park in Superior can take a short walking or biking journey to the McCaslin Station of the Flatiron Flyer (Figure 3-2), and then ride the bus to the Anschutz Medical Campus for an affordable fare. If this individual were going to the Medical Campus for a Medicaid appointment, the convenience and affordability of

such a trip might be more desirable than going through the process of brokering a ride. For communities already served by fixed-route transit, coordination of a timed transfer or a safe walk to the bus stop is a more cost-effective option that allows resources for demand-response services to be freed up for places that are isolated from fixed-route transit.

There are multiple providers of these routes -- both exclusively serving Boulder County and providing connections to and from other places in the region.

Public and Non-Profit Options

HOP

The City of Boulder is most prominently serviced by HOP, a service of the City's Community Transit Network (CTN). Since 1994, HOP has been synonymous with bus rides in and around central Boulder. The City of Boulder contracts Via Mobility Services to operate the HOP, which includes the following services:

- Regional bus service connecting Downtown Boulder to Longmont (on BOLT)
- Local bus service along 30th Street (on BOUND)
- Local bus service connecting Boulder and Louisville to Lafayette via South Boulder Road (on DASH)
- Local bus service connecting Boulder to Lafayette via Arapahoe (on JUMP)
- Local bus service along Broadway (on SKIP)

Regional Transportation District

The Regional Transportation District (RTD) is the largest transit agency in the State of Colorado and the Denver-Aurora-Boulder Consolidated Statistical Area (CSA), with service reaching across eight counties. Specifically in Boulder County, RTD provides the following:

- Financing and programmatic supports for HOP
- Express transit services connecting Boulder to Central Denver and Anschutz Medical Campus (via Table Mesa and Superior on the Flatiron Flyer FF-series routes - see Figure 3-2)
- Express transit services connecting Boulder to Denver International Airport (on SkyRide Route AB)
- Local bus service connecting South Boulder to Rural North Boulder (via Table Mesa, Moorhead, and 19th Street (on Route 204)
- Local bus service connecting Downtown Boulder to Gunbarrel (on Route 205)
- Local bus service connecting Downtown Boulder to Arapahoe and 55th Street (via Iris and Valmont (on Route 208)
- Local bus service connecting Boulder to Broomfield (on Route 225)
- Local bus service connecting Broomfield and Superior to Louisville (on Route 228)

- Local bus service connecting southwestern Longmont to northeastern Longmont (on Route 323)
- Local bus service connecting Silver Creek High School and Front Range Community College to Main Street in Longmont (on Route 324)
- Local bus service connecting the west side of Longmont (on Route 326)
- Local bus service connecting the east side of Longmont (on Route 327)
- Limited-stop bus service connecting Boulder to Nederland (on Route NB)

Via Mobility Services

Via Mobility Services is a non-profit organization based in Boulder dedicated to serving people with mobility limitations throughout the region. Via Mobility Services -- a private nonprofit mobility management organization based in Colorado -- provides fixed-route services to Boulder County, including:

- Limited-stop bus service connecting Boulder to Gold Hill (on the Peak-to-Peak Climb)
- Operations of the HOP bus system and Eldo Shuttle

Boulder County

In the summer, Boulder County offers a shuttle for people accessing the Hessie Trailhead, a popular access point to multiple trails within the Arapaho and Roosevelt National Forest. Riders can park at Nederland High School (or ride to Nederland using the RTD NB route for connections from Boulder) and take the shuttle to the trailhead. The intent of the shuttle, operated by Greenride, is to relieve traffic congestion in the area around the Hessie Trailhead. Boulder County also offers Eldo Shuttle that is free and runs on weekends and holidays. The shuttle, operated by Via Mobility Services, has a wheelchair lift and connects to an accessible trail.



Hessie Trail Shuttle

Intercity Bus Routes

Transfort, a service of the City of Fort Collins provides an intercity limited-stop bus from Fort Collins to Longmont (Downtown and Village at the Peaks Mall) and Boulder (Boulder Junction, Downtown Boulder, and CU) via Loveland. The name of this service is **FLEX**, and Boulder County and the Cities of Boulder and Longmont are among the partners.

Other notable intercity bus services, including private Greyhound and publicly subsidized Bustang, do not currently stop in Boulder County, instead focusing on the I-25, I-70, and US 40 corridors.

The only current fully private intercity fixed-route service serving Boulder County is **Green Ride Boulder** and **Green Ride Longmont**, which together provide scheduled shuttle service between Denver International Airport and two Boulder County hubs located at Meadows complex off Baseline Road in Boulder and 206 South Main Street in Longmont. The services may flex in both route and vehicle size based on demand. Green Ride also provides a suite of variably priced demand-response services that are classified in this plan as taxicabs and charters.

Question and Answer

How is the Pandemic Affecting Transit Service?

Initially, the lockdowns mandated in response to the outbreak of the coronavirus which causes COVID-19 reduced most economic activity to a halt. Trips of an essential nature only were allowed, but the impacts on both demand and revenue for public transit were significant.

Some adjustments to transit service in Boulder County since the outbreak of COVID-19 include:

- **A Saturday schedule** for all weekday service on HOP routes in Boulder, FF1 to Denver, and the BOLT regional bus.
- **Suspended service** on RTD routes FF2, FF4, FF6, FF7, GS, J, and Y.
- **Suspension of all subscription-reserved trips** through RTD FlexRide (one must make individual reservations for all trips on a first-come, first-served basis)
- **Suspension of carpool matching** on ridehailing apps

Subsequent research on the coronavirus has confirmed that combination of masking, vaccinations, distancing, and improved ventilation can make public transit a significantly less dangerous activity than originally believed. Although ridership has not returned to pre-outbreak levels as of this writing, ridership is trending up as long as hospitalizations directly caused by COVID-19 trend down. Therefore, it is imperative for transit to plan for continued demand for trips both essential and nonessential.



Source: City of Boulder

Demand-Response Transit

Demand-Response transportation involves the request for a specified ride by an individual, household, or another unit (e.g., coworkers) making the same trip. These pickup and drop-off points are expected by the rider to be relatively more proximate to the front door of an origin and/or destination. The extent to which the ride is **curb-to-curb**, **door-to-door**, or **door-through-door** will typically be implied in the providers' regulations and determined by several factors.



Volunteer driver and passengers in Gold Hill

Demand-response providers are more likely to be carrying the responsibilities of **coordination** and meeting **human service needs**. The added complexities of repeatedly fulfilling demand-response trips may contribute to a higher cost to operate compared to fixed-route transit. The cost of demand-response services -- and the extent to which those costs are passed on to the rider -- will vary depending on the situation.

Public and Non-Profit Options

ADA Paratransit (“Access-a-Ride”)

One of the most known public demand-response options is paratransit, designed to meet a mandate set by the Americans with Disabilities Act (ADA) of 1991. ADA paratransit is intended to serve as an alternative for people who do not have the ability to safely access the fixed-route system (reasons could include deficiencies in the specific journey to a fixed-route stop or a condition experienced by the rider). As an alternative to fixed-route transit, ADA paratransit is required by law to exist within $\frac{3}{4}$ of a mile near any local fixed-route and during the same hours of operation as the fixed-routes.

Riders of these services are subject to an evaluation process that determines their eligibility to ride ADA paratransit by verifying the rider is, per the ADA, either unable to access a bus stop and lift-equipped fixed-route bus by themselves and/or has a disability prohibiting the rider from independently completing their trips on a fixed-route bus.¹ The evaluation process may include a submitted application, professional medical verification, an interview, and an assessment.

¹ Americans with Disabilities Act of 1990 (Section 37.123 (3))

The ADA Paratransit service which complements RTD's local fixed-route system is known as **Access-a-Ride**. Via Mobility Services is contracted by RTD as the service provider for Access-a-Ride trips in Boulder County. The closest RTD facility to Boulder County for an in-person evaluation is in Lakewood, within Jefferson County. Boulder County is partnering with RTD to conduct a feasibility study to explore locating a second facility in Boulder County.



Passenger boarding Access-a-Ride

Even though it is a form of public transportation which affords the same open-ended trip purpose and civil rights given to riders of fixed-routes, ADA paratransit essentially exists as a public service for those who are without any alternative or ability to access the fixed-route transit system. ADA paratransit is typically more costly per rider and revenue hour than fixed-route transit.

Via Mobility Services

Beyond providing ADA paratransit service, Via Mobility Services also provides demand-response transit service in many communities near Boulder County. Since incorporating the Senior Resource Center's transportation program under the Via Mobility Services umbrella in 2020, the coverage of Colorado by Via Mobility Services has dramatically expanded into the immediate Denver metro area (including Adams, Arapahoe, Denver, and Jefferson Counties). Rural communities, including Firestone in Weld County, have also recently received additional service.

RTD FlexRide

FlexRide is intended to provide first and last mile connections from locations within specified service areas to the fixed-route transit system. It is distinct from ADA Paratransit; all riders may access FlexRide. Ride reservations can be made as far in advance as 30 days. Within Boulder County, FlexRide is available in discrete service areas covering Superior, Louisville, Longmont. Outside of Boulder County, FlexRide is also available in Broomfield and Interlocken.

Ride Free Lafayette

In operation since July 2020, Ride Free Lafayette is an on-demand door-to-door bus service providing complementary one-seat rides within the City of Lafayette and the Kestrel affordable housing community in Louisville (located just southwest of Lafayette limits). The service operates seven days a week from 7 AM to 8 PM. Riders book a ride by calling a toll-free number, accessing the web site, or using On Demand Transit (a mobile app).



Ride Free Lafayette Vehicle

Ride Free Lafayette is funded by Boulder County Local Sales Tax and DRCOG Human Services Transportation Set Aside Grant funds. This service is distinct from the similarly named Ride Free Longmont, a program allowing free travel on all fixed routes within the City of Longmont limits. Ride Free Longmont was also originally piloted using Boulder County Local Sales Tax and grant funds, to include Job Access Reverse Commute funds.

Human Services

Additional agencies in Boulder County provide limited transportation services, usually solely for their own programs and clientele. A complete matrix of agencies providing transportation services in Boulder County, including descriptions of their respective service and operational characteristics, will be shared upon completion of background data collection, and will be placed in a future report Appendix.



Volunteer Driver Assisting a Passenger

Human services transportation programs include:

- **American Cancer Society** (*Road to Recovery*) coordinates rides with organizations and makes referrals for people accessing cancer-related medical appointments.
- **Faith in Action**, a division of Ability Connection Colorado, provides transportation assistance that supports activities of daily living for older adults and people with disabilities.
- **Cultivate-VetsGo** is a system of volunteer drivers serving Boulder County and Broomfield County veterans aged 60 and above with medical-related travel. In addition to local medical services, participants can use Cultivate-VetsGo to access VA appointments in the Rocky Mountain Regional VA Medical Center in Aurora, along with VA network locations in Denver, Greeley, Fort Collins, and Cheyenne, WY.
- **Good Neighbor Garage Vehicle Placement Program** is a vehicle donation program which helps women with special needs to obtain a vehicle and progress towards a life of self-sufficiency. Primarily based in Jefferson County, nonprofits refer clients in need to the program.

Private

Taxis

Companies offering up taxis serve emergency, community, intercity, and charter needs based on demand. They include zTrip (formerly Boulder Yellow Cab), Green Ride, Boulder Creek Transportation, Essie Lee Foundation, Passage Quality Mobile Transit, and SuperShuttle. Not all private services are equipped to provide ADA-accessible vehicles and meet riders with all special needs; one should inquire prior to booking a ride or reach out to dedicated entities specializing in such needs (such as Mobility Transportation and Services).

While zTrip Boulder and local taxi companies have created apps and other forms of electronic bookings (beyond the traditional phone and street side hailing), taxi industries are in close competition with transportation network companies (TNCs) that exclusively rely on mobile online apps to match drivers with people in search of a private ride.

Ridehailing & Transportation Network Companies (TNCs)

The act of using a TNC to complete part of a person's trip using electronic documentation and payment is known in this report as ridehailing. Vehicles used for ridehailing -- which may or may not be wheelchair accessible -- may shuttle private individuals, private groups, and carpools of people taking separate trips. Ridehailing trips are known to contribute to traffic congestion and other negative externalities.² These services can also pose technological and financial barriers for people with older smartphones, limited data plans, or if they are unbanked/underbanked. The regulation of

² <https://www.proquest.com/openview/5486ff6cc229889a3cdf2df1cd3993cb/1?pq-origsite=gscholar&cbl=18750&diss=y>

these services was set by the State of Colorado's Public Utilities Commission in 2014, among the first of its kind in the United States.³

A variation to the ridehailing service is a ridehailing concierge service such as GoGoGrandparent. GoGoGrandparent turns on-demand transportation companies like Lyft and Uber into services that help families take better care of older adults -- without using a smart phone. They can get a ride whenever they want in less than 15 minutes.

Non-Emergency Medical Transportation

A subset of private demand-response transportation is known as non-emergency medical transportation (NEMT), used for transportation to publicly funded healthcare under the State of Colorado's Department of Health Care Policy and Financing (HCPF). Typically, NEMT is intended for Medicaid clients who have no other means of getting to and from medical appointments. This Department is responsible for administering Health First Colorado (Medicaid), Child Health Care Plan Plus, and Medicare for Coloradans. The State, by extension responsible for NEMT, currently contracts a single broker in the nine county Denver Metro Region for such rides: IntelliRide by Transdev.

Medicaid participants in need of navigating transportation resources can receive assistance from their respective Regional Accountability Entity (RAE). In Boulder County, the applicable RAE is the Colorado Community Health Alliance.

Emergency Medical Transportation

Emergency transportation takes multiple forms. Typically priced at an unaffordable cost, the personal choice of ambulance transportation is essential in times of life or death. The Office of Emergency Management has direct responsibility for coordination among agencies in the use of Emergency Medical Service systems. First responders may be asked to determine ride destinations in coordination with law enforcement and/or social services for the safety and protection of victims.

People with emergency and non-emergency needs may occasionally take air transportation:

- Boulder Community Health Foothills Hospital is host to a MedEvac fleet
- Boulder Municipal Airport is a general aviation airport owned by the City of Boulder, which may be used for critical medical needs (via Angel MedFlight).
- Vance Brand Municipal Airport is another general aviation airport located in Longmont.

Other Transit

Some transit is designed for the exclusive use of a group, such as employees accessing a specific location, residents from a complex or group housing taking a shuttle, and students in need of a safe passage to their dorm or parking space. In other words, these

³ https://leg.colorado.gov/sites/default/files/16-34_transportation_network_companies_ib_two.pdf

services are exclusive because they serve a specific population and place and are not available to the general public (even if willing to pay). Examples of these include:

- Employee shuttle
- CU NightRide
- Elder care
- Veterans Affairs services

It is challenging to track every possible service available and there is reluctance to share resources due to liability concerns. However, these services, which will require the involvement of a vehicle fleet and trained operators, carry the potential to serve as a locally based resource and partner in coordination.

Question and Answer

Didn't there used to be more transit in my community?

It varies. Boulder used to have a trolley running along Broadway and an interurban train, and today Broadway has protected bicycle lanes and universally accessible and solar-powered express bus stations. The oldest communities in Boulder County certainly experienced a similar transit trajectory to many places in the United States -- in which once-thriving streetcar networks running along arterial roads and connecting communities were dismantled to make way for a combination of automobile usage, highway projects, subsidized housing, and diminishment of mass transit that inequitably distributed mobility options across lines of race, class, age, and ability. While regrettable choices were made regarding transit service in the past, the systems that existed were not necessarily as universally accessible or dynamic enough to meet the needs of people of all ages and abilities who live in Boulder County today.

Nevertheless, over the past several years, there are some programs and services that have been started in both the public and private sectors but discontinued due to a lack of ridership. Concurrent problems along with low ridership may include insufficient marketing, limited scheduling, extraneous travel time, or extraordinary high operational costs per rider or mile. Therefore, the fact that a service is currently discontinued should not necessarily mean there is zero interest or ability for planning an improved variation of such routes, services, and programs in the future. Every project has a unique story about the circumstances leading to their successes and failures. The following is a sample of discontinued transit services in Boulder County:

- The Climb Peak-to-Peak route connecting Gilpin County to Nederland and Ward.
- The Jamestown Climb route connecting Boulder to Jamestown
- RTD Route YL (Lyons-Longmont bus service) was terminated due to a lack of ridership
- Lyons Summer Shuttle
- Lafayette Community EcoPass program
- Lynx, a service connecting Louisville, Superior and Broomfield.



Image Source: City of Boulder

Other Transportation Services

There are also services which do not directly provide transportation but are vital resources in helping people affordably and knowledgeably complete their trips.

EcoPass

The EcoPass⁴ is an annual transit pass allowing unlimited usage of all RTD services and can only be obtained through one's employer, residential neighborhood organization, or community. What makes it distinct from buying an RTD pass independently is the cost on the rider, which is heavily discounted due to bulk purchases, subsidization, and tax benefits. There are three types of EcoPasses:



EcoPass rider.

- Business EcoPasses are purchased by employers and offered to employees. Many Boulder County employers offer EcoPass, including Boulder County government. Passes which are partially covered in cost by the employees will typically be deducted from payroll prior to taxes.
- Neighborhood EcoPasses are started by contiguous groups of residences.
- Community EcoPasses are subsidized by municipalities and offered to all members within the defined community. Current Boulder County Community EcoPass participants are the Town of Lyons and the Town of Nederland.

Prices of the pass are set by a contract with RTD, and may be determined by a set minimum price, the number of participants, and the geographic location serviced (relative to where transit service is). The extent to which the cost of the EcoPass is passed onto the rider depends on the decision of the purchasing entity. For example, the Town of Nederland offers EcoPasses at no cost to all permanent residents within the Nederland Community District. Meanwhile, the Town of Lyons provides EcoPasses for an annual rate between \$10 and \$40 depending on one's age and means of income, which is still significantly lower than the cost of buying monthly all-inclusive RTD passes independent of any program. For Business and Neighborhood EcoPasses only, Boulder County offers subsidies (60% off the first year's purchase price, 30% off the second year's contract price) to all businesses and neighborhoods signing up for their initial

⁴ <https://bouldercolorado.gov/transportation/eco-pass-program>

contract outside of the City of Boulder. The City of Boulder offers subsidies for businesses and neighborhoods in the City of Boulder.

Lyons Taxi Voucher Program

Lyons residents are able to receive vouchers for zTrip taxi rides connecting between Lyons and Boulder or Longmont. This program, funded by Boulder County, helps fill a current public transportation gap in Lyons, as the RTD Y route remains suspended during the pandemic. The vouchers are available in person at Lyons Town Hall, the local food pantry, and the OUR Center.

Ride Free Longmont

Established as a program financed by the City of Longmont, Boulder County, the State of Colorado, and FTA Section 5316 Job Access and Reverse Commute Program (JARC), Ride Free Longmont is a program which ensures all local fixed-route bus service trips within the City of Longmont (along four RTD routes) are completely free of charge to the ride. Currently, the City of Longmont is the sole funder of this program.

Countywide Transit Education & Pass Support Program (CTEPS)

CTEPS is a program which provides support and incentives for companies and neighborhoods to purchase the RTD EcoPass. The goal of the program is to encourage use of transit throughout Boulder County.

Transportation Demand Management

Transportation Demand Management, or TDM, is a catch-all term for programs and policies which help incentivize and educate people about their transportation options. Programs like EcoPass are essentially forms of TDM. Some other prevalent and successful examples of TDM programs in Boulder County include:

- **Free giveaways of MyRide cards** are occasionally provided by transit agencies and governments as a means to incentivize more transit usage and help riders overcome barriers to convenient transit fare payments.
- **Way to Go Carpool** is a free program that makes eco-friendly commuting accessible to employers and residents in the Denver region. The program represents a partnership between the Denver Regional Council of Governments and transportation management association partners throughout the nine-county region. Way to Go's primary goal is reducing vehicle miles traveled, and achieves this through outreach, events including Bike to Work Day, and by facilitating carpool matching and vanpool coordination, as well as the region's award-winning Schoolpool program for students.
- **Colorado CarShare** is a nonprofit which helps people rent cars for short-term needs at affordable rates. Thus, one can be able to utilize the resources of an automobile without taking on the high-cost burdens of owning or leasing a car. People can rent shared vehicles parked in dozens of locations centered around

Boulder, in central Longmont, and at the Kestrel Housing community near Louisville.

Transportation Management Organizations

Transportation Management Organizations (TMOs) are independent, nonprofit organizations, funded by Way to Go and stakeholder groups from a geographic area (government agencies, major employers, developers, neighborhoods groups, etc.). TMOs directly implement TDM programs and services, facilitate communication between the public and private sectors, and promote transportation community goals. A primary benefit of TMOs is the ability to move TDM efforts from a site-specific application—such as within an individual business—to a more flexible and effective area-wide application, such as along a travel corridor. There are three TMOs serving Boulder County: Boulder Transportation Connections, Commuting Solutions, and Smart Commute Metro North.⁵

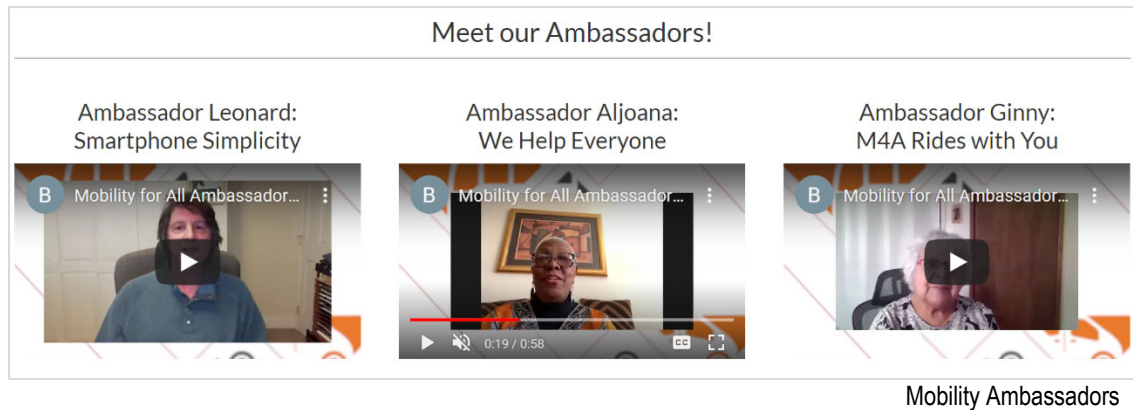
Volunteer Driver Reimbursements

For qualifying rides requested in advance with Via Mobility Services, but unable to be fulfilled by Via, a mileage reimbursement can potentially be arranged for the driver under the Family and Friends Mileage Reimbursement Program.

Municipal Planning and Committees

Municipalities (and the County within unincorporated areas) are responsible for the application of land use laws and policies affecting the design of locally owned streets, which both have a bearing on how people use the transportation system. A community where the placement of buildings and permitted uses containing essential needs -- all within a safe walkable distance of people's homes, workplaces, and schools -- can be pre-determined with a solid land use plan which aspires to a future of universally accessible multimodal transportation options for the entire population. The complementary attributes of complete streets and/or layered networks designed for the safe and comfortable enjoyment of people who walk, ride bicycles, and use their personal mobility devices (just as much as people who drive automobiles for personal and commercial reasons) can also encourage more people to use transit.

⁵ Boulder County Transportation Master Plan. February 2020. Pg. 97. <https://assets.bouldercounty.org/wp-content/uploads/2020/02/transportation-master-plan-tmp-update-technical-document-final.pdf>



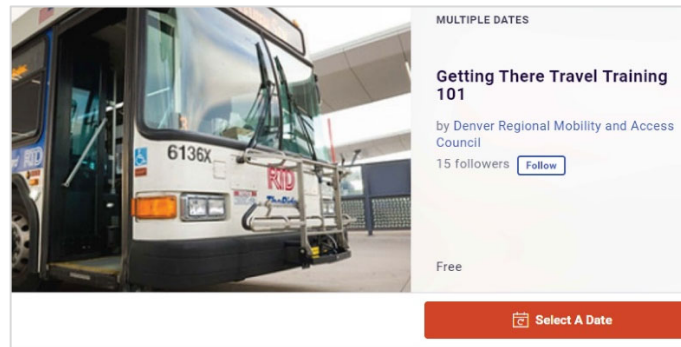
Travel Training

A major support for people to ride transit is the act of education. Riders -- including those from vulnerable populations -- benefit from travel training to understand available transportation options in their communities, along with how to use such services. These trainings are provided by Mobility for All and Denver Regional Mobility and Access Council (DRMAC). Some of the training themes may be specialized to meet the needs of vulnerable populations, including an education of ADA mandates and guidance on creating new travel training programs and empowering volunteer ambassadors (e.g., "train the trainer"). Through the Technology Education Program, Mobility for All helps provide specialized education on accessing and using mobile apps related to transportation.

Boulder County also offers dedicated training and facilitated discussion sessions amongst families to encourage safe walking and biking for families with children between ages 5 and 18.

Driver Training

Although professional drivers are expected to obtain the appropriate licenses, there may be additional training which can help drivers -- both professional and volunteer -- be more responsive and sensitive to the needs of older adults and people with disabilities. Safety training (including passenger assistance methods, disability awareness, and defensive driving) is provided to volunteer drivers by Via Mobility Services' Professional Development Team. In many cases (depending on the employer), driver trainings are required.



DRMAC travel training sign-up web page.

Image from Eventbrite.com

Trip Tracker

The Trip Tracker Program rewards staff and students (with help from their parents) for making trips to and from school by modes other than single-occupancy vehicle (SOV). When participants walk, bike, ride the bus, or carpool (known in the program as “green trips”), they can earn Tracker Bucks to spend at participating locally owned businesses. Boulder County implements the program in St. Vrain Valley School District (SVVSD) schools in partnership with the district, while Boulder Valley School District (BVSD) implements the Trip Tracker Program in Boulder Valley Schools. The Trip Tracker’s popularity has made strides since it was cited by the 2018 Boulder County Sustainability Plan as a contributor to 100,000 green trips. Even though the 2019-2020 school year was affected by the COVID-19 pandemic, over a half million total green trips were recorded by the Trip Trackercountywide.

Bike and Transit Programs

Bike and transit programs specifically target first- and last-mile issues to using transit in order to provide a cost-effective means of personal transportation, and can be especially important and effective for low-income residents.

Boulder County Mobility for All has partnered with local nonprofits, such as Community Cycles, to offer Earn-a-Bike Workshops for low-income residents and install bicycle amenities at Boulder County Housing Authority sites, using federal Job Access and Reverse Commute (JARC) and local funds. The workshops cover bicycle safety, maintenance, and trip planning to combine biking and transit for income-qualified residents.

Community Cycles⁶ partners with human services organizations, such as the Homeless Shelter, Safehouse, Boulder Housing Partners, Focus Reentry, and others, to create equitable access to bicycles and is available to low-income residents through the Earn-a-Bike Program. The program offers free refurbished bicycles to low-income residents without access to other modes of transportation.

Boulder County offers Bike-n-Ride Shelters⁷ which provide secure and weather-protected bicycle storage for people making connections to and from local or regional transit routes.



Earn a Bike Workshop

⁶ <https://communitycycles.org/workshops/earn-a-bike/>

⁷ <https://www.bouldercounty.org/transportation/multimodal/bike-n-ride/>

Question and Answer

What is Youth Transportation?

Youth Transportation encompasses transportation to meet the following needs for youth (typically minors, or people under the age of 18, but variable depending on special needs and academic trajectories):

- School buses and transit programs for youth
- Connections to after-school, vocational and remedial programs for youth
- Arrangements for carpooling to and from schools among families (“schoolpools”)

From encouraging safer walking and biking through interactive trainings involving both children and their parents to promoting safer streets on National Bike to School and Walk to School days, Boulder County Youth Transportation provides numerous resources to educate and inspire families to make more sustainable travel choices. By teaching children to feel comfortable and safe while walking and biking, there is a possibility that lifelong habits and hobbies around active transportation will be developed.



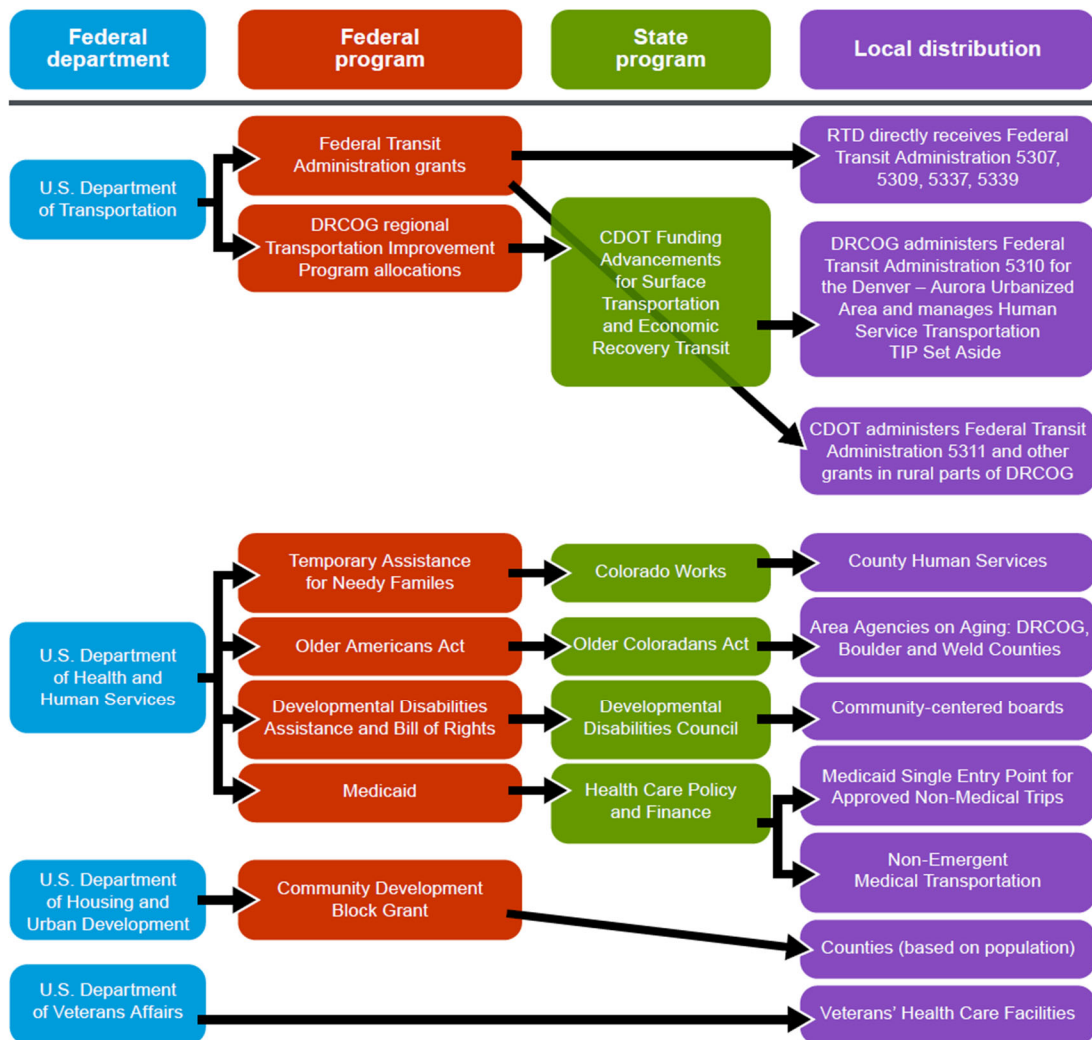
Note: As assessment of Youth Transportation resources and needs will be included as part of a separate deliverable.

EXISTING RESOURCES

Financial

Financial resources for coordinated and human services transit span across multiple levels of government. The complex number of sources from state and federal government alone is summarized in a schematic from DRCOG's recent Coordinated Plan update (Figure 3-3). The following section details resources relevant to mobility and access in Boulder County, along with developments since the outbreak of COVID-19 (e.g., federal recovery appropriations bills).

Figure 3-3 DRCOG Schematic Diagram of Federal and State Funding Sources



Source: DRCOG

Federal

Federal funding for public transit comes primarily through the U.S. Department of Transportation (U.S. DOT). Funding for the U.S. DOT is authorized by the Fixing America's Surface Transportation (FAST) Act, which was passed in 2015 and remains the current authorization bill despite being planned to last through 2020.

Funding through the Federal Transit Administration (FTA) is based on a variety of sources (which are detailed in Appendix B). Section 5310 (Special Needs of Elderly Individuals and People with Disabilities Program) is critical to understand when embarking on coordinated planning.

Although the FAST act has not been reauthorized, the federal government has made multiple large appropriations in response to the COVID-19 pandemic and its economic impacts. The most recent federal emergency/recovery packages can be summarized as:

- **Coronavirus Aid, Relief, and Economic Security Act (CARES)** signed March 27, 2020: Known to relieve agencies of multiple restrictions -- including the time frame and operations under capital allocation -- the Act did not specify Section 5310 funds
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)** signed December 27, 2020: A smaller overall package, with emphasis on larger Urbanized areas and set-asides for Section 5310 and an unlimited time frame
- **American Rescue Plan (ARP)** signed March 10, 2021: A larger package with set-asides for Sections 5307 based on 2018 transit agency operating costs, \$25 million in Section 5307 planning grants, and \$50 million in total for Section 5310

Boulder County is classified by the federal government as the Boulder, CO Metropolitan Statistical Area (MSA). Boulder County is also included under the Denver-Aurora, CO Combined Statistical Area (CSA), which is covered by the Denver Regional Council of Governments (DRCOG).

Regional

DRCOG Region

The Denver Regional Council of Governments (DRCOG) is the lead agency for the Denver region's efforts on coordinated public transit-human service planning. The last plan completed for the region was adopted in 2016 and included Boulder County. In general, the region has made a great deal of progress investing in public transportation planning and infrastructure; however, the demand far exceeds the investments, particularly for the most marginalized populations. The COVID-19 pandemic has only magnified the regional need for public transit throughout the region. Strategies from the DRCOG Coordinated Plan are as follows:

- Fund transit projects that address identified needs
- Spend local, regional, state, and federal funds more efficiently
- Increase human service transportation coordination efforts

- Address cross-jurisdictional, cross service boundary, and interregional trips
- Implement trip exchange technology initiatives from transportation studies

Section 5310 awards for the DRCOG region are shown in Figure 3-4; included in these awards are travel training and paratransit bus rebuilds for Via Mobility Services.

Figure 3-4 Section 5310 Awards in DRCOG Region 2016-2017

Sponsor	Project	Award
Denver Regional Mobility and Access Council (DRMA)	Regional Mobility management	\$200,000
Douglas County	5310 Capital Operating	\$176,000
Douglas County	5310 Mobility Management	\$109,000
Easterseals Colorado	Body-on-Chassis Replacement	\$50,440
Seniors' Resource Center	Operational Support	\$250,000
Seniors' Resource Center	Brokerage/Mobility management	\$230,000
Seniors' Resource Center	Seniors' Resource Center (Adams) A-Lift Fleet Replacements	\$128,000
Seniors' Resource Center	Seniors' Resource Center Fleet Vehicle Replacements	\$120,000
Via	Mobility Management (Travel Training, mobility management Activities)	\$300,000
Via	Call Center Operating	\$270,225
Via	Section 5310 Mobility management – Travel Training	\$200,000
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild One Paratransit Van	\$9,120

Sources: CDOT Final Fiscal Year 2017 FASTER and Fiscal Year 2016 Federal Transit Administration Awards List 2-25-16 and 2016-2017 Awards for Administration, Operating and Capitalized Operating Programs

RTD

Since the FastTracks rail network was approved by regional voters in 2004, the RTD's operations and capital projects are funded by a combined 1.0% in sales and use taxes. Boulder County is included in this region.

County

There are multiple sources for funding human services, special needs, and community transportation within Boulder County's funding structure.

Transportation

In 2001, County voters approved a 0.1% sales tax to fund implementation of multimodal transportation projects, including construction of bicycle, transit, and regional trails. This sales tax, which continues to this day, is allocated to the Road and Bridge Fund and the Dedicated Resources Fund. Through this tax, Boulder County funds capital transportation projects, local connectivity plans, and studies for the feasibility of transit service expansion. Some of these transportation projects are also funded with property taxes, Highway Users' Tax, Specific Ownership Tax, and the Road and Bridge Fund.

Total transportation expenditures budgeted for 2021 are \$35,579,088, or approximately 7%. Beyond sales tax funded projects, this budget includes vehicle purchases, fleet maintenance, and staff.

Health and Human Services

Boulder County's Health and Human Services fund was originally established as a special revenue fund in 2003, primarily through net property taxes (mill levy). Recipients of this funding include Via Mobility Services, the County's Department of Health and Human Services (BCHHS), and the County's Department of Public Health (BCPH).

Local

There are multiple examples of municipalities in Boulder County taking extra initiative in financing services that improve transit access and mobility:

- The City of Boulder helps provide assistance to the HOP system
- Town of Lyons and the Town of Nederland offer Community EcoPasses (and their benefit of unlimited rides on RTD services) to their respective communities
- After getting initial funding from Boulder County, the City of Longmont currently funds the Ride Free Longmont program. The City uses its general fund to "buy up" the RTD fares on all local fixed-route buses within Longmont.

Information

There are multiple apps and sources one can use for getting around Boulder County, relying on regular updates and programming from public, non-profit, and private entities. People who live, work, learn, and visit Boulder County can benefit from the following resources to understand the many transit options available for their use:

- **Mobility for All Information** from Boulder County⁸
- **Transportation Brochure Requests** from Boulder County Local Coordinating Council (LCC)⁹
- **Via Mobility Services**¹⁰
- **HOP Bus Schedules and Real-Time Arrival Information** from the Transit mobility app¹¹
- **Way to Go** from DRCOG¹²
- **Aging and Disability Resource Guide** from the Boulder County Area Agency on Aging (BCAAA)¹³
- **Getting There Guide** from the Denver Regional Mobility & Access Council (DRMAC)¹⁴
- **Multimodal transportation guidance for the “Northwest Metro Region”** from the Commuting Solutions web site¹⁵
- **Trip Planner** from the RTD web site and mobile app¹⁶
- **Customer Service** from the RTD phone hotline and Via Mobility Services’ phone hotline and email address¹⁷
- **University of Colorado Boulder Bus Transportation Options**¹⁸
- **Google, Apple, & Bing Maps**
- **Transit App**

Resources are also provided directly by Mobility for All as part of intentional in-person outreach with the goal of educating people about the available transportation options -- along with how to use them. For example, as part of a culturally responsive outreach strategy to Spanish-speaking people in Boulder County, the County has organized an

⁸ <https://www.bouldercounty.org/transportation/multimodal/mobilityforall/transportation-resources/>

⁹ <https://bouldercounty.wufoo.com/forms/s1jeb32r10scyun/>

¹⁰ <https://viacolorado.org/>

¹¹ <https://transitapp.com/>

¹² <https://waytogo.org/>

¹³ <https://boulder.co.networkofcare.org/aging/services/index.aspx>

¹⁴ <https://drmac-co.org/wp-content/uploads/2020/01/GTG-English.2020Spreads.pdf>

¹⁵ <https://commutingsolutions.org/>

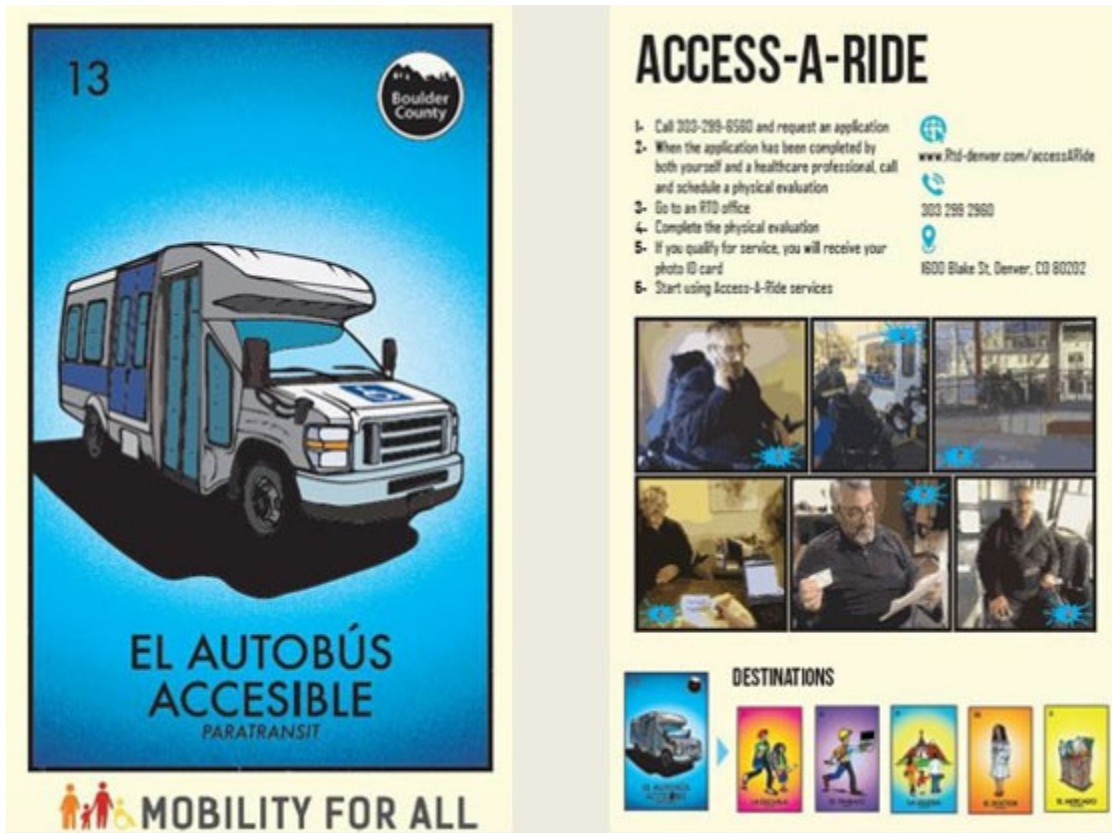
¹⁶ <https://www.rtd-denver.com/app/plan>

¹⁷ 303.299.6000 (RTD), 303.444.3043 and mobilityspecialist@viacolorado.org (Via Mobility Services)

¹⁸ <https://www.colorado.edu/pts/transportation-options/bus>

education game night in public places and local businesses in the style of the popular Lotería game (Figure 3-5).

Figure 3-5 Transportation Outreach Sample in the Style of Lotería



Youth

The following section is a summary of resources and policies within the Boulder County area that may assist with optimizing youth transportation. The review focused on identifying resources that will be important to assess in more detail should additional funds become available for a formal Student Transportation Needs Assessment or Gaps Analysis. The summary also includes existing policies for each of the two Boulder County school districts which have a direct impact on transportation choices made by youth and their families. This “State of Transportation Resources” is the first step toward understanding key needs for Boulder County’s youth transportation network in the context of this coordinated plan among local transit focused or interested partners.

Key Findings:

- Boulder Valley and St. Vrain Valley School Districts have the most direct focus on youth transportation of current and potential partners, but vary greatly in their level of commitment to actively address multi-modal transportation options.
- Despite this direct focus and comprehensive data methodology (e.g., counts, mode share, qualitative data, consistency in data collection), an important element to support programming and policy, the extent to which school districts have collected and analyzed such data varies greatly.
- Policies, programs and partnerships are in place that can be leveraged to learn more about youth transportation needs and to provide more comprehensive and efficient service for public transportation for youth (in particular).
- Programs are in place or could be implemented, that can be further leveraged to encourage or incentivize walk, bike, and public transit use. (only BVSD has this type of program).
- There is opportunity for analysis of the influence of transportation on other aspects of youth and family life, e.g., after-school program or employment.

Resources

The following resources were identified and will be discussed in this memo or the Task 8 memo to follow:

- Potential Partner capacity and resources: Summarized as part of the Task 8 memo, which summarizes conversations and survey responses from current and potential youth partners.
- Data sources for the following qualitative and quantitative data are summarized by school district in Figure 1:
 - Overall and student population demographics of Boulder County area
 - Infrastructure
 - School transportation policy

- School & non-school trips: Safe Routes annual surveys and other sources, used widespread and consistently across both school districts could make a big difference.
- Transportation barriers
- Transportation supports/networks
- Spatial patterns and distribution of school trips across the county, based on student enrollment and equity data

Youth demographic data is also included as a part of the overall Mobility and Access For All Abilities and Ages Coordinated Plan. However, as noted in Figure 3-6 below, no data source currently exists for youth mode split data for all trip purposes.

Resources and policies which pertain to youth transportation -- for each of the school districts -- are summarized below.

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Figure 3-6 Resources and Policies by School District

Topic	Boulder Valley School District (BVSD)	St. Vrain Valley School District (SVVSD)
Student population demographics of Boulder County area	General student demographics (including race and enrollment numbers) provided on p. 9 of 2020-21 School Profile Report	General student demographics (including race and enrollment numbers) provided on p. 25 of October 2020 Enrollment Report.
Data on mode taken for school trips (by school or district)	Not available for all schools, but needed annually.	Not available for all schools, but needed annually
Spatial patterns and distribution of school trips across the county, based on student enrollment and equity data	Mode split data by school or district not available; therefore, cannot map spatial distribution by mode or household income	Mode split data by school or district not available; therefore, cannot map spatial distribution by mode or household income
Safe Routes to School surveys (Parent Surveys and Teacher Travel Tallies)	Limited information on a per school basis, that isn't the same annually	Limited information on a per school basis, that isn't the same annually
The Trip Tracker Program	Annual reports are not available for participating Trip Tracker Program schools and the overall program in BVSD yet. The Trip Tracker Program was highlighted in the CO 2020 Assessment Report	Annual reports are available for participating Trip Tracker Program schools and the overall program in SVVSD. The Trip Tracker Program was highlighted in the CO 2020 Assessment Report.
Any other surveys dealing with youth and/or school transportation	Research by Darcy Kitching, programmatic work by Growing Up Boulder (would require expansion of their focus outside of City of Boulder)	Research by Darcy Kitching, programmatic work by Growing Up Boulder (would require expansion of their focus outside of City of Boulder)
Selection of locations for new school construction	Information regarding location selection process for new school construction is limited. Specific considerations seem to incorporate spatial aspects such as the "Schedule of space relationships" and "relationships of special areas and major equipment needed for each area." ¹⁹ These specifications may attempt to provide insight to BVSD's determination of new school location via an analysis of population growth patterns within the district. ²⁰	In a School Board meeting and agenda notes, special emphasis is placed on providing capacity within rapidly growing communities. It points out that the build out of 33,000 new housing units in the Erie community raises question s regarding school capacity needs in the future. However, future school location selection is not specifically mentioned. ²¹ More generally, the planning department of SVVSD oversees evaluating building capacity within the school district boundaries. ²² Lastly Bond elections are imperative for future constructions of schools.
Policies which factor transportation needs/burdens into selection of locations for new school construction	Transportation needs are seemingly assessed through the analysis of space relations between population serviced and location of school construction.	Not available

¹⁹ <https://www.bvdsd.org/about/board-of-education/policies/policy/~board/f-policies/post/educational-specifications>

²⁰ <https://www.bvdsd.org/about/board-of-education/policies/policy/~board/f-policies/post/facilities-development-goalsfacilities-planning>

²¹ <https://www.svvdsd.org/wp-content/uploads/2021/01/4.0-2-10-21-Final-Packet.pdf>

²² <https://www.svvdsd.org/departments/operations-maintenance/planning/>

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Topic	Boulder Valley School District (BVSD)	St. Vrain Valley School District (SVVSD)
Hazard bussing policy	COVID-19 in-person return plan includes some information regarding bus transportation cleaning, seating, and availability. ²³	Not available
Responsibility for transportation for families that opt out of their assigned local school cluster _ Since CO is an open enrollment state, I think this is a “no” for all districts	Not available	Not available – SVVSD has specific language about transportation being the responsibility of the family in their open enrollment request forms. Not sure if BVSD has the same.
Requirements/thresholds for getting school bus service	Indicates student must live at an address within the attendance boundary for school of attendance ²⁴ . Also live outside the walk distance boundary defined for your school.	Transportation is available for elementary students living 1.5 miles or more from their school of attendance, and for secondary students living 2.5 miles or more from their school of attendance. ²⁵
Requirements/thresholds for walking or biking to school	Walk boundaries-based on home address to school of attendance via the shortest walk path ²⁶ . <ul style="list-style-type: none"> ▪ PK 1 mile walk boundary ▪ K-5 1.5 miles walk boundary ▪ Middle Level 2 miles walk boundary High School Level 2.5 miles walk boundary	General information regarding best practices for walking to school is provided. Suggests practice walks, appropriate clothing, and other tips. ²⁷ There is information on walking thresholds for specific schools ²⁸ , but in general: <ul style="list-style-type: none"> ▪ Elementary students are expected to receive their own transportation or walk if they live within 1.5 miles ▪ Secondary students expected to walk if they live within 2.5 miles from their school.
Requirements/thresholds for students driving/parking at school	Not available	Not available

²³ <https://www.bvsd.org/parents-students/covid-19-reintroduction/phase-2>

²⁴ <https://www.bvsd.org/departments/transportation/new-riders>

²⁵ <https://www.svvdsd.org/departments/operations-maintenance/transportation/buses-transportation-policy/>

²⁶ <https://www.bvsd.org/departments/transportation/resources-for-our-riders>

²⁷ https://www.svvdsd.org/wp-content/uploads/2020/10/SafeStepstotheBusStop.FINAL_.pdf

²⁸ <https://www.svvdsd.org/departments/operations-maintenance/transportation/buses-transportation-policy/>

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Topic	Boulder Valley School District (BVSD)	St. Vrain Valley School District (SVVSD)
Incentives for students to ride public transportation	BVSD's Trip Tracker which rewards students and staff with "Trip Tracker Dollars" for using non-single family cars to get to school. These Trip Tracker Dollars can be used like cash at select local businesses. ²⁹ This program is currently active.	Boulder County's Trip Tracker Program in SVVSD, rewards students and staff with "Tracker Bucks" for using non-single family cars to get to school. These tracker bucks can be used like cash at select local businesses. ^{30 31}
Partnerships with bus transportation providers	RTD provides a 70% fare discount for youth. RTD's FLEX Ride helps some students with transportation needs. Ride Free Lafayette helps limited students with transportation needs.	RTD provides a 70% fare discount for youth. RTD's FLEX Ride helps some students with transportation needs. Ride Free Longmont help some students with transportation needs.
Hiring, training, and retaining bus drivers	BVSD school bus drivers hire and training information is located on their website. Posting for bus drivers includes bonuses and paid training ³²	SVVSD school bus drivers hire and training information is located on their website . ³³ Benefits information is also included though it is not explicitly "retaining".
Transportation connections for after-school programs	Not available	Not available
Transportation connections for adult education/career prep/GED	Not available	SVVSD has a homeless education program which includes transportation for youth age 21 years old or younger.
Real-time tracking of school bus	Both districts offer a phone app which provides parents with real time information on their child school's bus location. It also provides real-time information for when and where students board and disembarks from the school bus. ³⁴	Both districts offer a phone app which provides parents with real time information on their child school's bus location. It also provides real-time information for when and where students board and disembarks from the school bus ³⁵

²⁹ Information can be found on p. 16 of the CO 2020 SRTS Assessment Report.

³⁰ Ibid.

³¹ However, SVVSD does have a policy that states it will create opportunities for students to engage in physical activity by making it easier and safer to walk and bike to school (SVVSDS Wellness Procedures, p. 7)

³² <https://jobs.bvsvd.org/school-bus-driver/job/16225753>

³³ <https://www.svvsvd.org/departments/operations-maintenance/transportation/jobs/>

³⁴ <https://www.bvsvd.org/departments/transportation/bvsvd-access-pass>

³⁵ https://www.svvsvd.org/wp-content/uploads/2020/10/Zpass_Set_up_Instructions.pdf

COMMUNITY PROFILE

Useful Facts

- Over 44,000 Boulder County residents are above the age of 65, making up about 13.7% of the total population-- roughly the same proportion statewide. Boulder County is experiencing an unprecedented change in its population: the proportion of older adult residents (people aged 65 and older) is greater and growing faster than ever before. Between 2020 and 2050, the county's overall population increase is projected to be 33%. It is aging faster than many other areas of Colorado, partly because it has had a somewhat younger population.
- Although Boulder County's older adult population has been incrementally increasing, they remain a significantly smaller age group than the number of people under 18.
- The proportion of older adults, youth, people with disabilities, and low-income individuals who live in Boulder County is slightly less than the statewide percentages.
- Although Boulder County is majority white, there are multiple areas where the population is majority-minority, including East Longmont, Central Boulder, and north of Boulder (near Pine Brook Hill)

DEMOGRAPHIC CHARTS

A summary of Boulder County's demographics, along with comparisons to neighboring counties and the State of Colorado, is in Figure 3-7.

Compared to the six counties it borders, Boulder County is neither the largest nor smallest in population. It also does not have the highest or lowest proportion

of any of the four key demographics measured in this plan (older adults, people with disabilities, low-income people, and youth). Boulder County does have relatively higher proportions of youth population, but fewer than Broomfield, Jefferson, and Weld counties, which are more closely aligned to the suburban I-25 corridor, and potentially containing affordable housing that appeals to families. At the same time, Boulder County does not have the highest rates of older adults, a trend indicative of more rural counties like Grand and Gilpin.

Question and Answer

Where is the Census 2020 data?

The COVID-19 pandemic caused a slowdown in so many important responsibilities and functions of civic life, including the population Census which comes with every decade. The timeline of this plan could not wait for the full Census. The most recent dataset that comes close to the Census in terms of accuracy and depth of categories is the 5-year American Community Survey (ACS) covering the years 2015 to 2019. The wide breadth of recent years helps achieve a smaller margin of error than 1-year ACS surveys.

Figure 3-7 Summary of Key Demographics for Colorado, Boulder County, and Neighboring Counties

	Total Population	Percent of Older Adults (aged 65 and older)	Percent of Population with a Disability	Percent of Population with Income below 150% of federal poverty level	Percent of Youth (aged 18 and younger)	Percent of Households with Youth
State of Colorado	5,610,349	13.8%	10.6%	16.9%	22.5%	30.6%
Boulder County	322,510	13.7%	8.1%	16.4%	19.4%	27.1%
Broomfield County	67,886	13.3%	8.1%	8.5%	23.2%	32.2%
Gilpin County	6,018	17.9%	9.6%	10.1%	13.6%	15.0%
Grand County	15,303	16.7%	5.0%	17.9%	17.4%	18.6%
Jefferson County	574,798	16.0%	10.0%	11.7%	20.0%	27.7%
Larimer County	344,786	15.1%	9.7%	17.3%	19.8%	26.5%
Weld County	305,345	11.9%	10.3%	17.5%	26.3%	38.8%

Source: ACS 5-Year Estimates (2015-2019)

The breakdown of Boulder County's population by sex³⁶ and age is shown in Figure 3-8. Identifying both the sex and age breakdown is important to a transportation plan because they are potential indicators of transit use; for example, across almost every age group nationwide, the US Census Bureau has found a larger proportion of women commuting by public transportation than men.³⁷ Overall, Boulder County is relatively balanced, a finding which has not changed significantly over the past ten years.

Figure 3-8 Boulder County Gender and Age Figures

Category	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Total Population	322,510	310,032	290,177
Male (percent of total)	50.3%	50.3%	50.2%
Female (percent of total)	49.7%	49.7%	49.8%
Under 5 years	14,795	15,863	16,825
5 to 9 years	17,454	18,369	17,924
10 to 14 years	18,722	18,284	16,918

³⁶ The American Community Survey only recognizes two genders (known in this dataset as sex). The display of these data according to a gender binary is not meant to exclude other genders but reflects the limitations of the data that exist.

³⁷ <https://www.census.gov/content/dam/Census/library/publications/2021/acs/acs-48.pdf>

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Category	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
15 to 19 years	25,307	24,964	23,643
20 to 24 years	33,477	33,603	29,902
25 to 34 years	44,811	40,799	38,679
35 to 44 years	40,645	40,673	41,803
45 to 54 years	42,180	42,733	44,708
55 to 59 years	20,694	21,030	18,629
60 to 64 years	20,331	17,898	13,846
65 to 74 years	27,241	21,217	14,919
75 to 84 years	11,814	9,975	8,231
85 years and over	5,039	4,624	4,150
Median age (years)	36.6	35.8	35.3
Under 18 (percent of total)	19.4%	20.4%	21.5%
Over 65 (percent of total)	13.7%	11.6%	9.4%

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

Age trends point towards an incremental increase in the proportion of Boulder County that is older. All age groups above 60 saw a greater percentage increase than overall growth (11.1%) of the County's population between the 2019 and 2010 ACS. However, the age groups between 10 and 34 years of age have also significantly increased over the same time, and with decreases in numbers of people between 35 and 54, Boulder County's older population could take a dip in future generations (barring significant increases of in migration for retiring individuals). It is also important to note that there remain significantly more youth (under 18) living in Boulder County than older adults (over 65).

Figure 3-9 illustrates Boulder County's racial makeup. Boulder County is majority white, but there have been noticeable increases in the proportion of people who are Hispanic/Latino, along with those who identify as multi-racial. Except for the "other" category, each racial group has increased in number from 2010 levels. Race is an important consideration when looking at transit-supportive trends; minority residents generally have higher rates of transit use, and the provision of effective transit service to minority populations is also particularly important to the Federal Transit Administration, as it is a requirement under Title VI of the Civil Rights Act of 1964.

Figure 3-9 Boulder County Race Figures

Group	2019 (5-Year)	%	2015 (5-Year)	%	2010 (5-Year)	%
Total Population	322,510	--	310,032	--	290,177	--
White	286,950	89	274,075	88.4	253,057	87.2
Black or African American	2,944	0.9	2,803	0.9	2,321	0.8
American Indian and Alaska Native	1,416	0.4	1,695	0.5	1,116	0.4
Asian	15,281	4.7	13,374	4.3	11,856	4.1
Native Hawaiian and Other Pacific Islander	203	0.1	214	0.1	79	0
Some other race	5,934	1.8	8,812	2.8	14,922	5.1
Two or more races	9,782	3	9,059	2.9	6,826	2.4
Hispanic or Latino (of any race)	44,740	13.9	42,487	13.7	37,374	12.9

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

Figure 3-10 profiles the breakdown of households and school-aged individuals countywide. Over the past decade, households and families have marginally increased in their average size, with approximately one out of every four households containing a youth (under 18 years) or older adult (65 years and older).

Over the decade, the total number of people enrolled in schools³⁸ has grown by over 6,300 (or 7% of 2010 total), and the proportion represented by K-12 students has consistently hovered around half of the entire school-age population. College/graduate school is unsurprisingly the largest category of school enrollments in Boulder County is home to the flagship campus of the University of Colorado.

Figure 3-10 Boulder County Family, Household, and School Figures

Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Total households	127,415	122,516	117,629
Households with one or more people under 18 years (% of total)	27.1%	28.8%	29.8%
Households with one or more people 65 years and over (% of total)	24.7%	20.7%	16%
Average household size (number of people)	2.44	2.45	2.37
Average family size (number of people)	3.01	3.01	2.97
Population 3 years and over enrolled in school	97,364	95,913	90,986
Nursery school, preschool (% of total)	5.3%	5.3%	6%

³⁸ The general term of “enrolled in school” in this dataset includes all institutions from preschool to college/graduate school and can be broken down in smaller groupings.

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Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Kindergarten (% of total)	3.6%	3.9%	3.6%
Elementary and Middle school (grades 1-8) (% of total)	29.9%	30.9%	30.5%
High school (grades 9-12) (% of total)	16.2%	15.5%	15.4%
<i>Total K-12</i>	<i>49.7%</i>	<i>50.3%</i>	<i>49.5%</i>
<i>College or graduate school (percentage of total enrollment)</i>	<i>45%</i>	<i>44.4%</i>	<i>44.6%</i>

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

People with disabilities are another focus of this plan. There are higher instances of quality-of-life challenges faced by people with disabilities; in 2019, about 27% of the county's disabled population (above the age of 16) were below 150% of the poverty level, compared to 16% for the non-disabled population.

Figure 3-11 Boulder County Disability Figures by Age Group

Group	2019 (5-Year)	2015 (5-Year)
Total Civilian Noninstitutionalized Population	320,329	307,948
With a disability (percentage of total)	8.1%	8.2%
Under 18 years	62,391	63,326
With a disability (percentage of total)	3.0%	2.8%
18 to 64 years	214,858	209,859
With a disability (percentage of total)	6.1%	6.8%
65 years and over	43,080	34,763
With a disability (percentage of total)	25.6%	27.1%

Source: ACS 5-Year Estimates (2015-2019 and 2011-2015) Note: Consistent data on disability was not found in ACS 2006-2010 Estimates.

The proportion and number of veterans in Boulder County has decreased over the past decade, but the current approximate total of 13,779 is still a significant number.

Figure 3-12 Boulder County Veteran Figures

Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Civilian population 18 years and over	259,998	246,580	227,547
Civilian veterans (percentage)	5.3%	6.0%	7.3%

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

Demographic Maps

Population Density

Population density is an indicator of potential transit demand; Figure 3-13 and Figure 3-14 highlight the distributions of population density per Census Block Group. As expected, population density is highest in the city centers of Boulder and Longmont followed by the County's southeastern corner in Superior, Louisville, and Lafayette. Thus, while demographics will be profiled at a countywide scale, a detail of the eastern third of Boulder County is also mapped.

Figure 3-13 Population Density - Countywide

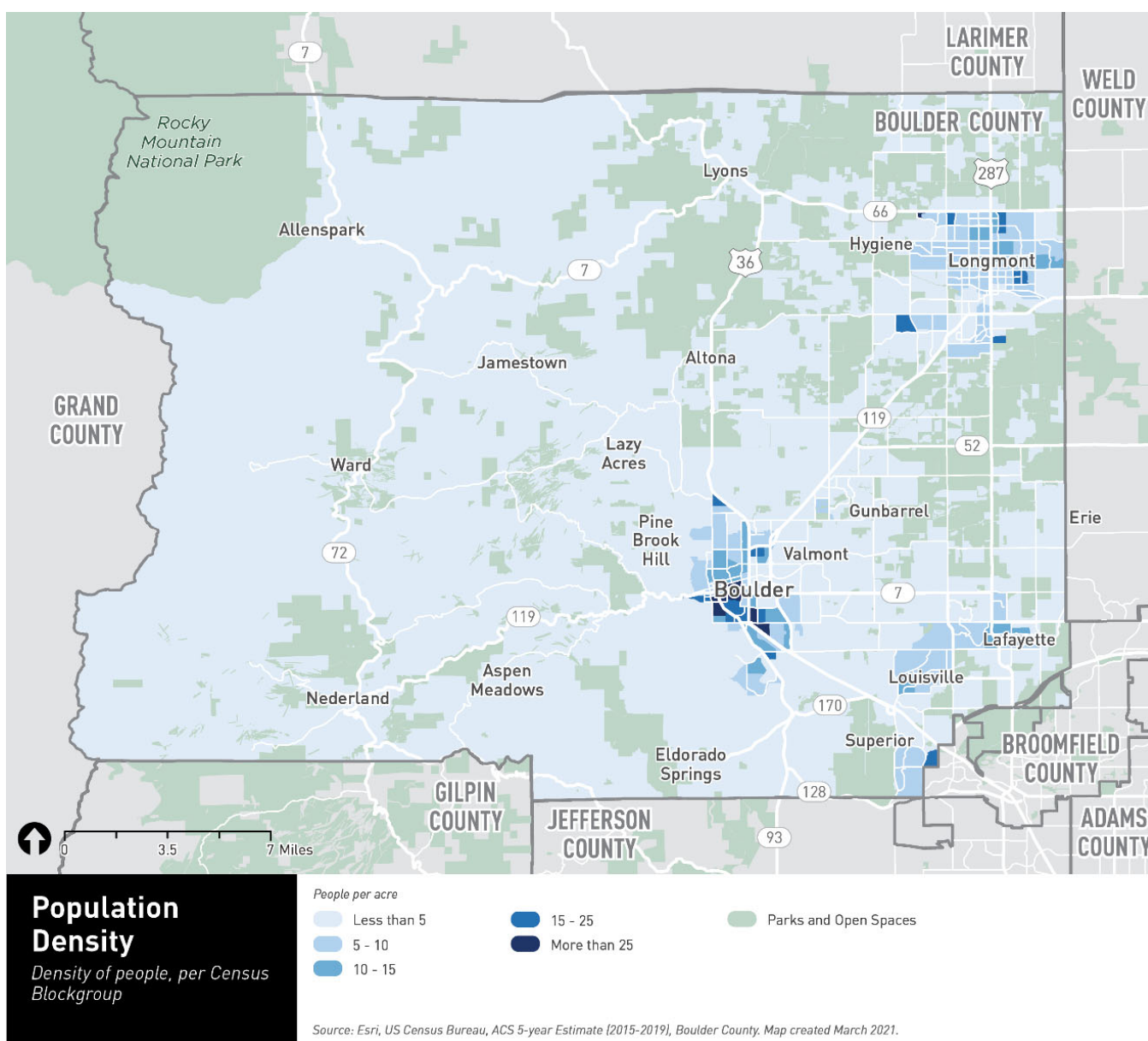
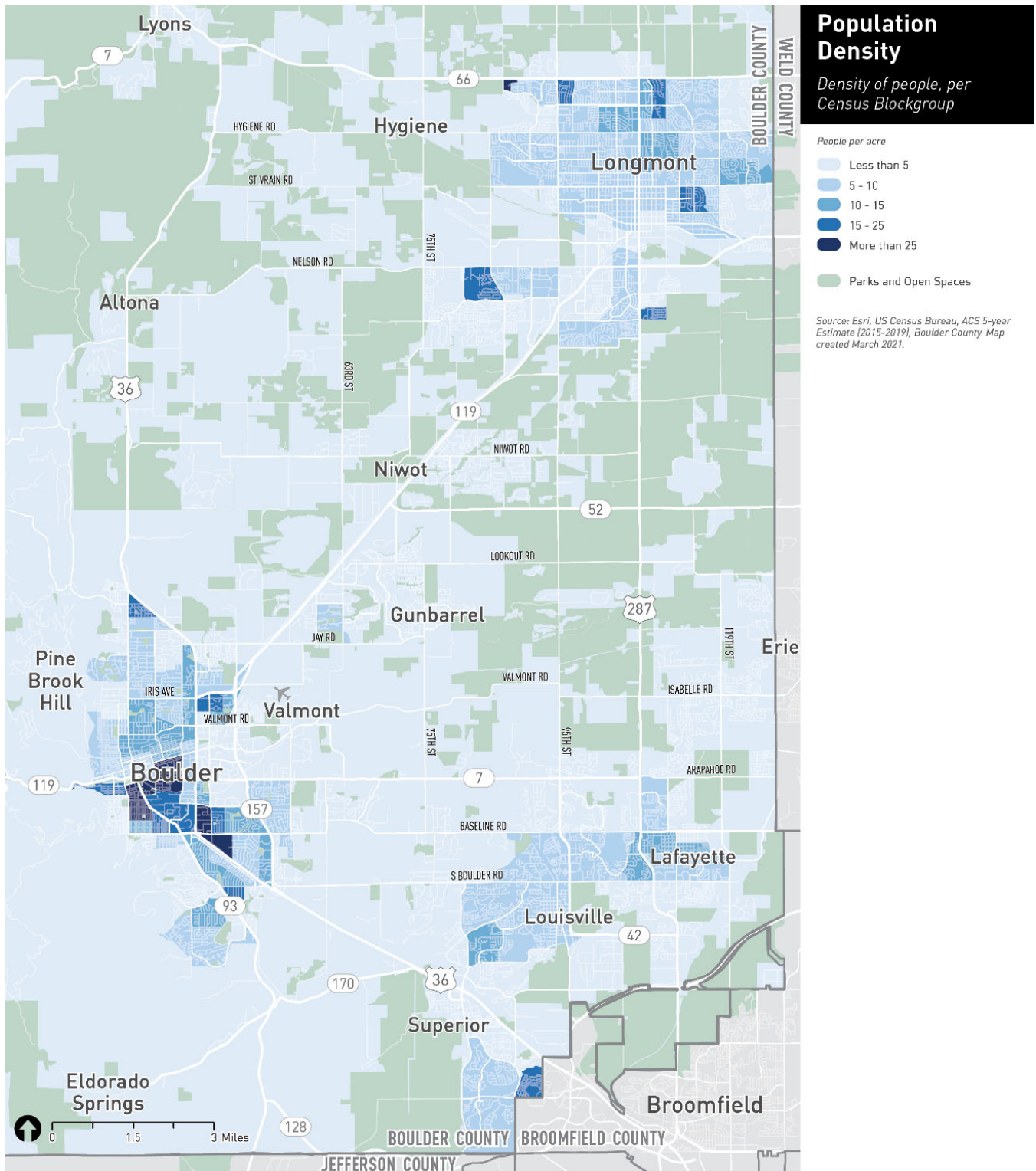


Figure 3-14 Population Density - Eastern Detail



Age

Older Adults

Figure 3-15 shows the distribution of density for older adults (people over the age of 65) in Boulder County, while Figure 3-16 focuses on the eastern side of the county and includes a dot density of older adults who have a disability. The density of older adults is concentrated in Boulder, Longmont, Superior, Louisville, and Lafayette. However, there are some locations where the relative population density of older adults' contrasts with the total population density. For example, the center of Boulder, dominated by student residences, lacks a substantial density of older adults. Some distinctions with a notable concentration of older adults (compared to overall population density) include:

- North Boulder and South Boulder (including Table Mesa and Frasier Meadows)
- The western and northern peripheries of Longmont, including Prairie Village
- Central Lafayette and neighborhoods near Waneka Lake
- Gunbarrel
- Lyons

Figure 3-15 Population Density of Older Adults (65 and above) - Countywide

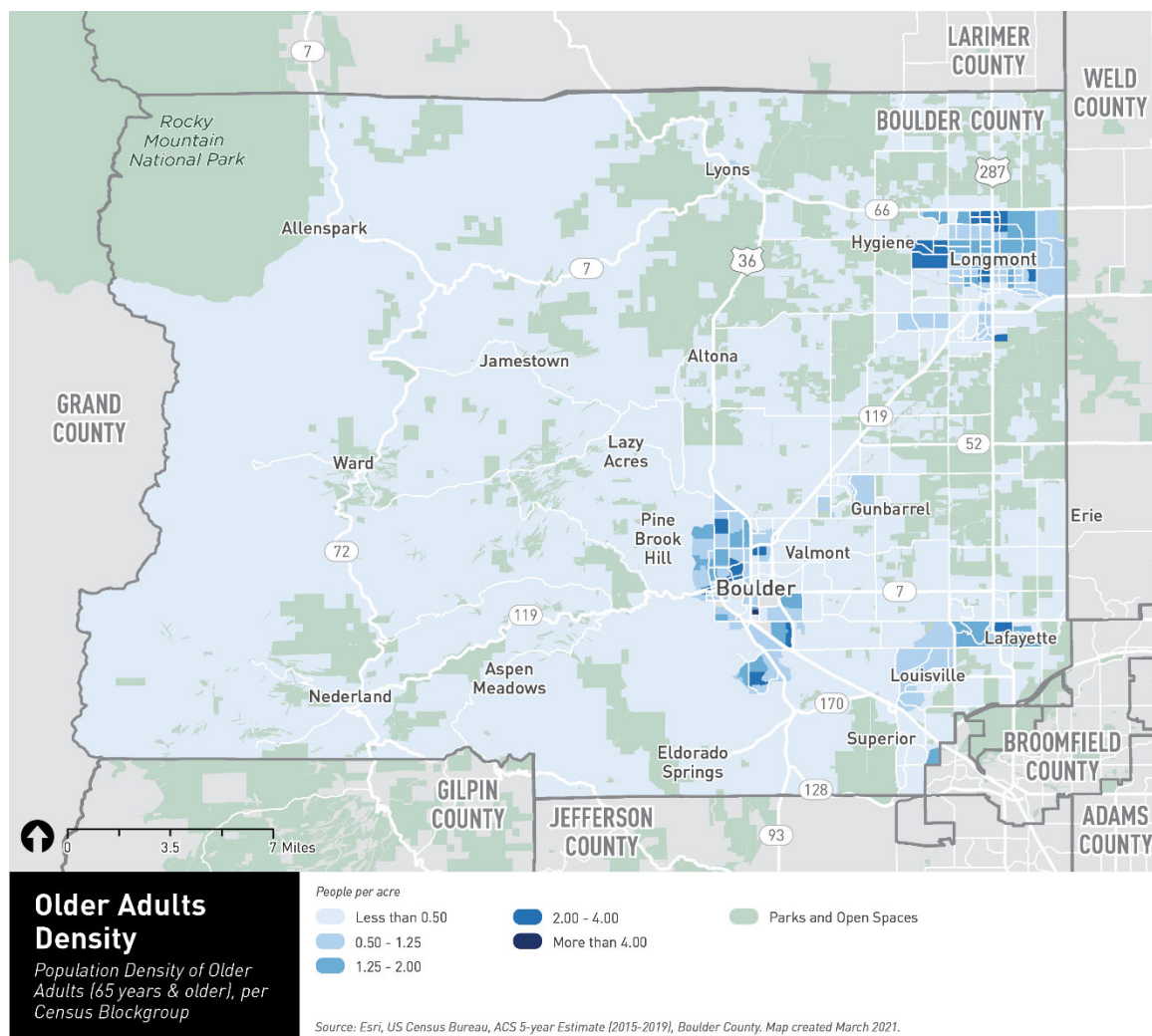
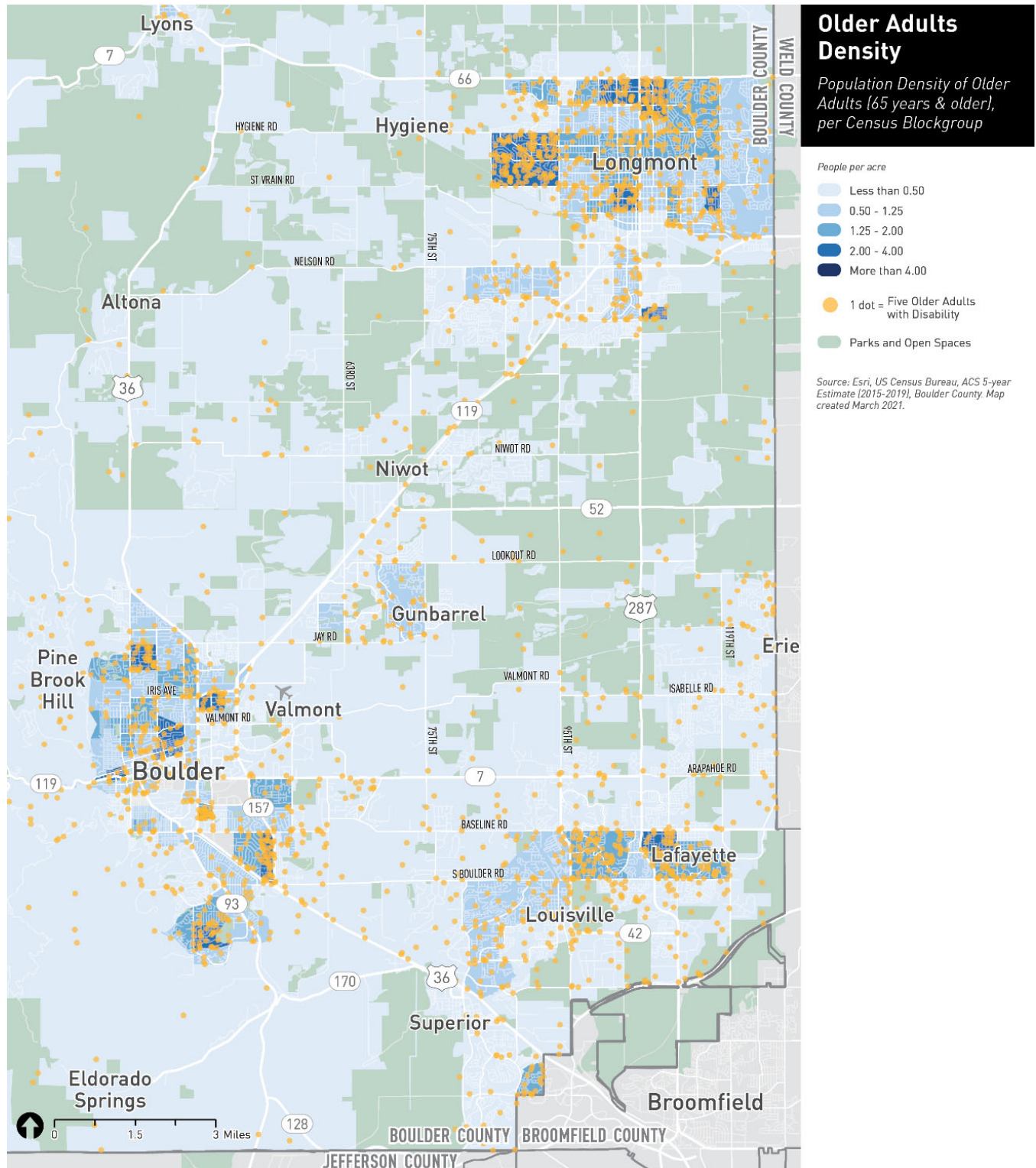


Figure 3-16 Population Density of Older Adults (65 and above) - Eastern Detail



Youth

Figure 3-17 shows the distribution of the youth (people under the age of 18) population density per Census Block Group within the county. Figure 3-18 focuses on the eastern side of the county and includes a dot density of youth who have a disability.

The pockets of Boulder County with a relatively high density of youth gravitate towards the denser parts of the County's eastern side, but there are some differences from the overall distribution of population. Central Boulder has a distinct lack of people under 18 population (again, possibly due to the high presence of college-age students and young adults). Instead, Boulder's youth population is relatively denser in the outskirts in multiple directions, including the Broadway corridor to the north, Old Mapleton and Newlands to the west, table Mesa and Martin Acres to the south, and the 28th Street corridor to the east. Other notable concentrations of youth in Boulder County are in:

- The northern edges of Longmont, particularly along the Main Street and 21st Avenue corridors
- The southern edges of Longmont, particularly near Fox Hill and Pratt Parkway
- Gunbarrel along State Route 119
- Near the East and West Emma Street corridor in Lafayette
- Near the Via Appia Way corridor in Louisville

Figure 3-17 Population Density of Youth (18 and under) - Countywide

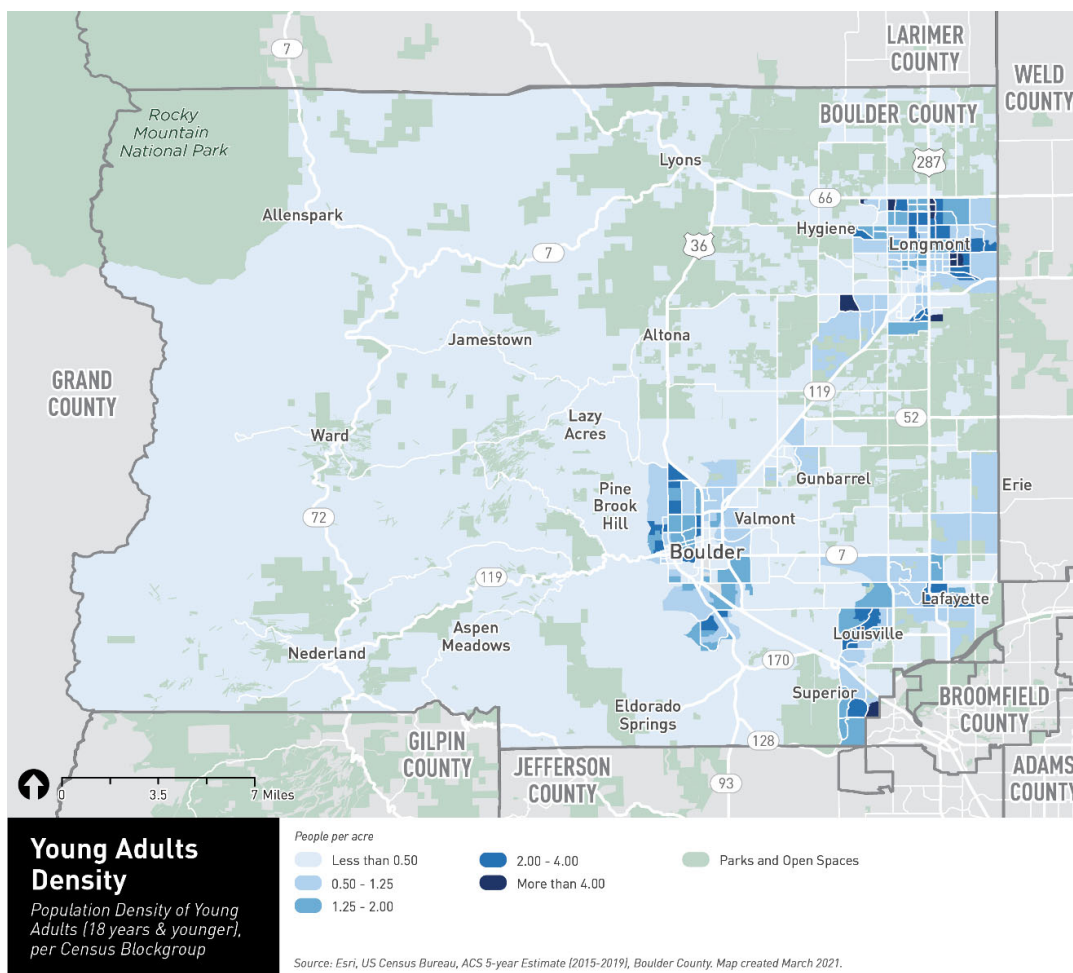
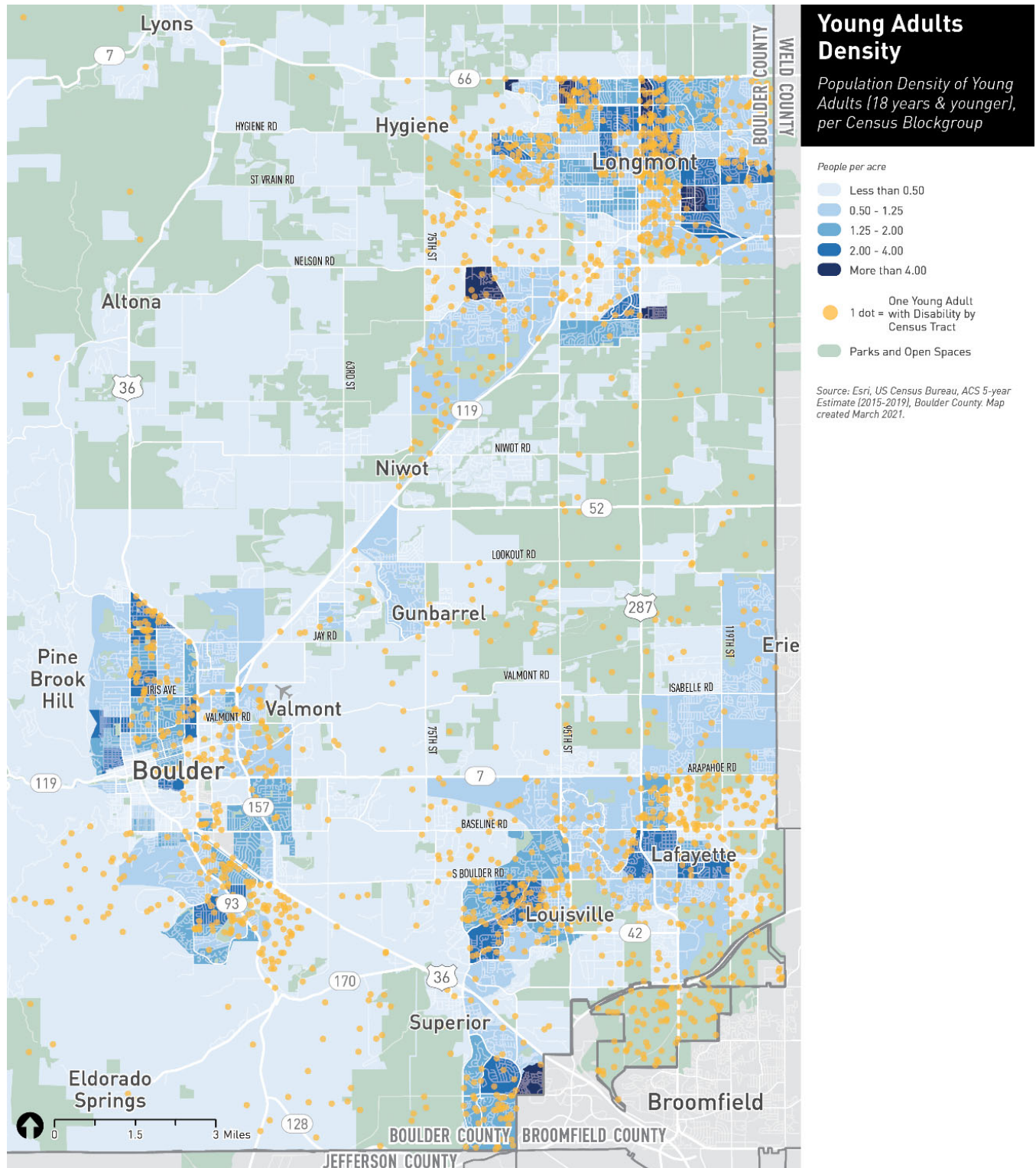


Figure 3-18 Population Density of Youth (18 and under) - Eastern Detail



People with Disabilities

Figure 3-19 and Figure 3-20 shows how the density of people with disabilities is distributed within the county and the eastern side of the county, respectively. Noteworthy locations with concentrations of people with disabilities that stand out from other demographics include:

- East of 26th/Folsom Street in Boulder
- Near the Gay Street, Collyer Street, and Longs Peak Avenue corridors in Longmont
- Near US 36 in Superior
- Lyons

It is particularly important to understand where individuals with disabilities are and what their respective transportation and mobility needs are. For residents of the disability community, it should be noted that while transportation options may exist on paper, those options are often hard to access. Developing access and mobility solutions is an important consideration of the coordinated planning process.

Figure 3-19 Density of People with Disabilities - Countywide

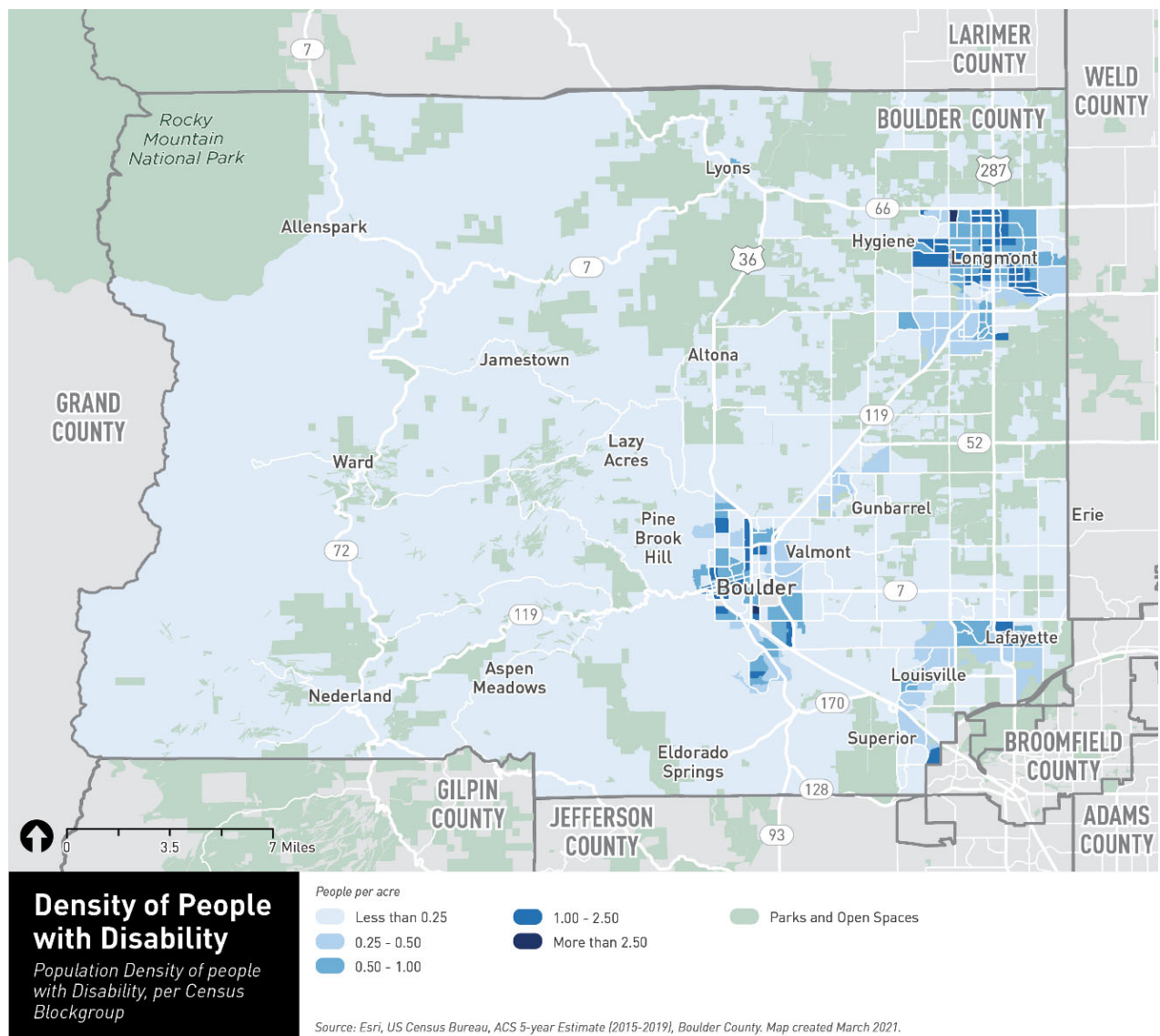
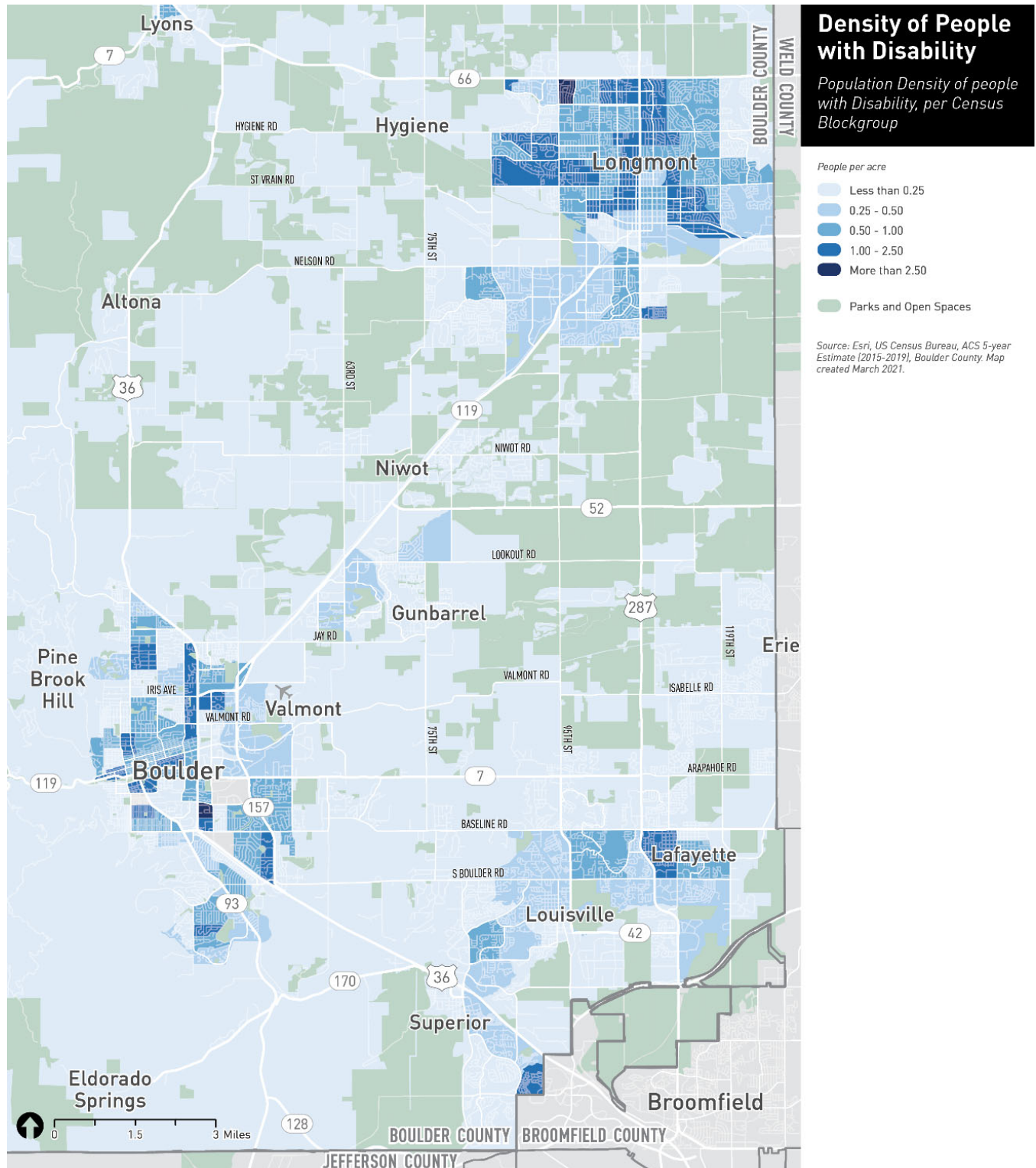


Figure 3-20 Density of People with Disabilities - Eastern Detail



Low-Income Population

Owning and operating a car is expensive. Those living under the poverty line are more likely to use transit more regularly than other groups due to limited access to a vehicle, and they may rely on transit as their primary mode of transportation. Figure 3-21 and Figure 3-22 show the distribution of low-income households within the county and on the eastern side of the county, respectively. For these figures, low-income is defined as people with an annual income less than 150% of the federal poverty level. The density of low-income households is mainly focused in the centers of overall population density pockets.

Figure 3-21 Density of Low-Income Population - Countywide

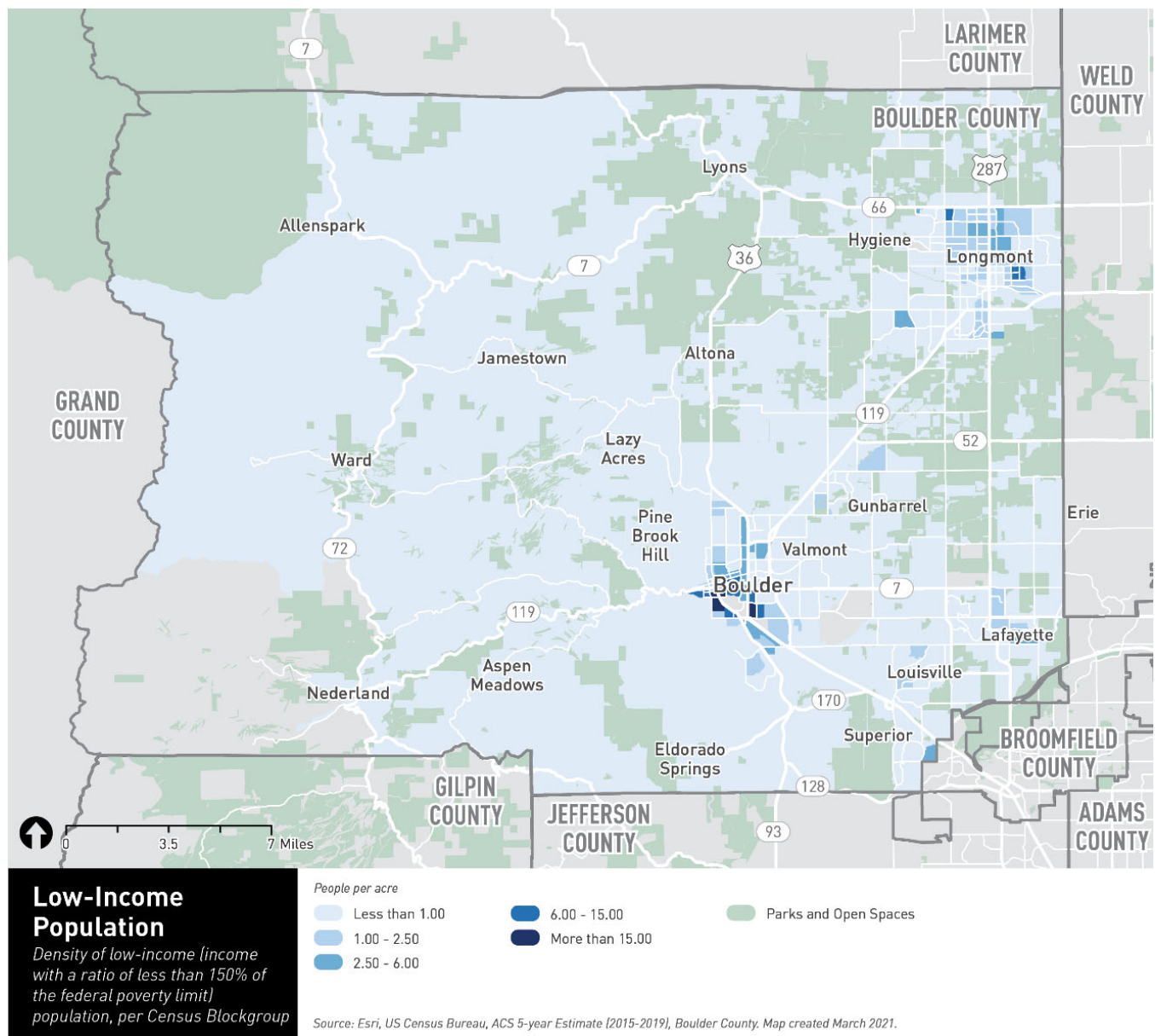
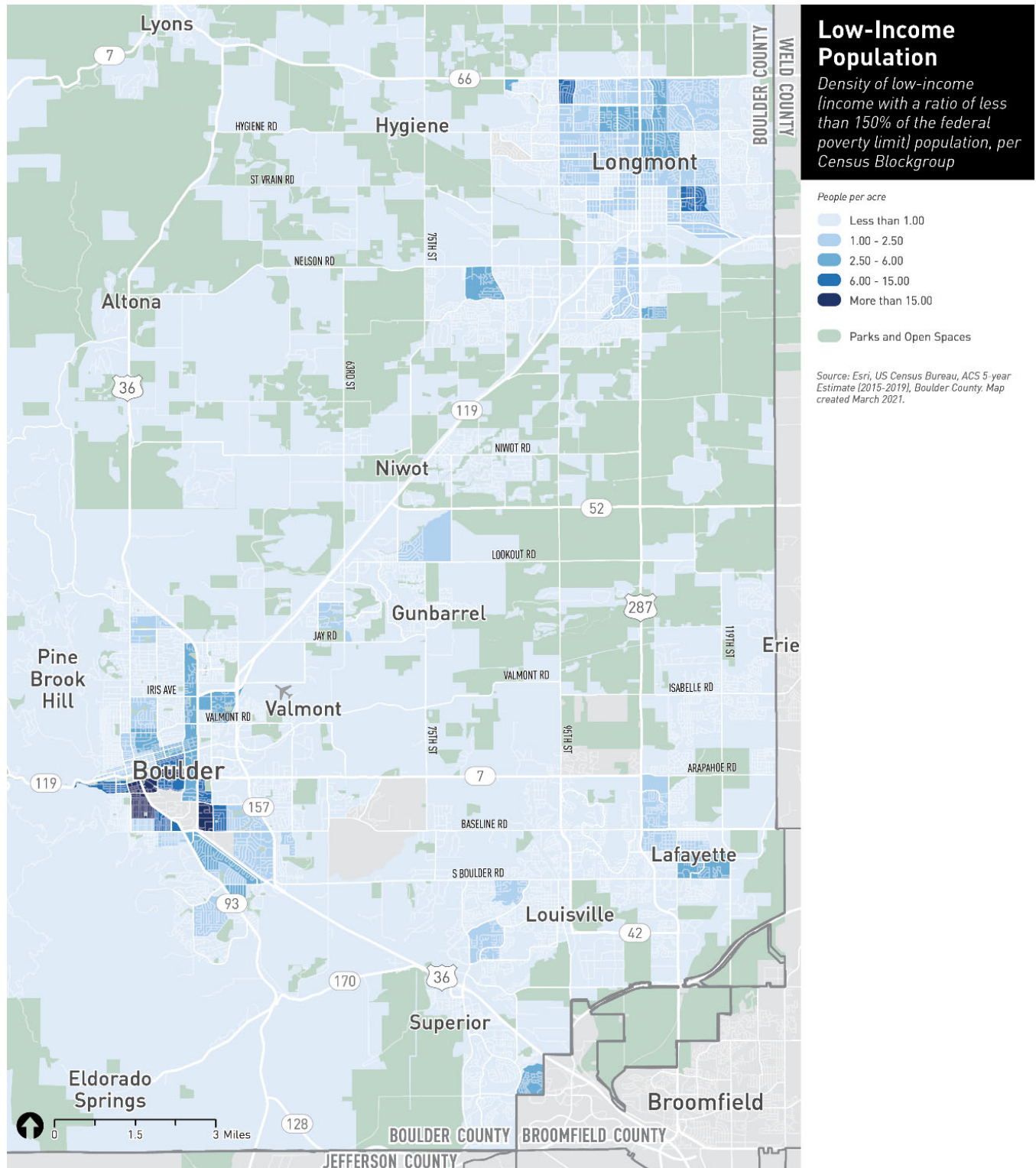


Figure 3-22 Density of Low-Income Population - Eastern Detail



Veterans

The density of veterans on a countywide scale is profiled in Figure 3-23 and detailed on the eastern side of the County (with an additional overlay showing veterans with a disability) in Figure 3-24. Concentrations of veterans can be found in multiple locations where the overall population density is relatively lower, including the following locations:

- Rural North Boulder and southeastern Boulder, particularly near Table Mesa and Foothills Parkway
- Erie
- Lyons
- Gunbarrel
- Northern and northwestern areas of Longmont
- Central Lafayette

Figure 3-23 Density of Veterans - Countywide

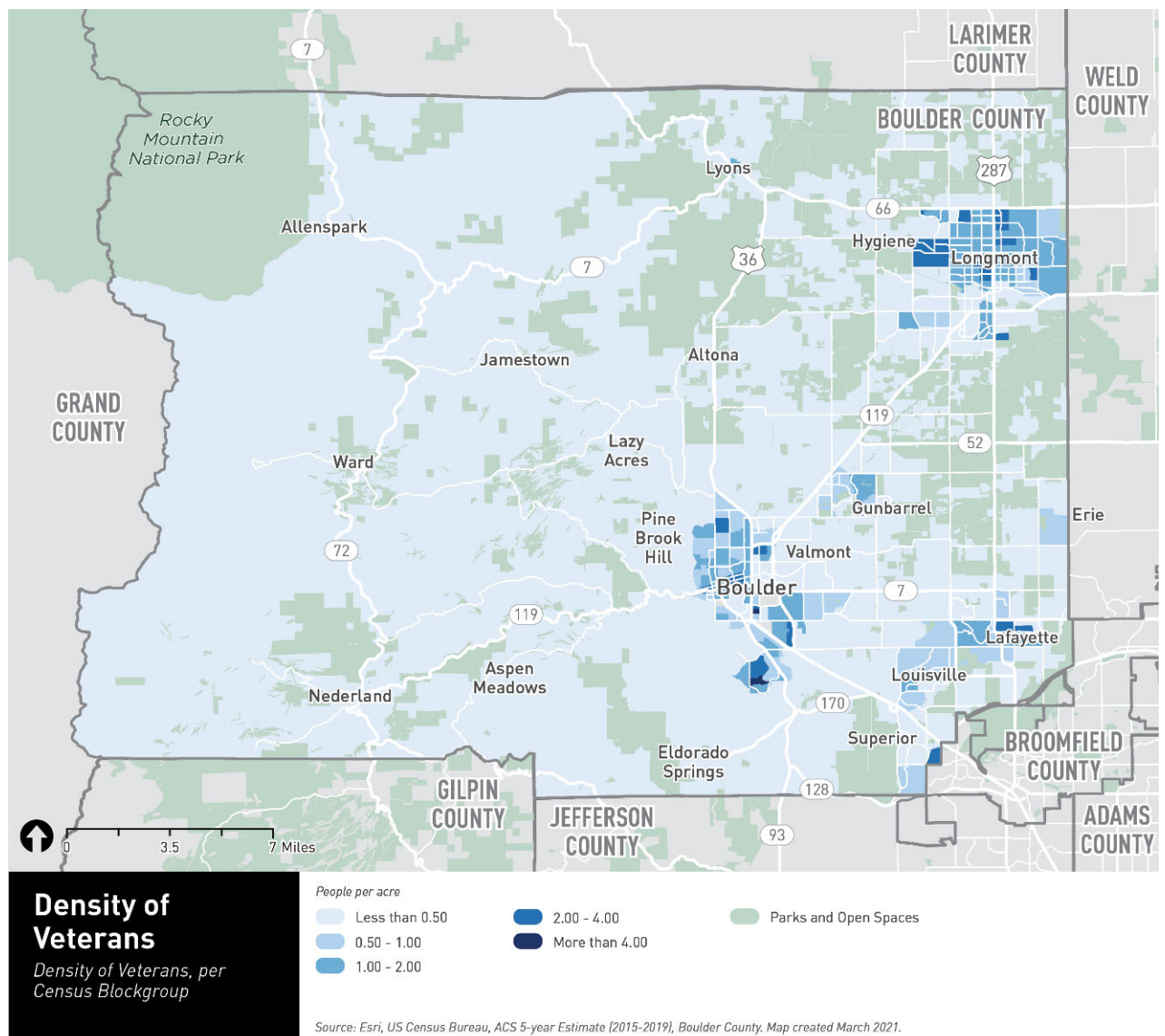
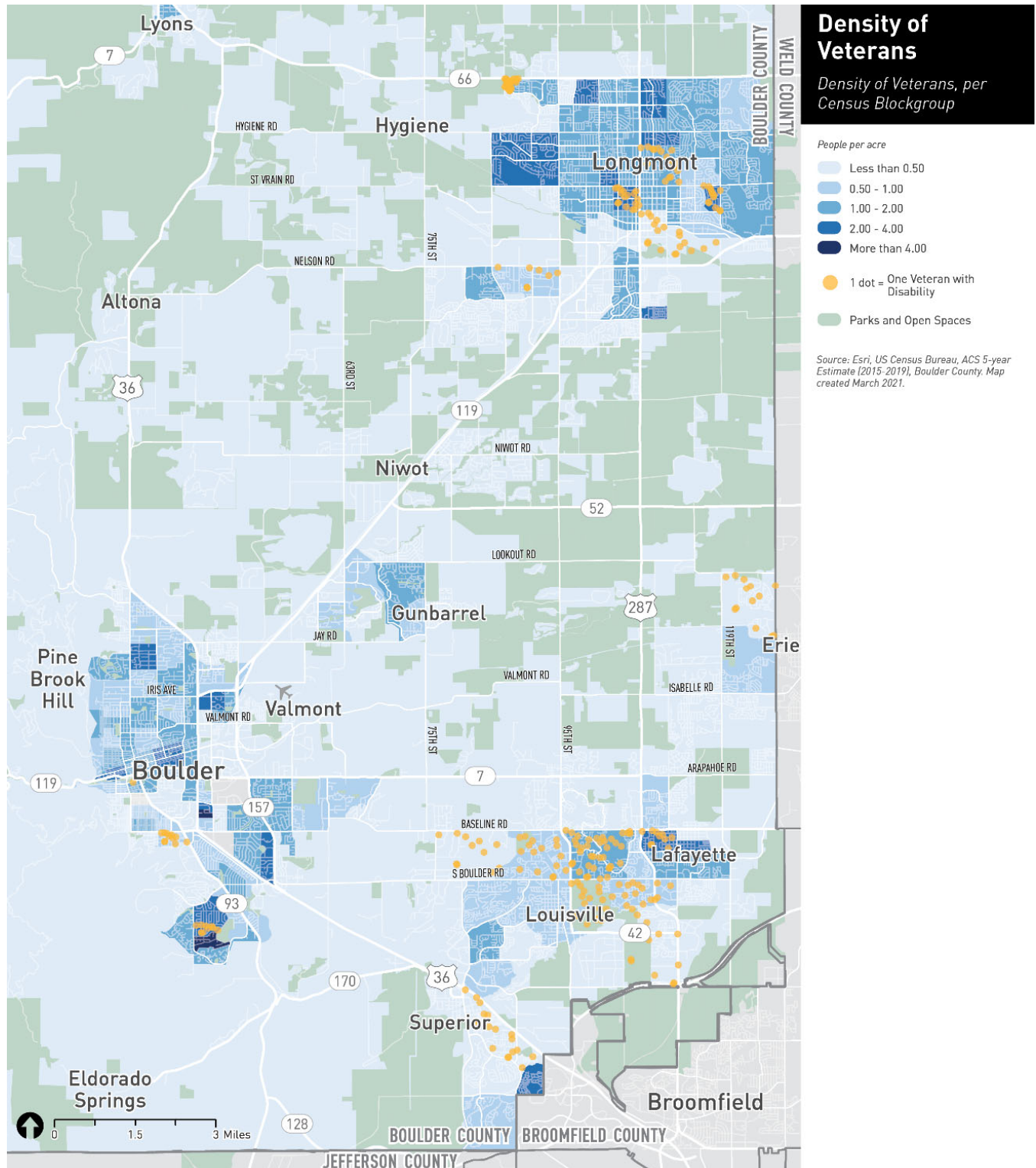


Figure 3-24 Density of Veterans - Eastern Detail



People of Color

Figure 3-25 and Figure 3-26 highlight the percentage of the overall population who identify as a non-white race within each Census Block Group. There are very few areas in the county where the percentage of people of color is higher than 50%, mainly in East Longmont, Central Boulder, and north of Boulder. Overall, the county has predominantly white population, with less than 20% people of color in most areas. Nevertheless, there are people of color throughout Boulder County, specifically in Eastern part of the County in cities of Longmont, Boulder, Lafayette and unincorporated community of Valmont.

Figure 3-25 Percentage of People of Color (non-white population) - Countywide

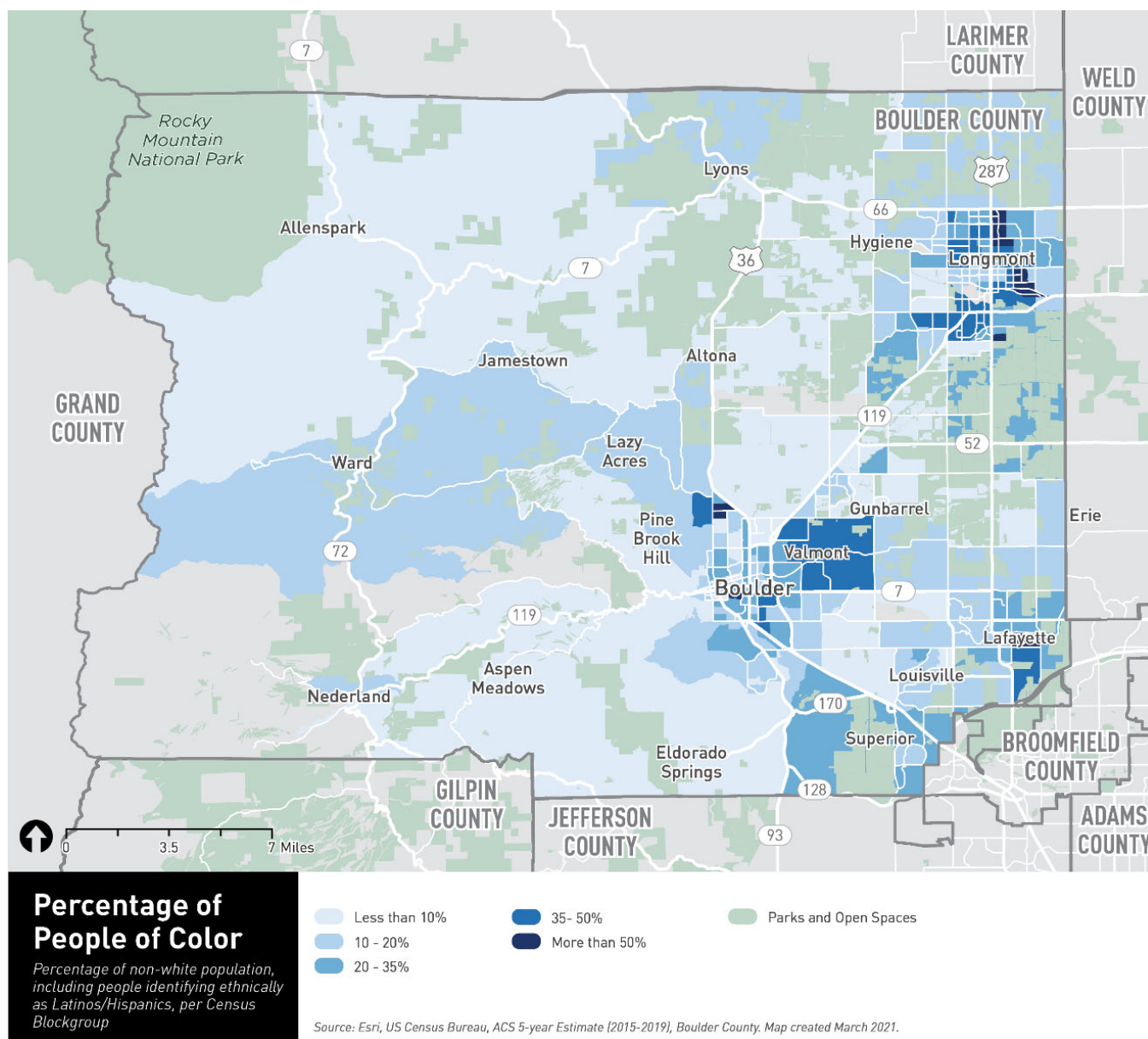
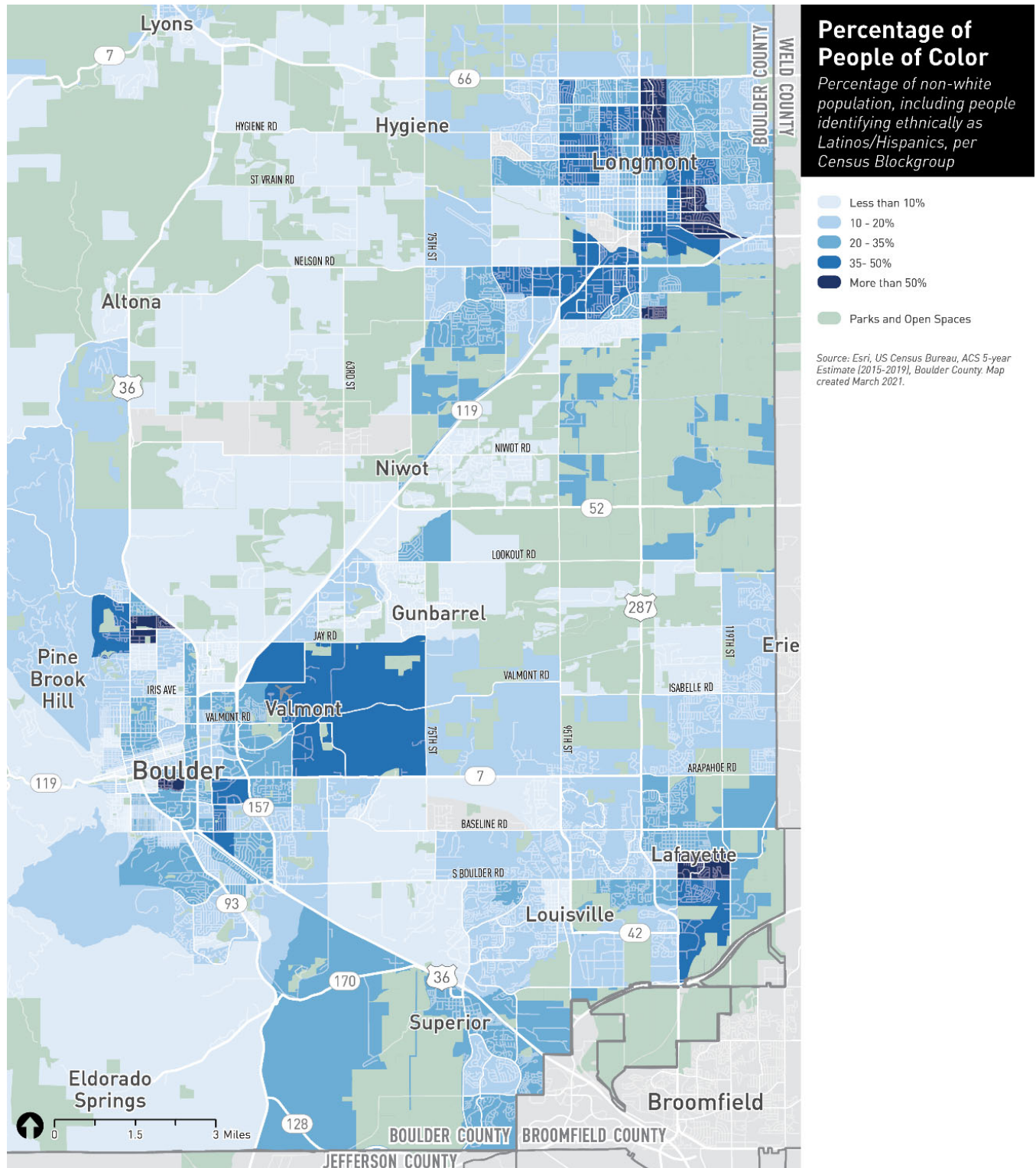


Figure 3-26 Percentage of People of Color (non-white population) - Eastern Detail



Zero-Car Households

Figure 3-27 and Figure 3-28 show the density of households with zero-car ownership, ultimately revealing how embedded automobile use is throughout Boulder County. The pockets of relatively higher density of zero-car households are mainly in the City of Boulder, as well as in central Lafayette, central Longmont, and segments on the west and northern fringes of Longmont.

Figure 3-27 Density of Zero-Car Ownership Households - Countywide

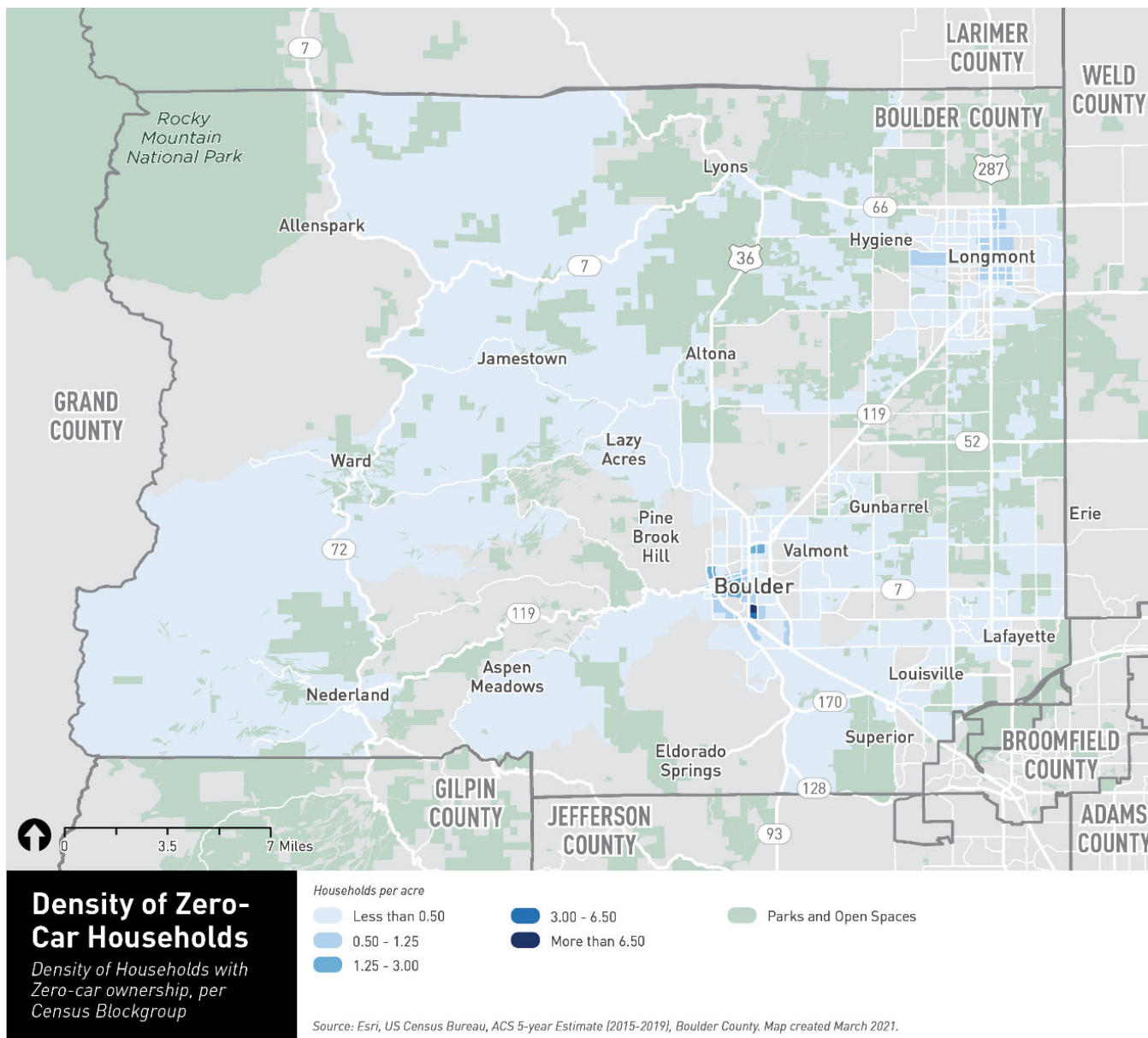
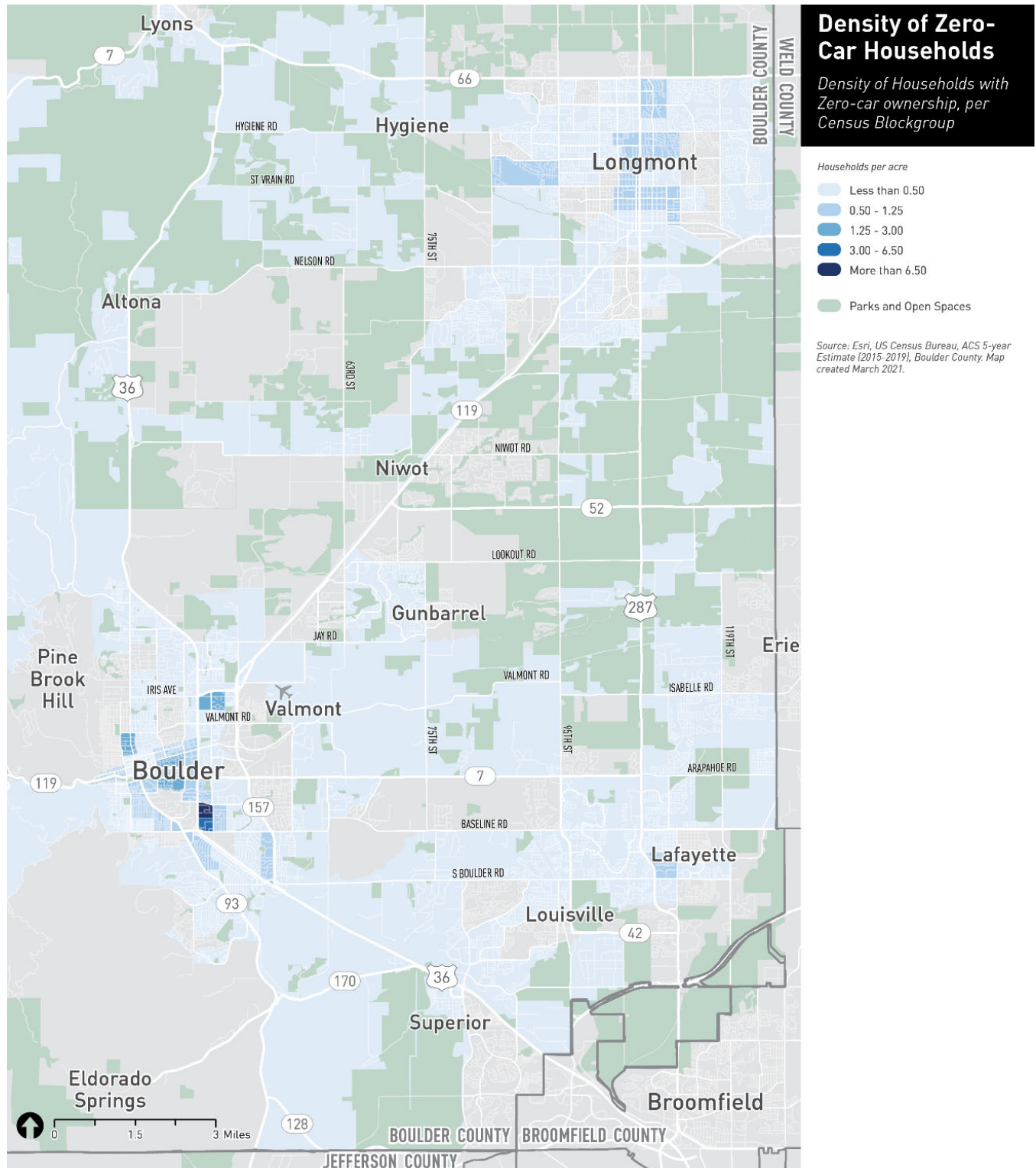


Figure 3-28 Density of Zero-Car Ownership Households - Eastern Detail



Job-Housing Balance

Figure 3-29 and Figure 3-30 show where the numbers of jobs and households are proportionately balanced or imbalanced (and the relative direction of that imbalance) throughout the county's Census Block Groups. Jobs trend towards higher proportions relative to households at the centers and peripheries of Longmont, Boulder, Louisville, and Lafayette, particularly along key connecting arterial routes like State Route 119. Areas with a higher proportion of housing trend towards outlying pockets just past the west and south edges of Boulder's center, throughout the west and northeast sides of Longmont, and the northwestern edges of Lafayette, Louisville, and the Broomfield boundary.

Figure 3-29 Jobs-Housing Balance - Countywide

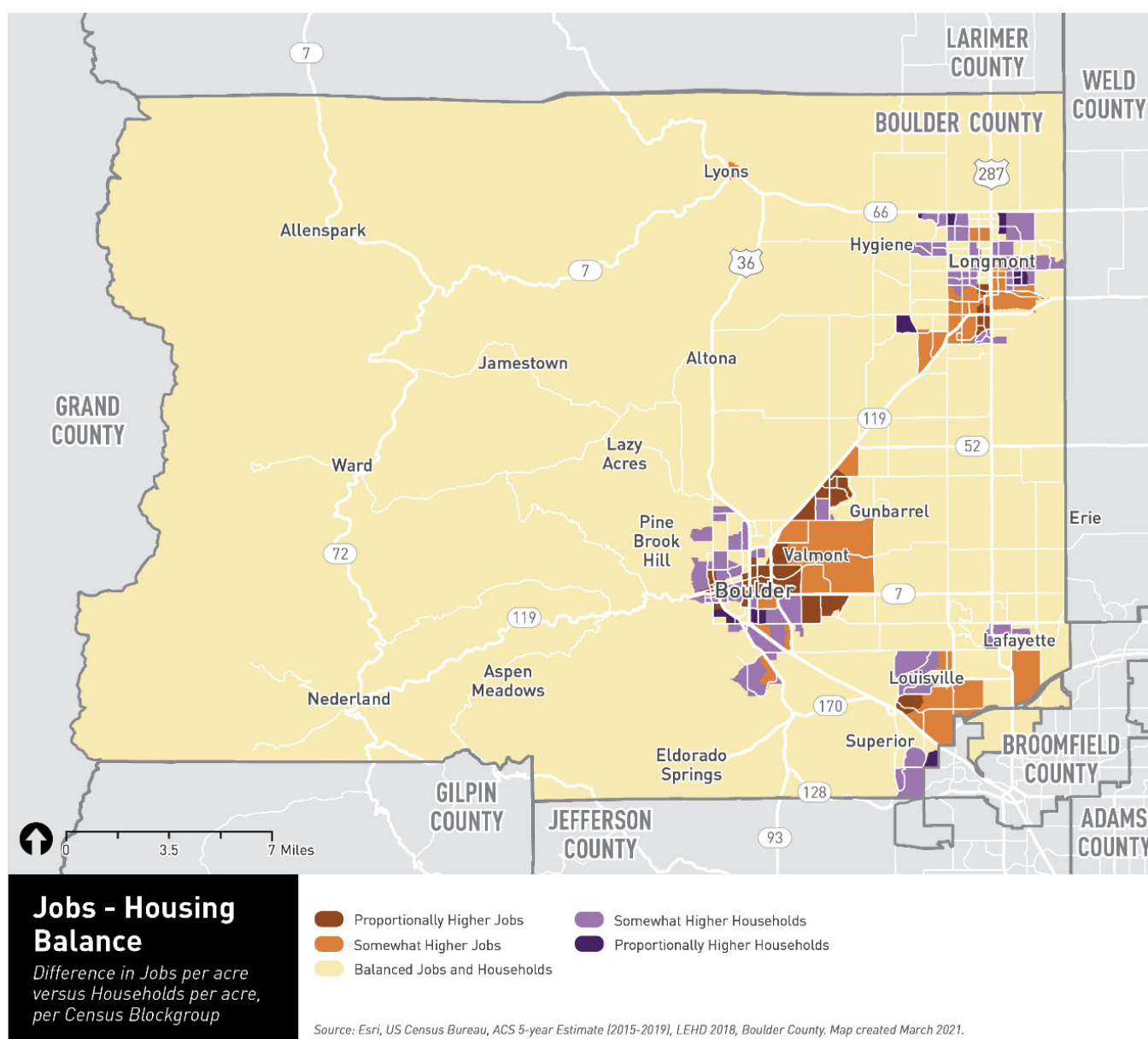
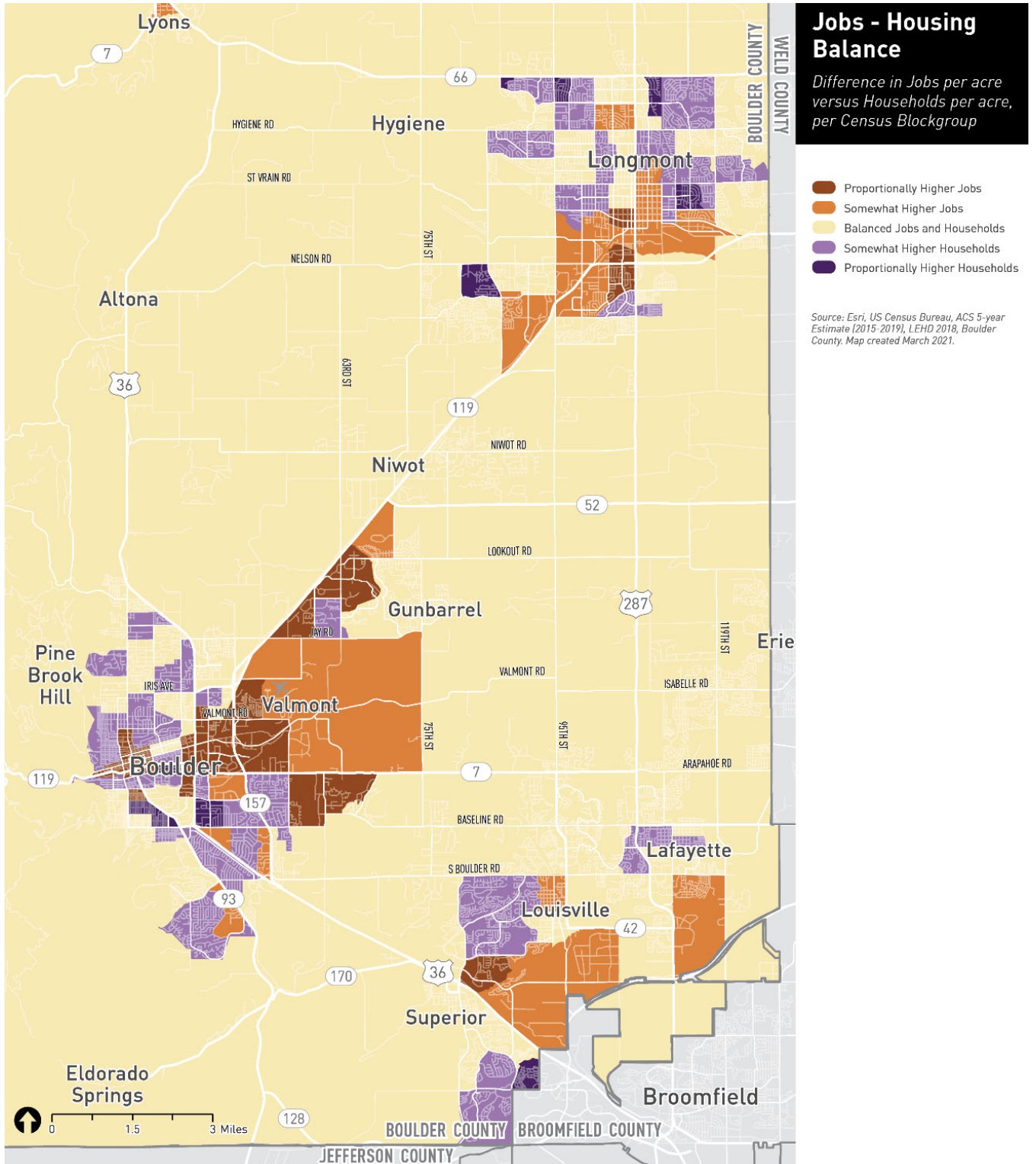


Figure 3-30 Jobs-Housing Balance - Eastern Detail



Needs Index

The populations which are of primary focus in this coordinated plan are older adults, people with disabilities, people with low incomes, and youth. An index was created to highlight the Census Block Groups with the highest proportions of these population groups. This index, which sums each Census geography's relative density of the four population groups, is a reflection of coordinated and human service transit need.

Figure 3-31 shows this index across Boulder County, and Figure 3-32 focuses specifically east of the foothills with an overlay of existing fixed transit routes. Areas with a notable amount of need include central Lafayette, South Boulder, Rural North Boulder, Lyons, Nederland, parts of Superior adjacent to Broomfield, and the eastern, northwestern, and southern peripheries outside central Longmont.

Figure 3-31 Transit Need Index - Countywide

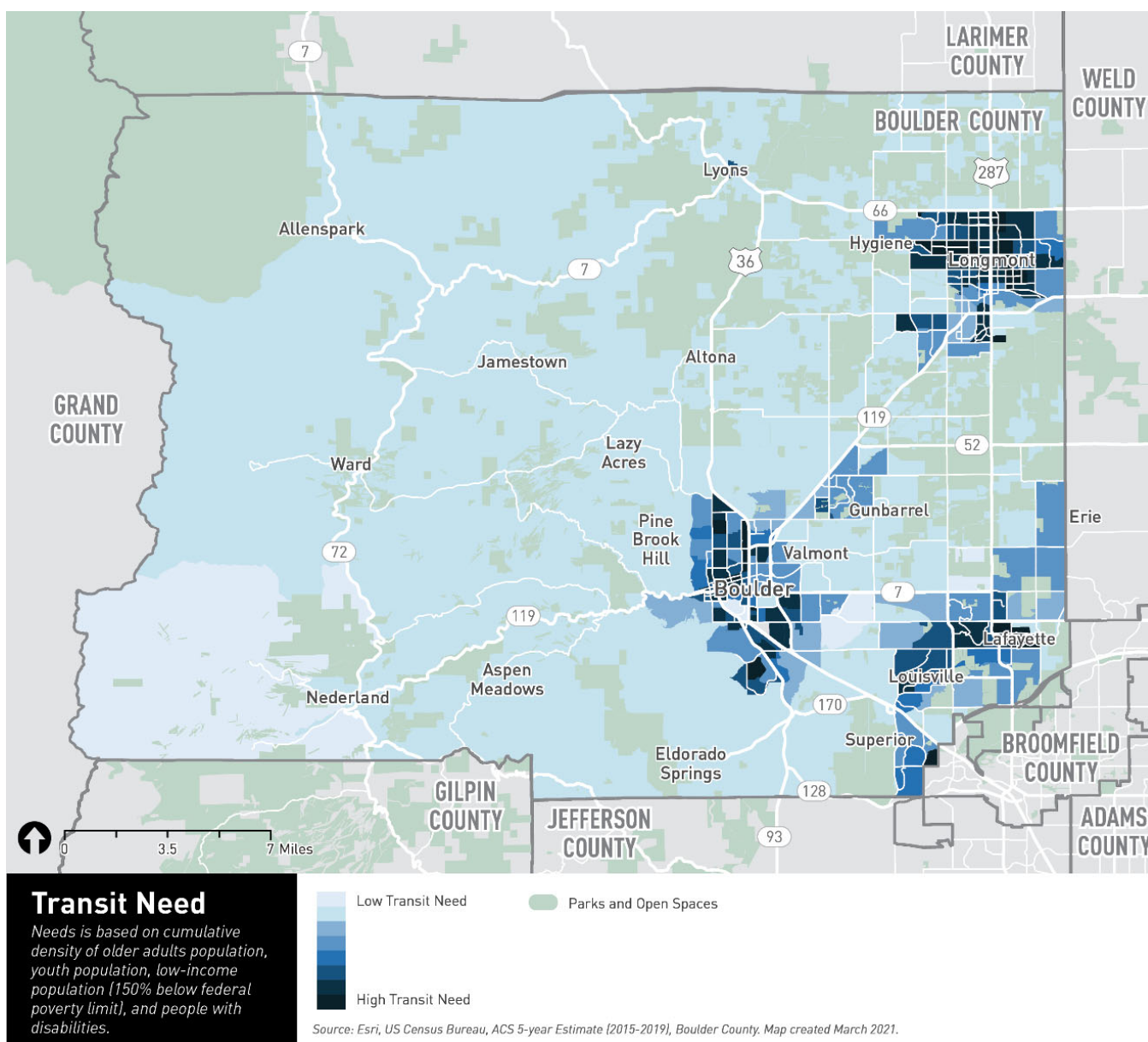
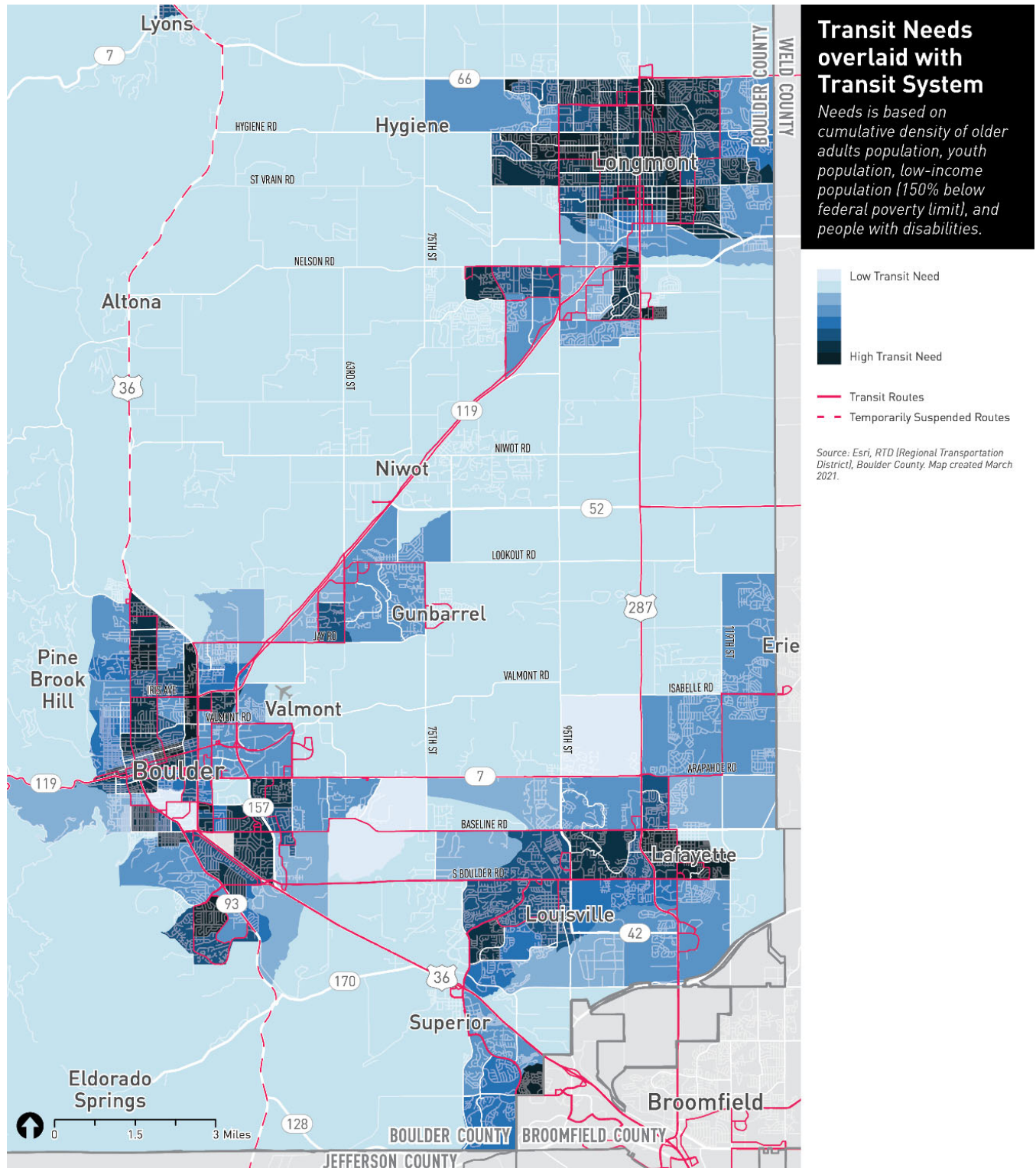


Figure 3-32 Transit Need Index - Eastern County Detail



Preliminary Gaps in Coverage

Future analyses as part of this project will illuminate a complete set of transportation gaps and barriers faced by Boulder County's aging, youth, disability, and low-income communities. Gaps in which transit need is unserved by fixed-route transit may include parts of Longmont west of 95th/Hover Street extending into the unincorporated community of Hygiene to the north and the Fox Ride area to the south.

4 STRATEGIES

This chapter includes the following for the Boulder County community and its neighbors:

- A list of **goals** which this plan aspires to achieve
- A comprehensive list of **strategies** as required for a coordinated transportation / human services transit plan followed by guidance on implementation. The strategies are organized by need.

PLAN GOALS

The development of this plan's recommendations stems from the following key goals:

Accessibility

- Supporting alternatives to car ownership
- Expanding information and access to multimodal transportation options

Dignity

- Treating people of all ages, abilities, and circumstances with respect
- Ending misconceptions about riding transit

Efficiency

- Reducing strain on existing resources
- Evaluating program and service effectiveness
- Assessing whether a system redesign is needed

Equity

- Determining which places are sufficiently serviced relative to special needs
- Listening to marginalized communities and responding directly to their needs
- Ensuring that the needs of marginalized communities are being heard and met, so Boulder County can ensure they are planning with such communities in mind for the future

Reliability

- Recognizing and supporting personnel who keep the transportation system running
- Increasing regular program and service use
- Making sure transit service levels keep up with increased activity as recovery continues

Sustainability

- Investing in Boulder County's future social and financial growth
- Continuing Boulder County's drive for greater fuel efficiency and fewer climate impacts

Safety

- Embracing a philosophy of universal design for all ages and abilities
- Helping people feel more comfortable with multiple transportation options
- Monitoring and responding to expectations for public health in the State and County

INTRODUCTION TO COORDINATED TRANSPORTATION PLAN STRATEGIES TO MEET NEEDS

The proposed strategies in this plan are intended to meet a series of needs uncovered throughout the planning process; they also include guidance on how they can be implemented. The proposed strategies in this chapter are categorized by the specific need they are intended to fill, and then are split further into their prioritization tiers.

After listening to feedback from both the Technical Advisory Committee (TAC) and attendees of the public open house, the proposed strategies in this plan are prioritized by placement on one of the following timeframes:

- **HIGH PRIORITY – Implementation within the next 2 years.** To begin meeting project goals and closing needs, Boulder County should consider prioritizing several basic investments and programs in coordination with regional stakeholders. The measures included in the high priority tier are those which have been deemed important by the TAC in the next couple of years.
- **MEDIUM PRIORITY – Implementation in 3 to 5 years.** The impacts of these strategies are also consequential, but they are not the highest priority. Some strategies under the Medium Priority tier may also benefit from High Priority strategies being implemented. For example, a pilot flexible transit route may be more successful if there is already an understanding of which communities would be most likely to ride such a service, along with more direct in-person marketing of transit options.
- **LONG TERM PRIORITY – Implementation is ongoing.** Included in the proposed strategies are proposed policies which address larger ongoing challenges, such as the impacts of climate change and the legacy of systemic discrimination. These proposed policies are given a long-term timeframe, as they will require consideration in the context of all future transportation decisions.

After a description of each listed strategy, a short profile containing the overlapping goals, target populations served, and other details summarizing the necessary considerations prior to implementation (such as action items, approximate costs, and important partnerships) will be listed. Some strategies, particularly those in the High Priority tier, will also include a potentially relevant precedent example which has been implemented in the United States.

Question and Answer

Will the ongoing labor supply shortage impact the timing of these strategies?

Boulder County is experiencing a low supply of employed and certified transit drivers, a trend which is also occurring on the national scale. The turnover in the industry has a variety of unfortunate causes, including individual experiences dealing with misbehaving passengers, challenges for drivers accessing garages during off-peak times, burnout and anxiety during the COVID-19 pandemic, and competition in the job market from delivery companies.

This can potentially delay the implementation timelines of certain strategies in this study, so a concerted effort to both hire and retain drivers plays a critical role. The timing of some strategies, particular to most expansion of transit services, will be affected by the extent to which the driver shortage continues. Therefore, those which are potentially affected will be noted in each strategy's profile.





ACCESS STRATEGIES

The region’s land use and urban design is not conducive to transit-supportive communities, compromising the journey one takes to access transit.

Sometimes it can be difficult for individuals to access transit by design. Many stakeholders throughout the community noted many stops throughout the county lack sidewalks or protection from the elements. For example, several bus stops along Highway 287 are placed in the shoulder or the road. This is an inconvenient part of the journey for people of all ages and abilities but can be especially challenging for somebody who is also using a wheelchair, a grocery cart, or a stroller with a child.

Supportive Public Feedback:

“The lack of weather sheltered bus stops is a huge barrier for me. The heat, poor air quality, lack of snow removal, and lack of seating spaces at bus stops within 6 city blocks of Valmont, Broadway and Pearl is unconscionable for a high-income city and especially one that gives mouth service to being progressive and eco-friendly.”

– Public email comment to Mobility for All

“The more weather protected service stops are, the more likely people are to use them year-round. For example, both Niwot Rd P&Rs are not protected by shade trees and the stop “huts” do little to protect from weather and are both brutally hot and very unpleasant in winter weather. More weather-protective consideration for design (4-sided, solid on windward sides) will increase the number of users regardless of weather.”

– Public Survey respondent



High Priority Access Strategies



TRANSIT ACCESS IMPROVEMENTS - Paved access routes and upgrades to bus stops

Description

- A person’s transit trip is not only riding the bus or train itself. Accessing and waiting at the stop are critical components of the transit journey.
- Bus stops are a part of the built environment, and just like buildings and other places, their success as a comfortable place in the public realm depends on their interfacing with the surroundings. Treating a bus stop like an afterthought by placing it in a roadway’s shoulder sends a similar message to its passengers.
- If major arterial roads with existing transit service are planned for upgrades, repaving, and development, there must be consideration on what opportunities there are for improving the bus stops along the same corridor.
- Ensure stops are designed for weather year-round; shelters for both heat, rain, and snow, and maintained year-round and with snow removal, especially for individuals with mobility devices

Precedent

- In 2014, as part of Chester County, Pennsylvania’s Public Transportation Plan, *Baltimore Pike for Everyone* identifies strategies to provide access to active forms of transportation, including walking, bicycling, and mass transit along the eleven municipalities that encompass the Baltimore Pike Corridor.¹
- Using a Complete Streets model, *Baltimore Pike for Everyone* identifies and recommends new bus shelters at each bus stop experiencing at least five boardings per day.
- Following this guidance, two municipalities, Kennett and New Garden, received grants through the federal Transportation Alternatives Program for the construction of sidewalks to connect residential neighborhoods to Baltimore Pike and its servicing bus routes. Construction of new sidewalks began in 2015.

Goals Achieved	Accessibility, Equity, Safety, Dignity
Needs Met	Access
Target Populations Supported	Older adults, People with disabilities, People with low-incomes, Youth
Directly Affected by Driver Supply?	No
Strategy Champions	RTD, City of Boulder (for stops within City limits), other municipalities, major employers/landowners
Immediate Steps	<ul style="list-style-type: none">▪ RTD is focused on working on improving stops that warrant improvement (e.g., passing a threshold for daily passengers and transit equity scores).▪ RTD is developing guidelines for partnering and coordinating improvements for RTD and non-RTD stops in the region which do not meet the threshold.▪ Prior to making any sidewalk improvements, municipalities and Boulder County alert RTD to confirm the location of existing bus stops is in keeping with current accessibility guidelines, or if a relocation is necessary.
Longer Term Steps	<ul style="list-style-type: none">▪ Embrace a standard that reflects dignity for all users, making thresholds obsolete due to application of universal design standards.▪ Develop an online reporting form for unsafe or inaccessible conditions on sidewalks and bus stops.▪ Work with cities to have a bus stop relocation and accessibility plan in place for any construction detours.▪ Allow cities to pilot new ADA-compliant bus stop designs for public feedback.▪ Continue multi-agency coordination around transit facility upgrades in all updates to multimodal design guidelines, ADA transition plans, and curbside regulation changes.
Key Performance Metrics	<ul style="list-style-type: none">▪ ADA paratransit-eligible riders riding fixed-route buses▪ Bus stops upgraded to provide safe access, shade and areas to sit
Funding Sources	Municipal general funds, Fees from bus shelter and advertising vendors, Construction of new developments in proximity to transit.
Initial Cost	<ul style="list-style-type: none">▪ ~\$10,000 per stop depending on access route length; also depends on agreements in place.▪ Capital funds for engineering, urban design, and construction are necessary for any upgrades to sidewalk facilities. New developments in proximity to transit could be part of a community benefits package conditions on planning approval.
Ongoing Cost	<ul style="list-style-type: none">▪ Plan for regular maintenance and upkeep costs; some may be offset with agreements with local city and/or County.▪ Maintenance for stop amenities can be added to the responsibilities of contracted entities (e.g., advertising companies and bus shelters).

¹ Chester County Planning Commission, Baltimore Pike for Everyone, Complete Street Strategies for Baltimore Pike, 2015. <https://www.chesco.org/DocumentCenter/View/26887/Baltimore-Pike-for-Everyone?bidId=>



AWARENESS STRATEGIES

There is a limited awareness of all transportation options.

Transportation services and programs at the local scale, such as Ride Free Longmont, have been marketed to residents and visitors alike. Looking beyond local trips, individuals may not always know where to go, who to call, or how best to plan a transit trip that involves multiple steps or crossing the invisible boundaries between governments in Boulder County and the region.

Supportive Public Feedback:

“Seniors, and others, do not know about transport options or do not know how to access (tech limitations).”
– TAC member comment

“There are some virtual communities in which people freely contribute, such as open-source software. There could be a good number of people willing to drive others for free. They need to be organized, such as by an app.”
– Public Survey respondent

“We are all one region, no matter the 'artificial boundaries'.”
– TAC member comment



High Priority Awareness Strategies



TRAVEL TRAINING | Expand travel training to youth, families, and caregivers, especially those with or tending to individuals with special needs, and people who speak languages other than English

Description

- Travel training programs are designed to teach people with disabilities, seniors, youth, veterans, and/or low-income populations to travel safely and independently on the range of services available within a given area.
- Travel training can include information on communicating with drivers, technology training and a review of eligibility requirements for different services.
- Teaching people to use transportation services safely and independently can reduce the barrier of personal transportation to access resources as well as reduce congestion and traffic safety risk on the roadways.
- Travel training can dispel misconceptions and concerns about public transportation services among youth and caregivers of youth, including youth with special needs and/or that speak languages other than English, and build confidence in how independent travel can increase youth access to opportunity such as before/after school programs and employment.

Precedent

- Over fifty schools in Connecticut have participated in The Kennedy Center Mobility Services for Transitional High School Students program. The program includes:
 - Curriculum and other materials to educate high school students with disabilities on how to access public transportation and be safe when traveling alone.
 - Education to participants on the basics of public transit use, including understanding maps, schedules, fares, and trip planning.
 - Group bus familiarization sessions; and
 - Individual assessments, travel training, follow-up and retraining to transitional high school students.

Goals Achieved	Dignity, Equity, Accessibility, Sustainability
Needs Met	Awareness
Target Populations Supported	Youth, People with disabilities, Low-Income Households
Directly Affected by Driver Supply?	No
Strategy Champions	Human services, community groups
Immediate Steps	<ul style="list-style-type: none">Identify key communities who would benefit from travel trainingIdentify key staff among partners who can develop and deliver travel training based on mode: Bus, Bike, Pedestrian, Ride Hailing, Scooters, Apps, etc.Customize travel training to address needsOffer travel training
Longer Term Steps	<ul style="list-style-type: none">Periodically re-train staff and assess customer satisfaction
Key Performance Metrics	<ul style="list-style-type: none">New travel trainings heldNumber of individuals provided travel trainingIncrease in public transportation use and satisfaction/confidence by those who received travel training
Funding Sources	5307, 5310, 5311
Initial Cost	<ul style="list-style-type: none">~\$20,000 to \$30,000 in initial travel training costs and sessionsCosts involve customizing the current travel training program to meet identified needs and offering trainings to new target population.
Ongoing Cost	<ul style="list-style-type: none">~\$10,000-\$15,000 annually for training material upkeep and marketingImportant to also maintain dedicated trained staff.



High Priority Awareness Strategies



COMMUNITY SERVICES AND MOBILITY | Support food pantries, libraries, and other existing community services to advertise Mobility for All Ages and Abilities, trainings, apps, etc.

Description

- People who reside, work, and visit Boulder County may be unaware of both what transit services are available and for which services they may be eligible. The distribution of consumer-friendly, accessible educational materials can help to increase public awareness of services.
- Mobility for All and Youth Transportation already distribute educational materials through various forms of media, but a next step may involve a coordinated public awareness campaign targeting at-risk populations in the region.

Precedent

- The North Front Range Metropolitan Planning Organization (NFRMPO) has implemented core components of its One Call/One Click Center Project to help remove barriers in accessing COVID-19 vaccines by connecting individuals in need of transportation with providers able to serve them across Larimer and Weld counties.
- In partnership with the Larimer County Office of Emergency Management, transportation to vaccine sites is also available at no cost to all individuals over the age of 18 in Larimer County.

Goals Achieved	Accessibility, Equity, Dignity
Needs Met	Awareness
Target Populations Supported	All
Directly Affected by Driver Supply?	No
Strategy Champions	Human services, transit agencies, community groups
Immediate Steps	<ul style="list-style-type: none">▪ Collaborate with partner organizations, non-profits, and social services to identify opportunities for coordinated engagement and production of educational materials.▪ Print age and readability appropriate educational materials in all major languages spoken in Boulder County.
Longer Term Steps	<ul style="list-style-type: none">▪ Online and paper surveys should be regularly distributed to gauge public awareness and interest of transportation services and to identify opportunities of improvement.
Key Performance Metrics	<ul style="list-style-type: none">▪ Additional ridership, satisfaction with training/marketing materials
Funding Sources	National Center for Mobility Management grants, in-kind donations from service providers
Initial Cost	<ul style="list-style-type: none">▪ Initial costs of ~\$10,000-\$20,000 for marketing material development and printing; distribution.▪ Mobility for All and Youth Transportation have developed multiple promotional materials which can be updated, adapted, translated, reproduced, and distributed.
Ongoing Cost	<ul style="list-style-type: none">▪ In-kind costs associated with materials distribution and meetings with community service representatives.▪ Outreach must go to greater lengths to listen to current and potential riders where they already conduct daily activities. They must also include incentives for participation in surveys and promoting services to communities.



Medium Priority Awareness Strategies



TRANSPORTATION VOCATIONAL TRAINING | Promotion/expansion of vocational training in transportation trades (CDLs, bicycle repair, etc.)

Description

- Driver availability has been identified as a significant challenge to transportation providers in Boulder County, including yellow bus service provided by BVSD and SVVSD. The reasons for driver shortages are varied from lack of skilled drivers in an area, low pay and receiving more competitive offers from other employers who hire commercial drivers, such as freight and logistics companies, and the need for drug testing (as marijuana is legal in the state of Colorado). The frequency and reliability of public transportation suffers from this shortage of drivers.
- Agencies can provide financial support or other incentives for new hires to attain Commercial Driver's Licenses (CDL). For example, BVSD covers the cost of the CDL for new hires and offers a bonus for drivers who already have their CDL, while SVVSD has paid training while new drivers acquire their CDL through the district.
- Vocational training in the transportation trades at the middle and high school level, such as bicycle repair and bicycle shop management, provide youth with marketable skills and can support the development of local businesses. A middle school in SVVSD has a bike shop club and a high school student has started a mobile bike repair shop.
- Community Cycles partners with the BVSD Transitions Program to teach individuals with intellectual and developmental disabilities bicycle repair skills.

Goals Achieved	Dignity, Equity, Sustainability
Needs Met	Awareness
Target Populations Supported	Youth, People with disabilities, Low-Income Households, Veterans
Directly Affected by Driver Supply?	Yes
Strategy Champions	School districts, major employers/landowners
Immediate Steps	<ul style="list-style-type: none">▪ Identify existing programs to support/learn from/expand▪ Work with community partners to promote and implement expanded programs
Longer Term Steps	<ul style="list-style-type: none">▪ Establish new programs such as the SVVSD bike shop club in other county schools/communities in middle school.▪ Explore with school districts the development and support of a career development option that starts in high school.▪ Explore partnering with Front Range Community College and Boulder County WorkForce
Key Performance Metrics	<ul style="list-style-type: none">▪ Reach of program promotion▪ Number of drivers recruited and CDL issued▪ Number of youth trained in bicycle repair and bicycle shop management▪ Transference of skills to other employment opportunities
Funding Sources	American Rescue Plan funds, 5307, 5310, 5311, non-profit grants, donations
Initial Cost	<ul style="list-style-type: none">▪ ~\$20,000 to develop initial promotional materials and stop program supplies; (e.g., costs to support promotion and continuation of existing bicycle repair club in SVVSD)▪ ~\$65,000/annual adjunct professor salary for bicycle repair; mechanic training, etc.▪ Also, consider cost of recruitment and to support drivers during CDL training period (however, costs of re-occurring recruitment because of driver loss is even greater).
Ongoing Cost	<ul style="list-style-type: none">▪ ~\$170,000/year for two technical/adjunct professor salaries (ongoing)▪ If initial efforts are successful at training and retaining drivers, cost of recruitment should decrease.▪ However, there are costs to expand bicycle repair program to other schools/communities along with costs to create and sustain a bicycle shop management program for youth in partnership among community partners.



Medium Priority Awareness Strategies



BIKE SAFETY | Support existing bike education and expand options to more youth and their families

Description

- Bicycle Colorado has adapted and grown the Bicycle Friendly Driver Program originally created by the City of Ft. Collins. The program provides education and certification on how to share the roadways appropriately safely with bicyclists and associated state and federal laws.
- State, regional, local agencies and private business drivers have participated in the training along the Front Range. For example, a Denver Regional Council of Governments grant allowed Boulder County to certify 700 people. The training is also available to personal vehicle drivers and bicyclists.
- The program is expanding to include pedestrians and other vulnerable road users.
- The County can build on previous collaboration with Bicycle Colorado by:
 - Supporting a train-the-trainer program to help expand the delivery of the program
 - Providing promotional and financial support for Boulder County agencies and businesses to participate
- Boulder County can also explore similar programs that promote transportation safety and mobility for all road users, including but not limited to youth and families.

Goals Achieved	Dignity, Equity, Safety, Sustainability
Needs Met	Awareness
Target Populations Supported	Youth, Older adults, People with disabilities, Low-Income Households, Veterans
Directly Affected by Driver Supply?	No
Strategy Champions	School districts, major employers/landowners, regional planning organizations
Immediate Steps	<ul style="list-style-type: none">▪ Explore train-the-trainer opportunity with Bicycle Colorado▪ Explore with Bicycle Colorado the adaptation of the original program to various demographic groups, such as youth.▪ Identify potential program participation/training hosts▪ Identify funding sources to support continued training of County drivers.
Longer Term Steps	<ul style="list-style-type: none">▪ Periodically re-train staff
Key Performance Metrics	<ul style="list-style-type: none">▪ Funding attained for program delivery▪ Number of drivers and bicyclists certified
Funding Sources	Non-profit grant funds (AAA Foundation, GHSA), CDOT Office of Transportation Safety grants, NHTSA
Initial Cost	<ul style="list-style-type: none">▪ Costs may include development and implementation of Bicycle Friendly Driver train-the-trainer program in collaboration with Bicycle Colorado, or other similar programs that support bicycle and pedestrian safety.▪ \$25,000/year to sponsor League Certified Instructor (LCI) Trainings to ensure qualified workforce to provide youth and family specific bike education programs, including, but not limited to age-appropriate Bicycle Friendly Driver Trainings, Earn-A-Bike sessions, and more.
Ongoing Cost	<ul style="list-style-type: none">▪ \$50/LCI hourly rate and \$60/LCI annual fee to support ongoing delivery of bicycle and pedestrian safety training to Boulder County businesses and residents.▪ ~\$25,000/year for instruction marketing and supplies, upkeep, plus the cost to print and distribute materials (if needed).



COST STRATEGIES

The cost of transportation is a burden on top of the rising cost of housing.

Multiple affinity group members and individual stakeholders representing youth organizations (including locations in the rural western half of the county) stated that reducing the cost paid by passengers was the most desired remedy to the transportation situation. This was even preferred over tackling other perceived and observed challenges with transit, such as long travel times, low arrival frequencies, lack of coverage, and minimal connections. The rising cost of housing in Boulder County – mentioned across multiple plans – is a contributing factor to these concerns.

Supportive Public Feedback:

“ Uber, Lyft and Taxis are way too expensive .”
– Providers Survey respondent

“Programs like EcoPass at Kestrel have been a boon to those communities and allow people a lot of freedom from costs. Other sites people have access issues (physical location of transit stops) and often can't afford the cost.”
– TAC member comment



High Priority Cost Strategies



AFFORDABLE/FREE TRANSIT | Expand affordable and/or free transit fare programs

Description

- Programs like Ride Free Longmont are Boulder County's models of expanding free transit. In the case of Ride Free Longmont, the County provided initial funding for the program with local sales tax and grant funds before the City of Longmont took over the program.
- Other programs include RTD Eco Pass and Ride Free Lafayette. Fare free transit also gained additional visibility as a precautionary measure during the height of the COVID-19 pandemic.
- Multiple conversations with youth groups expressed interest in expanding or maintaining affordable public transportation, given the other burdens families face in the rising regional costs of housing.

Precedent

- Sisters Transportation and Ride Share (STAR) launched March 1, 2020, in Sisters, Oregon to provide Sisters County residents who need rides with a free transportation for non-emergency medical appointments (such as physician visits, dental, vision, physical therapy, hearing, lab work and testing). Services have also been expanded to include some local pickup and delivery of pre-ordered groceries, healthcare products, and prescription refills.
- STARS drivers are community members who generously donate both time and gas so that Sisters County residents can get much needed help. All volunteers are screened and trained. All drivers continue to follow a CDC guided health protocol.
- Rides and deliveries are available Monday through Friday between 8:00 am and 5:00 pm and must be scheduled on Tuesdays or Thursdays between 10:00 am and 3:00 pm (at least 48 hours advance notice is required).

Goals Achieved	Accessibility, Equity
Needs Met	Cost
Target Populations Supported	All
Directly Affected by Driver Supply?	No
Strategy Champions	Transit agencies, localities, regional planning organizations
Immediate Steps	<ul style="list-style-type: none">Identify areas with a high concentration of social services and/or transit need which currently lack any existing free or affordable fare programs.Collaborate with non-profits and social service providers to identify additional policies that reduce financial barriers to transit.Coordinate with municipalities, RTD, and regional planners to determine potential funding sources.Draft memoranda of understanding for transitioning fare program financing responsibility, if necessary.Expand EcoPass subsidies for affordable housing developments.
Longer Term Steps	<ul style="list-style-type: none">Monitor program success and areas of expansion and improvement.Secure continued grant funding.
Key Performance Metrics	<ul style="list-style-type: none">New transit riders/participantsDwell time and speed of service for lines with zero-fare operationCost of living reductions for low-income households
Funding Sources	Grants, State, regional, county, municipal, and transit agency general funds
Initial Cost	Piloting affordable and/or free fare programs will require proactive marketing efforts. Based on number of passes needed, free fare programs may run \$1-\$5+ per person enrolled.
Ongoing Cost	Maintaining programs through expansion and rising transportation demand may increase ongoing costs. Based on number of passes needed, free fare programs may run \$1-\$5.00+ per person enrolled.



Medium Priority Cost Strategies



BUS PASS REIMBURSEMENT | Cover/reimburse bus pass requests made by community liaisons with the school districts and nonprofit organizations

Description

- Community Liaisons, Family Liaisons, and McKinney-Vento staff within the school districts work with the highest need families to identify needs, help them access resources, and overcome challenges they may be experiencing that impact students. Many liaisons live within the community they are serving.
- Community liaisons can utilize their program budget to purchase bus passes for students and families who are experiencing transportation challenges.
- Alternatively, the districts and/or County can provide the bus passes or financial support for the passes. This allows the Community Liaisons' limited budgets to cover other needs.
- Colorado Safe Routes to School Strategic Plan update may add more flexibility in how funds can be used. New funding opportunities may exist via the passage of the IIJA in November 2021.

Goals Achieved	Accessibility, Equity, Dignity, Reliability
Needs Met	Cost
Target Populations Supported	Youth, Low Income Households
Directly Affected by Driver Supply?	No
Strategy Champions	School districts, community groups
Immediate Steps	<ul style="list-style-type: none">Identify desired structure for bus pass program through community liaison (reimbursement from current program funds or supported via another funding source)Provide passes and qualifying criteria for support
Longer Term Steps	<ul style="list-style-type: none">Periodically re-assess program impact
Key Performance Metrics	<ul style="list-style-type: none">Bus passes issuedFunds used to support program (per family)Rides providedIndirect impact: mobility improvements (increased access to school, employment, etc.).
Funding Sources	US Department of Education Funding, IIJA
Initial Cost	<ul style="list-style-type: none">~\$30,000/annually in passes distributed to community liaisons
Ongoing Cost	<ul style="list-style-type: none">~\$30,000/annually in passes distributed to community liaisonsOngoing provision based on need.



DATA STRATEGIES

There is a need for additional data and organizational support for transportation planning and policy.

A consistent theme in stakeholder interviews was the need for better data on travel behavior and the effectiveness of transportation services, programs, and infrastructure improvements. While some data exists on school travel, it is still not coordinated, comprehensive, or consistent enough to inform programmatic change.

Supportive Public Feedback:

“Needs don’t stop at the town boundary; kids will want to go to libraries in other towns .”

– TAC member and municipal representative

“Under one roof, we could practice data collection, data investigation.”

– TAC member and school district representative



High Priority Data Strategies



SERVICE STUDY | Study transit service areas, lines, layover sites, and supportive programs in need of greater utilization

Description:

- Transit ridership was already on the decline in many markets before the COVID-19 pandemic. Since social distancing and quarantine have become part of the national lexicon, people have continued to ride transit, but with limited resources and ongoing labor shortages, the system has resulted in inconsistent frequencies and crowding.
- The locations where usage of service areas, specific routes, layover sites, transfer locations, and park-and-ride locations is relatively higher may benefit from additional service to meet the needs of the transit-riding community. Because the current usage of transit is still in flux, it will be imperative for continuous monitoring and adjustments for all aspects of the system.
- Future studies must also have an increased focus on how historically underrepresented people in planning processes (such as the unhoused, people with limited English proficiency, youth, and people with disabilities) are currently using the transportation system.

Goals Achieved	Efficiency, Equity, Sustainability
Needs Met	Data
Target Populations Supported	All
Directly Affected by Driver Supply?	Yes
Strategy Champions	Via, RTD, NFRMPO, City of Boulder, other municipalities and regional planning organizations, youth serving organizations
Immediate Steps	<ul style="list-style-type: none">Focus planning efforts on underrepresented communities, locations where transit ridership is unusually high, and locations where transit need is high, but ridership is unusually low and/or service is limited.
Longer Term Steps	<ul style="list-style-type: none">Continue to monitor transit usage and adjust service as necessary.Expand study scopes to include cost-effectiveness and/or destinations served of programs subsidizing taxis and ride hailing.
Key Performance Metrics	<ul style="list-style-type: none">Riders/vehicle-mileRiders/vehicle-hourNon-revenue vehicle miles and timePopulation within walking distance of stops
Funding Sources	General funds
Initial Cost	Planning studies can be concentrated on small communities, single lines, and/or scaled down if necessary. Depending on the size of the service area, a Comprehensive Operations Analysis (COA) is approximately \$250,000-\$450,000 \$80,000 for a Youth Transportation Gaps Analysis/Need Assessment \$80,000 for a Crossing Guard Equity Study
Ongoing Cost	The need for updated study does not go away, as behaviors are a challenge to consistently understand for the benefit of future built environment decisions. Possible \$150,000 to update COA every 5-8 years



Medium Priority Data Strategies



DATA INTEGRATION | Formalize data collection, analysis, and reporting to study transportation demand and priority gaps, including mode choice for individual schools and workplaces throughout Boulder County

Description

- Stakeholders expressed a need for better data on travel behavior and the effectiveness of transportation services, programs, and infrastructure improvements. While some data exists on school travel, it is still not coordinated, comprehensive or consistent enough to inform programmatic change.
- Data collection on individual and household travel behavior can provide a greater understanding of travel barriers, trip patterns, and trends over time and help the County and partners, including school districts, major employers/landowners, and transit agencies, develop more responsive and effective programs for sustainable transportation in Boulder County.
- Data collection methods should be inclusive and accessible and involve both quantitative and qualitative methods.
- Formalizing data collection and analysis is cost-effective and can assist in long-term planning for the County, the jurisdictions within and neighboring it, and the region as a whole.
- Travel behavior analysis provides an opportunity to leverage academic resources within the region.

Goals Achieved	Efficiency, Sustainability, Safety
Needs Met	Data
Target Populations Supported	Youth, People with disabilities, Low Income Households
Directly Affected by Driver Supply?	No
Strategy Champions	School districts, transit agencies, major employers/landowners, academic partners
Immediate Steps	<ul style="list-style-type: none">Identify funding source(s) to support formalized program.Develop methodology and data collection protocols.Recruit partners for support and participation in the program.
Longer Term Steps	<ul style="list-style-type: none">Implement data collection and analysis of travel behavior.
Key Performance Metrics	<ul style="list-style-type: none">Establishment of programNumber of partners participatingStatistically significant sample gathered each time period
Funding Sources	Grant funds, non-profit sources to support the establishment of the database and protocols, climate resilience programs.
Initial Cost	No costs associated with formalized agreements themselves, but some elements of a data system, including data management, methodologies, data collection tools, and analysis may involve an upfront investment. ~\$150,000-\$250,000 for a study on transportation demand, gaps, and mode choice for schools
Ongoing Cost	Once a comprehensive system is established, costs should be reduced and involve the scheduled, periodic comprehensive data collection and analysis. ~\$150,000 for updates to a transportation demand study every 8-10 years



RESOURCE STRATEGIES

Community groups, non-profits, and governments alike may not necessarily have enough resources (administrative staff, operators, etc.).

This is especially apparent as the region hopes to recover from the COVID-19 pandemic as there are not enough resources needed to perform daily functions as they existed prior to March 2020. Limited costs affect the continuation of a diverse array of services, including Ride Free Lafayette, North Front Range’s One-Call/One-Click center, and special education transportation.

Supportive Public Feedback:

“Over 75% of TAC members mentioned the impact of constrained resources & limited funds as a challenge facing the regional coordinated transportation system.”
– TAC member

“Not enough resources/opportunities to meet the demand. Demand is increasing.”
– TAC member

“Smaller pool of people who want to be bus drivers. Lots of competition for CDL folks from delivery services like Amazon, FedEx, etc.”
– TAC member comment



High Priority Resource Strategies



DRIVER SERVICES | Support driver training and retention

Description

- As noted earlier, Boulder County is facing a shortage of drivers. Beyond the steps already taken by school districts and RTD to incentivize recruitment through cash referral bonuses and paid Commercial Driver’s License (CDL) training, there are additional steps to consider.
- Boulder County can convene with other agencies and unions in the County and State to review existing pay, benefits, and licensing requirements to identify opportunities for improvement.
- Agencies and unions should also collaborate to find opportunities to add incentive pay not just for newly hired drivers, but for drivers willing and able to take on relatively more challenging assignments and routes or those who have been resilient and continued to drive throughout the pandemic.
- Programs which recognize drivers, dispatchers, and other customer-facing personnel will help improve the sense of community ownership and morale on board the coordinated transit system. All transportation providers — public, private, and non-profit — in Boulder County can incorporate driver recognition as part of marketing and public-facing materials through calling attention to individual drivers’ stories and establishing an email address or hotline requesting individual commendations from riders. February is Love the Bus / School Bus Driver Appreciation Month, so it is a good month to target for appreciation activities.

Precedent

- Thanks to grants from the State of Ohio combined with active recruiting dating back to the spring of 2021, a nascent curb-to-curb service in Wayne County, Ohio has been able to start operations in October 2021, a time of unprecedented nationwide transit and school bus driver shortages.²
- TransitCenter, a national think tank on public transportation, identified the driver shortage in 2019, and made three key suggestions for driver retention:
 - Putting the health and wellness of drivers first through provision of restroom access and creating opportunities for exercise at depots
 - Increasing pay, fast-track raises, and allowing clear pathways for promotion
 - Adding greater flexibility to the job by eliminating route restrictions for part-time drivers, reductions of shifts split by unpaid breaks, and allowance of shift swapping³

Goals Achieved	Accessibility, Equity, Reliability, Dignity
Needs Met	Resources
Target Populations Supported	All
Directly Affected by Driver Supply?	N/A
Strategy Champions	Via, BC Workforce, School districts, major employers/landowners, transit agencies, statewide entities
Immediate Steps	<ul style="list-style-type: none">▪ Review existing pay, benefits, and licensing requirements for all transit agencies and school districts to identify opportunities for improvement.▪ Confirm transparency to all drivers regarding performance indicators.▪ Coordinate with BC Workforce on CDL Training.
Longer Term Steps	<ul style="list-style-type: none">▪ Continue to meet with drivers on-site at garages/breakroom on an (at least) annual basis with drivers to inquiry about satisfaction with assignments, responsibilities, personal wellness, benefits, and job access.▪ Explore with school districts the development and support of a career development option that starts in high school.
Key Performance Metrics	<ul style="list-style-type: none">▪ Driver turnover rate▪ Average driver tenure and age▪ Other performance indicators as determined by agency (e.g., safety record).
Funding Sources	General funds from state, county, school districts, transit agencies, and transit contracting firms.
Initial Cost	Depends on what “support” looks like. Could be fitness programs, nutrition and education initiatives, etc. More often than not, it is offering competitive pay for operators There may need to be additional hires for training and recruiting staff.
Ongoing Cost	Retention may require increased support for benefits and long-term retirement packages.

² <https://www.the-daily-record.com/story/news/2021/10/20/sarta-based-transit-aims-fill-wayne-countys-system-gaps/8509763002/>

³ <https://transitcenter.org/wp-content/uploads/2019/08/BusDriving.pdf>



High Priority Resource Strategies



GRANT WRITING | Part-time or full-time grant writing assistance

Description:

- Grant writing is a skilled activity that requires technical knowledge as well as storytelling ability. It is a time-intensive activity that generally occurs in cycles. CDOT noted it is harder for under-resourced agencies to respond to grant opportunities or submit competitive applications because of the investment of time and resources needed to do so.
- Boulder County can develop a grant writing technical assistance program for under-resourced agencies to support the development of competitive applications, such as support with crash analysis, mapping/GIS analysis, graphics, and proposal narratives.
- The County can also build agency capacity to respond to grant opportunities themselves and through offering trainings on grant program requirements, statutes, cycles, and analysis processes for local partners.

Precedent

- Ride Connection in Portland, Oregon is a private non-profit that coordinates the transportation operations of 30+ small community-based providers of senior and disabled transportation services. Support services include grant writing, customer service monitoring, staff training, data management, reporting support, and other forms of technical assistance.
- The Metropolitan Transportation Commission (MTC) in the San Francisco Bay Area provides technical assistance for the completion of Active Transportation Program (ATP) grant funds. The technical assistance, provided by both agency staff and on-call consultants, may include but not be limited to crash data and GIS analysis, engineering and programmatic cost estimate, proposal review, and mock scoring. Agencies who participated in the program successfully competed for state and regional ATP infrastructure and non-infrastructure funds.

Goals Achieved	Efficiency, Equity
Needs Met	Resources
Target Populations Supported	All
Directly Affected by Driver Supply?	No
Strategy Champions	Human Services, Community Groups, Boulder County, CDOT
Immediate Steps	<ul style="list-style-type: none">▪ Identify under-resourced agencies and the type of technical assistance needed to prepare grant applications.▪ Allocate person-hours to technical assistance.▪ Ensure prioritized populations, including bicultural and BIPOC, points of views are captured and highlighted in future grant applications.
Longer Term Steps	<ul style="list-style-type: none">▪ Trainings to build capacity at agencies for grant submissions.
Key Performance Metrics	<ul style="list-style-type: none">▪ Number of grants submitted by agencies▪ Number of grants awarded to agencies
Funding Sources	Programmatic funds for staff time
Initial Cost	Staff time will be needed to identify need and determine best use of resources. Depending on the type of assistance, grant writing support may be free or for a nominal fee of \$5,000-\$10,000/annually.
Ongoing Cost	Ongoing staff time committed to grant writing, technical assistance, and trainings to build capacity may be needed. Depending on the type of assistance, grant writing support may be free or for a nominal fee of \$5,000-\$10,000/annually



High Priority Resource Strategies



YOUTH MOBILITY | Youth representation in transportation planning

Description

- Youth transportation needs are currently indirectly represented by partners in transportation planning, such as by adults on the Mobility Access Council (MAC) from agencies and organizations who serve multiple population groups.
- There are many benefits to youth representing youth travel independence. Youth voices on the MAC can provide direct input on the youth lived experience of navigating Boulder County by walking, rolling, transit, shared rides or private vehicle and potential improvements that can be made to increase safe, independent travel options to improve access to opportunity. Youth can also gain a better understanding of transportation challenges and opportunities across the County.
- A youth leadership development program such as the proposed Boulder County Youth Transportation BIPOC Internship Pilot Project provides youth exposure to the mechanisms of local government, creates a pipeline for youth leaders, and enables youth to understand and actively participate in local program and policy development.
- Youth representation in transportation planning should represent the diversity of the County in terms of geography, race/ethnicity, income and transportation mobility.

Precedent

- The City of Seattle Get Engaged⁴ program places young adults, ages 18-29 years, on the City's public boards and commissions. Get Engaged board members serve a one-year term acting in an advisory capacity to the Mayor and City Council. Board members help shape policy decisions, make recommendations, and provide citizen participation in city government. Started in 2001, Get Engaged is dedicated to cultivating the next generation of leaders and advocating for the influence of young voices in city affairs.
- Burlington, VT has a Youth on Boards⁵ program that seeks to provide youth leaders with opportunities for representing Burlington's youth on City Commissions and Boards. Youth on Boards engages youth in developing leadership skills, contributing to building sustainable and inclusive communities, and sharing the wisdom and insight of Burlington's next generation. High school-aged youth are eligible to participate as non-voting members.

Goals Achieved	Equity, Dignity
Needs Met	Resources
Target Populations Supported	Youth and families
Directly Affected by Driver Supply?	No
Strategy Champions	Community Groups
Immediate Steps	<ul style="list-style-type: none">▪ Obtain funding for Youth Transportation BIPOC Internship Pilot Project.▪ Determine number of youth to add to MAC and invite youth representative(s) to participate
Longer Term Steps	<ul style="list-style-type: none">▪ Regularly connect with youth representatives from existing youth councils within the Boulder County community▪ Invite local youth councils to be a part of the MAC (or a potential Youth Advisory Committee)▪ Invite youth councils to participate in future policy and programming projects and campaigns.
Key Performance Metrics	<ul style="list-style-type: none">▪ Number of applicants for Youth Transportation BIPOC Internship Pilot Project▪ Participation in Youth Transportation BIPOC Internship Pilot Project▪ Number of youth and youth council representative participants attending MAC meetings▪ Number of youth participating in local projects and campaigns with youth & family transportation impacts▪ Space given for participation (are participants heard and ideas integrated into planning and action?)
Funding Sources	General operating funds (though typically seen as in-kind from all participants/stakeholders), Colorado Health Foundation
Initial Cost	~\$150,000 to pay for staff to support an internship program and associated costs to increase and support local capacity to promote or improve youth transportation options and efforts. Costs may also involve the promotion process and staff support for the MAC.
Ongoing Cost	~\$150,000 annually to continue paying for staff and internship program Ongoing support of MAC retention, the recruitment of new MAC members as needed, and the internship program may also be necessary.

⁴ <https://www.seattlemca.org/social-impact-center/youth-young-adults/employment-education>

⁵ <https://www.burlingtonvt.gov/CEDO/Youth-on-Boards>



High Priority Resource Strategies



YOUTH TRANSPORTATION RESOURCES | Create a Youth Transportation Resource Hub for future coordination on countywide youth transportation solutions

Description

- Stakeholders agreed that a central facilitator and location for resources that are known and accessible would help with coordination and implementation of ideas to support youth transportation.
- The Youth Transportation Resource Hub would be a unifying location of resources and capacity support and building for County partners across both school districts and the region.
- It would include resources such as, but not limited to:
 - Management and reporting on studies such as the Youth Transportation Gaps Analysis/Needs Assessment and the Crossing Guard Equity Study
 - Information on accessing transportation resources/providers for youth throughout the county
 - Central repository for evaluation and data collection tools for measuring travel behavior and assessing the impact of programs and policies
 - Trainings for multiple strategies, such as increasing adult presence on school routes, such as crossing guard training and support
 - Share and create tools to help make strategies for Safe Routes to School and other places more manageable for implementation in schools and communities
 - Information on funding for youth transportation needs

Precedent

- The California Active Transportation Resource Center's (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects.⁶
- The ATRC uses a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation training, tools, and technical assistance. The ATRC is funded by an Active Transportation Program grant by the California Department of Transportation (Caltrans).

Goals Achieved	Efficiency, Safety, Equity
Needs Met	Resources
Target Populations Supported	Youth
Directly Affected by Driver Supply?	No
Strategy Champions	School districts, community groups, human services
Immediate Steps	<ul style="list-style-type: none">▪ Build on groundwork laid by Cammie Edson on Hub concept.▪ Determine resource categories/Hub structure.▪ Coordinate with partners on resource needs.▪ Develop timeline for Hub implementation.▪ Implement Hub action plan.
Longer Term Steps	<ul style="list-style-type: none">▪ Check-ins with partners on needs and to update Hub resources.▪ Streamline among partners, common data collection points and timing, as well as, data analysis and data reporting strategies
Key Performance Metrics	<ul style="list-style-type: none">▪ Number of organizations/agencies and individuals engaging in content from the Hub▪ Knowledge, Skills, Attitude (KSA) type evaluation▪ Metrics such as reach of website, visits, downloads of materials, newsletter opens, registration counts, social media interactions, evaluations and survey results.▪ Completion of an initial Youth Transportation Gaps Analysis/Needs Assessment▪ Completion of an initial Crossing Guard Equity Analysis
Funding Sources	Safe Routes to School, US Department of Education Grants
Initial Cost	~\$125,000-\$150,000 for collection of materials and website/materials development in English and Spanish. Staff will be needed for website development, coordination, program development, online outreach, and implementation of all Hub activities. Bilingual staff are needed to ensure priority populations are reached.
Ongoing Cost	~\$10,000-\$20,000 for ongoing annual updates and maintenance. Staff time for ongoing implementation, website maintenance, management, performance tracking, online updates, and facilitate partner needs, that are served via Hub, bilingual services required. Bilingual staff are needed to ensure priority populations are reached.

⁶ <https://caatpresources.org/>



Medium Priority Resource Strategies



TRAVEL BUDDIES | Volunteer travel buddies program (mobile travel trainers)

Description

- Travel buddies are an effective way to encourage individuals to try public transportation who are new to the local system or public transit in general. Typically, travel buddies are volunteers who are familiar with the region and have been trained on how to use the system and purchase passes.
- Travel buddies serve multiple purposes, including building rapport between seasoned and new riders, supporting public transit use, bringing new riders to public transit, debunking stigmas about public transit, and, over time, developing new friendships.
- Travel buddy programs may be established in a variety of formats. In addition to targeting older adults, agencies may establish programs for the general population, youth, individuals with disabilities, or new community members.

Goals Achieved	Dignity, Equity, Safety
Needs Met	Resources
Target Populations Supported	All
Directly Affected by Driver Supply?	No
Strategy Champions	Transit agencies, community groups, human services
Immediate Steps	<ul style="list-style-type: none">Develop a “train the trainer” curriculum in coordination with the Mobility for All ambassadors to extend the work of travel trainers to other mobile sites.
Longer Term Steps	<ul style="list-style-type: none">Monitor program usage.Continue recruiting volunteers, particularly from underrepresented communities.
Key Performance Metrics	<ul style="list-style-type: none">Satisfaction with trainingSatisfaction with marketing materialsNumber of buddiesRequests for buddies served
Funding Sources	5310 or 10% admin from 5307, 5311, 5303, 5304, FTA Access and Mobility Partnership grants, foundation grants
Initial Cost	~\$20,000 for initial materials and training of volunteers Staff time will be needed for coordination, program development, and online outreach.
Ongoing Cost	~\$5,000-\$10,000/annually for continued and new trainings Staff time will be needed for ongoing implementation, management, performance tracking, and website updates. Bilingual staff required to reach priority populations.



Medium Priority Resource Strategies



FUNDING STREAM | Expand pot of competitive funding for projects in a Community Transportation Set Aside Fund

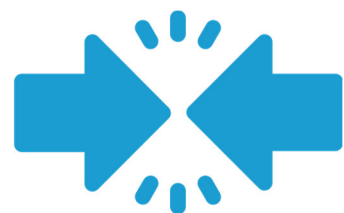
Description

- Local funds like the DRCOG Human Services Transportation Set Aside that can be used to leverage federal funding sources through competitive application process by community transportation providers and safe routes applicants; for example: Via Mobility Services, Cultivate, Colorado CarShare, Community Cycles, local school districts and municipalities, and Mountain Volunteer Driver Program, to improve accessibility of mobility options for vulnerable and underserved populations.
- Potential Project Types specifically designed to benefit target populations: Expand paratransit services for older adults or individuals with disabilities; Travel Training Programs; Earn-a-Bike programs; Bikeshare and carshare for target populations; Bus stop improvement projects at anchor destinations used by target populations; Safe routes to schools/parks/food/healthcare for target populations; Vehicle procurement; Volunteer driver program supports; programmatic funding for transportation to jobs that serve second and third shift workers.
- This strategy would aid Boulder County in diversifying existing funding streams by creating a Community Transportation Set Aside fund, like that of DRCOG. It would support the County’s efforts to coordinate and leverage funding services and programs for 5310 projects as well as other funding streams, such as AAA and IDD Mill Levy. The County can utilize the MAC and its membership to support further coordination of projects, applications, and funding.

Precedent

- In Texas, the state legislature created a fully new funding stream for UZAs in transition; ~\$8,000,000-10,000,000/annually.
- Denver Regional Council of Governments developed a community set aside to better coordinate and leverage funding for transportation projects.

Goals Achieved	Efficiency, Sustainability
Needs Met	Resources
Target Populations Supported	All
Directly Affected by Driver Supply?	No
Strategy Champions	Boulder County, MAC Membership
Immediate Steps	<ul style="list-style-type: none">County to assemble community transportation set aside with funds tracking and project tracking.
Longer Term Steps	<ul style="list-style-type: none">Monitor funding streamsTrack potential funding streamsProject and need tracking
Key Performance Metrics	<ul style="list-style-type: none">Number of projects served through funding set asideStaff resources used in determining grant awards
Funding Sources	5310, IDD Mill Levy, AAA, AARP, FTA Access and Mobility Partnership grants, foundation grants; other funding streams
Initial Cost	No exact costs associated with expanding funding streams. Some staff time may be needed for coordination and funding program development.
Ongoing Cost	Some staff time may be needed for routine program maintenance and coordination.



SERVICE GAP STRATEGIES

Service gaps for localities and communities outside regional transit hubs.

RTD and other regional-serving stakeholders have been brought into this process with the understanding that they cannot be all things to all people. The existence of service gaps is not unique to Boulder County, but it is motivation for the need of a coordinated transit plan specific to the County.

Supportive Public Feedback:

“Transportation options not convenient, or accessible, based on location.”
– TAC member comment

“Members of the public are aware of strengths and weaknesses of existing mobility options and have a desire for a more integrated network.”
– TAC member comment



High Priority Service Gap Strategies



ACCESS-A-RIDE CERTIFICATION | Bring RTD Access-a-Ride certification center to Boulder County

Description

- Certification centers for ADA paratransit present a great opportunity for potential transit riders to learn about their transportation options and ability to use the full array of transit services. Even if an individual does not get certification, they can become more informed, motivated, and comfortable accessing and riding the fixed-route system during their certification process. Ideally, these locations should be in a convenient location to serve many customers and include on-site employees who are sensitive to the needs of individuals with various disabilities.
- At this time, the only location where an individual can be certified to use Access-a-Ride, the ADA paratransit service of the RTD, is at a facility in North Denver, approximately 25 to 60 miles from most locations in Boulder County.
- A new permanent site for transit certification and education will increase the convenience for future generations of aging and disabled people living in and near Boulder County.

Precedent

- In 2016, the Regional Transportation Committee (RTC) of Southern Nevada secured \$7 million in federal funding at an 80/20 match to build a Mobility Training Center (MTC) near the intersection of multiple busy transit corridors in Las Vegas.
- The MTC is a state-of-the-art facility where paratransit assessments take place. Angela's House, an organization dedicated to training visually impaired people from childhood through adulthood, is also located at the MTC.
- The facility houses a simulated outdoor environment, including retired vehicles where individuals with disabilities may be travel trained and become accustomed to expectations when using RTC's fixed-route services.

Goals Achieved	Accessibility
Needs Met	Service Gaps
Target Populations Supported	Older adults, People with disabilities
Directly Affected by Driver Supply?	No
Strategy Champions	RTD
Immediate Steps	<ul style="list-style-type: none">▪ Identify potential sites and associated costs for purchase/lease and improvements.▪ Work with RTD to identify staffing needs.▪ Apply for supportive grants in partnership with local community organizations.
Longer Term Steps	<ul style="list-style-type: none">▪ Periodically re-train staff and assess customer satisfaction.
Key Performance Metrics	<ul style="list-style-type: none">▪ Vehicle-miles travelled▪ New travel trainings held▪ Customer satisfaction surveys
Funding Sources	5307, 5310, 5311, TIP Grants
Initial Cost	~\$6M for center development (costs taken from MTC development in Las Vegas, NV). However, costs can be offset by federal matching dollars, community grants, and the extent to which the site is ready for immediate occupancy.
Ongoing Cost	Important to maintain dedicated trained staff and guarantee customers complimentary rides to the center for initial certification and travel training.



High Priority Service Gap Strategies



EMPLOYER SURVEY | Collaborate with transit and transportation management organizations to survey major employers to determine consistent shift times and reschedule bus arrivals at employment sites accordingly

Description

- If a transit schedule is not coordinated around common shift start times, a commuter may either choose to not take the bus at all, or they may have to lose time on their day that could be used for other household or personal needs.
- For example, one may need to wake up earlier than normal to ensure an on-time bus or arrive on site much earlier than when they must start work.
- To coordinate bus arrivals and departures accordingly, large employers in the County (and nearby, such as the IBM and Smuckers sites) should be surveyed about their shift times and transit should deliberately modify schedules accordingly.

Precedent

- Milwaukee County Transit System (MCTS) was operating a line to an Ikea store in outlying Oak Creek when Amazon declared its intentions to construct a new fulfillment center that would bring 1,500 additional jobs to the same area.
- Working with the City of Oak Creek and Amazon, MCTS was able to understand when employee shift times were and develop a schedule that operates 7 days a week. The route design helps overcome conventional problems with long-haul suburban transit service by incorporating an express portion on expressways and arrivals and departures at the fulfillment center times around the start and end of two 12-hour shifts. The other end of the route serves predominantly black communities northwest of central Milwaukee.⁷
- The new Route 81 began service in October 2020⁸ and is transporting approximately 100 riders a day, which meets agency expectations.⁹

Goals Achieved	Reliability, Efficiency
Needs Met	Service gaps
Target Populations Supported	All
Directly Affected by Driver Supply?	Yes
Strategy Champions	RTD, major employers/landowners, other transit agencies, transportation management associations, business improvement districts, school districts
Immediate Steps	<ul style="list-style-type: none">▪ Planners to identify the largest employment sites along routes (and missing routes) reach out to human resources at those sites.
Longer Term Steps	<ul style="list-style-type: none">▪ Outreach should be continued on an annual basis as part of the regular schedule modifications cycle.▪ Employers wishing to have more direct service should be expected reach out to transit agencies in advance of making any decisions or investments in bus stop amenities and land use development decisions.
Key Performance Metrics	<ul style="list-style-type: none">▪ Ridership around shift start/end times
Funding Sources	5307, 5311, grants, transit general funds
Initial Cost	In-kind resources to compile and administer survey, and work with providers to modify route schedules. Transit planner resources and time necessary to building meaningful connections with employer representatives.
Ongoing Cost	Continued in-kind resources to update data annually. Extended bus service could add to existing operational costs.

⁷ <https://www.ridemcts.com/RideMCTS/media/Files/RoutePDFs/LivePDFs/81.pdf?ext=.pdf>

⁸ <https://www.ridemcts.com/getattachment/Community-Outreach/BusLines-December-2020-FINAL.pdf?lang=en-US>

⁹ <https://urbanmilwaukee.com/2021/07/09/transportation-amazon-route-a-success-mcts-reports/>



High Priority Service Gap Strategies



VOLUNTEER DRIVERS | Support volunteer driver programs as locally relevant transportation options to help post-pandemic recovery and close access gaps throughout the County's more isolated areas.

Description

- Volunteer driver programs were raised as an already-in-practice program that helps build connections and community, particularly in rural or low-density areas that may not have the infrastructure to support high-frequency or high-capacity transit.
- Volunteer driver programs help close the missing access gap for people who essentially lack access to transit and the social capital that may expand access to a vehicle.
- Volunteers would receive public incentives to drive their neighbors around, such as reimbursements for gas and vehicle repairs.
- Despite setbacks by the COVID pandemic, there remains interest in this strategy from multiple conversations with stakeholders.

Precedent

- The non-profit mobility management organization Feonix – Mobility Rising worked with community leaders in the Coastal Bend region of Texas to identify volunteer transportation as the right option to fill the community's transportation gaps for night, weekend, cross-county, and on-demand rides.
- Through grant money awarded by Toyota Financial Services, the Feonix Wellness program now helps connect people in the Coastal Bend region with wellness and healthcare providers. The mission is to improve conditions of the patient's social determinants of health.
- Volunteer drivers are recruited through targeted outreach and Feonix Wellness covers the cost of liability insurance. Additionally, volunteers must pass a background check and complete a 90-minute online training class that covers roles, responsibilities, technology use, mileage reimbursement, safety precautions, and other driver procedures and policies.
- The program is supported by CPR and HIPAA certified drivers, a fleet of vehicles, a mobile app, and a call center to coordinate bookings.

Goals Achieved	Accessibility, Dignity, Equity, Safety
Needs Met	Service gaps
Target Populations Supported	All
Directly Affected by Driver Supply?	Yes
Strategy Champions	Transit agencies, human services, community groups
Immediate Steps	<ul style="list-style-type: none">Continue process of identifying Peak-to-Peak volunteer driver program operators.Secure funding source for driver incentives.Direct marketing of volunteer driver program to community members who have inquired through Mobility for All, ADA certification in locations currently unserved by transit, caregivers, other government entities (e.g., Area Agency for Aging).Encourage volunteer driver sign-ups by employees of Boulder County and other organizations.
Longer Term Steps	<ul style="list-style-type: none">Establish new forms to easing self-reporting reimbursement requests.
Key Performance Metrics	<ul style="list-style-type: none">RidershipEnrolled volunteer driversAverage reimbursements and cost-savings compared to other ADA paratransit/demand-response operations
Funding Sources	5310
Initial Cost	~\$20,000 in start up costs to develop materials for advertisement, education, and training of volunteer drivers; possible need to plan for associated insurance and liability costs Planning efforts around restarting the Peak-to-Peak program are already in progress, but start-up costs should include marketing, volunteer recruitment, and securing of funding for reimbursement incentives.
Ongoing Cost	~\$5,000 to in-kind costs associated with regular trainings and new trainings of volunteer drivers Program monitoring can be performed by existing staff, though resources may be needed for upgrading reimbursement processes (if desired).



Medium Priority Service Gap Strategies



DISADVANTAGED YOUTH MOBILITY | Set up Via and others with fleets to service youths with families of limited means who enroll in a facility/program outside of their locally assigned school

Description

- Both BVSD and SVVSD offer school choice through focus schools, academies, charters, and neighborhood schools.
- This choice is a benefit for those seeking a particular academic program or emphasis. However, households that live outside of the yellow school bus service areas for each school (e.g., 1.5 miles for elementary and 2.5 miles for high school at SVVSD), may have limited ability to take advantage of school choice and specialized programs due to financial or transportation constraints such as physical distance, limited private vehicle access, limited bicycle access, and the lack of fixed-route public transit routes or schedules that coordinate with school bell schedules.
- Microtransit services such as Via can provide more flexible routes and service to increase access to education opportunities for all throughout the County.

Goals Achieved	Accessibility, Reliability, Dignity, Equity
Needs Met	Service Gaps
Target Populations Supported	Youth, Low Income Households
Directly Affected by Driver Supply?	Yes
Strategy Champions	Transit agencies, human services, school districts
Immediate Steps	<ul style="list-style-type: none">▪ Spatial analysis of school location and low-income households.▪ Engagement with low-income households and liaisons.▪ Coordination with school districts.
Longer Term Steps	<ul style="list-style-type: none">▪ Establishment of routes for 2022-2023 school year.
Key Performance Metrics	<ul style="list-style-type: none">▪ Identification and reduction of transportation barriers▪ Number of students enrolled in school of choice
Funding Sources	5307, 5310, 5311
Initial Cost	Costs depend on number of routes; vehicles in fleet, and hours of service. Plan on a minimum of \$125/hour for services, plus the cost of promotional materials.
Ongoing Cost	Costs depend on number of routes; vehicles in fleet, and hours of service. Plan on a minimum of \$125/hour for services, plus the cost of promotional materials. Ongoing costs should also support continued coordination of services, quantitative and qualitative data collection, and the expanded provision of services for students to access educational opportunities.



Medium Priority Service Gap Strategies



HYBRID CONNECTOR SERVICE | Pilot a hybrid connector service (fixed-route with deviations on request like Flexride) in areas underserved by fixed-route transit

Description

- Following a review of the cost and productivity of the existing transit system, some areas may be recommended as candidates for a hybrid transit route that is normally fixed but with deviations on request. Areas which have some transit propensity but need more flexibility and direct service than a fixed-route bus that sticks to running along a single arterial highway.
- Route deviation allows buses to deviate from a route up to a limited distance or specified amount of time to drop or pick up passengers who are unable to ambulate to the bus route. These can be done on an advanced notice basis (via request made on a phone call or a mobile app) or passengers can request a drop-off in the deviation area when boarding the bus. Route deviation would enable more direct service to apartment complexes, medical plazas, and shopping centers. This may also enable older adults and people with disabilities to use lower cost fixed-schedule services that can provide more of a curb-to-curb ride than traditional bus service. Additionally, deviations may support student populations, like RTD’s School Tripper, which provides deviated service to support schools during peak periods.

Goals Achieved	Accessibility, Efficiency, Reliability
Needs Met	Service Gaps
Target Populations Supported	All
Directly Affected by Driver Supply?	Yes
Strategy Champions	Transit agencies, Major employers/landowners, Localities
Immediate Steps	<ul style="list-style-type: none">▪ Meet riders of potential future deviated route services at existing stops to gauge interest.▪ Establish a pilot route with marketing and integration of ride requests within a mobile app and hotline.
Longer Term Steps	<ul style="list-style-type: none">▪ Monitor program usage and make updates accordingly.
Key Performance Metrics	<ul style="list-style-type: none">▪ Ridership by route and location▪ Rider satisfaction with service▪ Public awareness of service▪ App usage
Funding Sources	5307, 5311
Initial Cost	~\$500,000 is an assumed start-up cost for 3 accessible cutaway buses plus initial marketing materials and initiatives for promotion of pilot service. Community outreach and incentives for participation in route design and pilot may marginally increase costs.
Ongoing Cost	Apply existing demand-response operational costs assuming 12 hours of service; 3x/week; and 3 separate connector flex routes with service operating 252 days/year.



Medium Priority Service Gap Strategies



SERVICES FOR VETERANS | Transportation for veterans under 60 to VA sites in Cheyenne, WY and Aurora, CO

Description

- Aurora and Cheyenne are homes of the two largest VA healthcare centers providing specialty treatment to veterans living in Boulder County, but they are unable to be reached via a one-seat ride on any affordable transit service.
- There are grants to help expand the provision of transportation of all ages and abilities to get to their medical appointments on time.

Goals Achieved	Accessibility, Dignity, Equity, Reliability, Safety
Needs Met	Service Gaps
Target Populations Supported	Low-income, People with disabilities
Directly Affected by Driver Supply?	Yes
Strategy Champions	Community groups, human services, transit agencies
Immediate Steps	<ul style="list-style-type: none">▪ Work with Disabled American Veterans, the VA, and the Veterans Transportation System to hire a mobility manager and develop additional transportation options for Boulder County’s veteran population.
Longer Term Steps	<ul style="list-style-type: none">▪ Monitor program usage and adjust levels of service accordingly.
Key Performance Metrics	<ul style="list-style-type: none">▪ Ridership by route and destination
Funding Sources	Grant funding
Initial Cost	~\$120,000 is an assumed start-up cost for single accessible van operating 3x/week Driver recruitment and establishing a reliable dispatch and scheduling system may incur a higher cost than coordinating meetings between organizations. It should also be noted that route operation will cover long distances.
Ongoing Cost	~\$106,080 assumes 8 hours of service; 3x/week; alternating between sites at a fully loaded cost of \$85/hour



ONGOING POLICIES

There are multiple ongoing challenges which demand big moves:

- Climate change
- Systemic discrimination
- Aging infrastructure and population
- Technology’s role in transportation

Boulder County must take actions in response to sweeping challenges facing communities, including climate change, systemic discrimination, aging infrastructure and population, and technology’s growing role in our lives. Transportation planning plays a role in shaping long-term attributes of places and communities, and no single strategy can necessarily reverse decades of rising carbon emissions or racial segregation. However, new commitments can be made to begin the process of reversing destructive choices made by past governments and consumers.

Over the next five years, decisions will be made that will bring lasting impacts on the transportation landscape in Boulder County and the surrounding region for generations. If Boulder County wants to ensure that mobility and access are increasingly available to people of all ages and abilities, it is imperative that certain policies are prioritized over all **long-term** decision-making processes.

Supportive Public Feedback:

“The elderly, young and those with health conditions are suffering the most from climate change.”
– Public email comment to Mobility for All

“Persons with disabilities have been left out both pre pandemic and during pandemic.”
– TAC member comment

“You can’t expect fixed Transit to be provided in areas of low density, as the land is cheap there... it is simply inefficient and a waste of resources.”
– TAC member comment

“You solve a lot of problems if transportation and land use are coordinated.”
– TAC member comment

“There are plenty of known needs as there have been plenty of studies. We need action, more depth in services and broader levels of training within the system. More studying only kicks the current can that much further down the road. Many of our human resources that we need to tap now are ageing and will not be available forever. Let’s do now what we know needs to be done, tap resources while they’re available, then study and move on.”
– Public Survey respondent

“By not addressing equitable access to transportation, we are kind of exacerbating disparities across vulnerable and marginalized communities.”
– Youth stakeholder comment

“If we work to define youth transportation around equity and how to help make people’s lives better--that would be critical. The broader concept of meeting people where they are at, understanding their hierarchy of needs.”
– Youth stakeholder comment



Long Term Priority Strategies



LAND USE PLANNING | Thoughtful land use planning which promotes coordinated transportation, encourages walkability, and locates services and activity where there's existing population and infrastructure.

Description

Components of planning that supports increased transit ridership and walkability include:

- Directing most development (including public-sector buildings like schools and community centers) to be in town centers, immediately along existing corridors with frequent transit service, and immediately within a walking distance of transit hubs and route ends.
- Encouraging a mix of land uses (residential, office, groceries, other retail, civic/government, parks, education) that help ensure most necessities are within a 15-minute walk of most homes.
- Requiring that new development adjacent to bus stops design direct universally accessible pedestrian paths of travel to the stop, sidewalks with visibility and comfortable building frontage, and eliminate all dead ends in the existing pedestrian network.
- Incentivizing all sectors and people to choose the most space-efficient modes of transportation, whether its subsidizing bus passes, building secure and level bike parking on-site near entrances, allowing the unbundling of parking space leases and sales from the other pieces of a property, and/or prioritizing front-door parking for carpools and vanpool.

Precedent

- No single place in Boulder County can benefit from a “one-size-fits-all” plan, especially not if it has only worked in limited contexts (e.g., places where rail transit is currently operational and thriving). Alternatively, there are options and opportunities for all communities to make small-scale changes that help bring zoning and land use practices up to standards that would enable -- and not prohibit -- aging in place.
- A 2020-2021 collaboration of non-profits -- the American Association of Retired Persons (AARP) and the Congress for New Urbanism (CNU) -- created a publicly available *Handbook for Improved Neighborhoods*.¹⁰ In the handbook, there are specific examples of how every typical urban planning policy and zoning code line -- from building forms to streetscape design -- can be incrementally improved. The examples are based on observed successes in the United States but are adapted to be comprehensive and understandable for the general public and in a variety of contexts. Both public officials and community members alike should consult this guide when embarking upon new reforms to land use and zoning.



UNIVERSAL DESIGN | Universal design in all rail, rapid bus, and station area planning within Boulder County Limits

Description

- Universal design is defined as “making all facilities useful for all people, regardless of their age, culture, ability, or identity by recognizing and anticipating challenges and removing as many barriers as possible.” Therefore, universal design is about providing accessibility beyond compliance with the ADA.
- Regardless of what investments are made in Boulder County’s future public transportation infrastructure, planners, designers, and engineers must proactively consider the rights and comforts of all people in the creation of inclusive facilities.
- Examples of universal design include:
 - Limiting construction of multi-level transit facilities
 - Adjusting street lighting levels to be gradual for people driving, bicycling, or walking down a street
 - Reducing the incidences of barriers and vertical obstructions

¹⁰ <https://www.cnu.org/sites/default/files/AARP-CNU-Enabling-Better-Places-12220si.pdf>



Long Term Priority Strategies



DATA STANDARDS | Adopting clear standards and expectations for transportation data sharing between governments and future private partners, developers, and services

Description

- With the growing influence of technology as potential solutions to multiple transportation challenges -- from limited awareness to reliable demand-response service -- there will be more partnerships between technology companies, private/non-profit transportation providers, and the governments which own transportation facilities.
- When embarking on these partnerships, government has an opportunity to develop a new set of data on how the transportation system is being used, which has implications for good planning practice.
- In anticipation of any doubts, privacy concerns, and proprietary claims which private partners may exhibit, it will be critical for any Boulder County government -- whether the County, a municipality, or a transit agency -- to be clear and up-front about what data it needs and why.

Precedent

- Seattle's Transportation Network Company (TNC) regulations are outlined in Seattle Municipal Code Chapter 6.310 – Taxicabs and For-Hire Vehicles.¹¹
- All TNCs are required to maintain and retain for two years, accurate and complete records, and to submit quarterly data reports for all requested trips in the city.
- Data subjected audits and data reports includes total number of rides, percentage or number of pick-ups and drop-offs per zip code, collision information, number of rides for an accessible vehicle, and records of passenger complaints.



ADVOCACY | Be involved in local/regional advocacy groups and efforts that support new funding streams for transportation and mobility

Description

- Greater coordination and fulfillment of vulnerable populations' transportation needs will partially depend on reforms at the state scale. Some examples include customer service accountability for Medicaid Non-Emergency Transportation (NEMT) brokers and the foundation of secure funding streams. Therefore, involvement with larger advocacy movements extending beyond the County and regional boundaries may be necessary.

Precedent

- The Colorado Association of Transit Agencies (CASTA) is a resource and collective knowledge base which can help empower agencies and individuals in Boulder County alike.

¹¹ BERK, Regulation of Transportation Network Companies, 2019. https://leg.wa.gov/JTC/Documents/Final%20Studies/TNC_PolicyGuideFinal.pdf



Long Term Priority Strategies



EQUITABLE INVESTMENT | Continued equitable investments in communities, programs, and infrastructure

Description

- In the words of Monica Tibbits-Nutt, a transportation planner who was vice-chair of the MBTA oversight board, equity can be defined as “a reallocation of resources to the places that it’s needed most.”¹²
- Across many American communities, there are disparities in health outcomes, educational attainment, employment opportunities, and transportation access stemming from decades of systemic discrimination and segregation by race, age, ability, and class. Therefore, the communities most in need of improvements to current transportation access would be considered first. In the case of public transit, making equitable investments may require focusing service on the routes and communities that are most dependent on the services through the pandemic and unable to work from home.

Precedent

- Metro Transit in Madison, WI extends equity into its own hiring practices thanks to the participation of agency volunteers in the City’s Racial Equity and Social Justice Initiative.
- After a thorough review of recruitment and hiring practices, Metro Transit made a series of changes to reduce the barriers for traditionally marginalized candidates, including women, people with limited educational attainment, and people of color. Changes included the switch from most frontline part-time staff into full-time staff, diversified interview panels to make hiring practice more inclusive, and increases in pay for all frontline workers.¹³

¹² <https://grist.org/article/mobility-justice-how-cities-are-rethinking-public-transportation-after-covid/>

¹³ https://transitcenter.org/wp-content/uploads/2021/09/Equity-in-Practice_web.pdf

CONCLUSION

This locally developed planning process was conducted primarily during 2021, a year defined by the uneven recovery from the nadir of lockdown and quarantine. The economic circumstances and timelines for returning patterns are constantly changing. Despite the consistent change, Boulder County's coordinated and human services transportation system faces several needs which have proven consistent throughout the process. The extent to which communities and leaders throughout Boulder County can help meet the transportation needs of their most vulnerable neighbors depends on a mix of political will, additional capital, and community aspirations.

In addition to the strategies, there are multiple considerations for Boulder County as they plan for the future, including sustainable funding streams, service recovery during and post-COVID, and how funding is distributed throughout the region. Boulder County will continue researching the most appropriate means for service and funding plans to ensure the community's needs are met.

APPENDIX A

Boulder County Transportation Provider Directory

The first directory is focused on entities providing actual transportation service (for example, bus operations).

The second directory includes entities which provide supportive services (for example, vouchers for bus passes and referrals).

Appendix A Directory of Transportation Providers

Provider	Address/ Telephone	Populations Served	Service in Boulder County	Other Areas Served	Transportation Provided	Trips Allowed	Reservations Required with Advance Notice?	Certification or Screening Process Required?	Additional Transportation Services Provided	Additional Information
"I Have A Dream" Foundation of Boulder County	5390 Manhattan Circle Ste. 200, Boulder, CO, 80303 3034443636	<ul style="list-style-type: none">▪ Youth (18 or younger)▪ Low income people▪ Minority groups	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Weld County	<ul style="list-style-type: none">▪ Exclusive transportation for specific clients	<ul style="list-style-type: none">▪ School/training▪ Recreation▪ Wellness/nutrition▪ Volunteer activities▪ After school and summer youth programs	<ul style="list-style-type: none">▪ Yes	<ul style="list-style-type: none">▪ No	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele	
Boulder Valley School District	Post Office Box 9011/6500 Arapahoe Avenue, Boulder, Colorado 80301 3034471010	<ul style="list-style-type: none">▪ Youth (18 or younger)▪ People with physical disabilities▪ People with developmental or cognitive disabilities	<ul style="list-style-type: none">▪ Boulder Area▪ Lafayette, Louisville, Superior, Broomfield, Black Hawk, Nederland	<ul style="list-style-type: none">▪ Broomfield County▪ Gipin County	<ul style="list-style-type: none">▪ Fixed route service▪ Demand response service▪ Charter or leased transportation	<ul style="list-style-type: none">▪ School/training▪ Athletic and cultural events	<ul style="list-style-type: none">▪ Yes	<ul style="list-style-type: none">▪ No	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide multimodal trip planning assistance▪ Provide travel training guidance▪ Provide education and encouragement▪ Provide bicycle supports/education	<ul style="list-style-type: none">▪ Students are assigned a route, schedule, and stop location
Bridge House	1425 Patton Dr 3038108223	<ul style="list-style-type: none">▪ People with physical disabilities▪ People with developmental or cognitive disabilities▪ People in recovery from substance abuse▪ Low income people▪ Veterans▪ Unhoused/unsheltered▪ Minority groups	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Exclusive transportation for specific clients	<ul style="list-style-type: none">▪ Work▪ Shopping▪ Recreation	<ul style="list-style-type: none">▪ No	<ul style="list-style-type: none">▪ No	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide Lyft, Uber, or HopSkipDrive credits▪ Provide education and encouragement	
City and County of Broomfield	280 Spader Way 3034645559	<ul style="list-style-type: none">▪ People with physical disabilities▪ People with developmental or cognitive disabilities▪ Seniors (60 or older)▪ People with chronic medical needs (e.g. kidney dialysis)▪ Low-income people▪ Minority groups	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Broomfield County	<ul style="list-style-type: none">▪ Demand Response Service	<ul style="list-style-type: none">▪ Medical appointments▪ Work▪ Groceries▪ Shopping (other than groceries)▪ Recreation▪ Wellness/nutrition▪ Senior center/adult daycare▪ Volunteer activities	<ul style="list-style-type: none">▪ Yes	<ul style="list-style-type: none">▪ No	<ul style="list-style-type: none">▪ Provide education and encouragement	

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Boulder County

Provider	Address/ Telephone	Populations Served	Service in Boulder County	Other Areas Served	Transportation Provided	Trips Allowed	Reservations Required with Advance Notice?	Certification or Screening Process Required?	Additional Transportation Services Provided	Additional Information
Colorado State University Extension (Gilpin County)	230 Norton Drive, Black Hawk, CO 80422 3035829106	<ul style="list-style-type: none">General public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Gilpin County	<ul style="list-style-type: none">Exclusive transportation for specific clients	<ul style="list-style-type: none">Specific youth programs	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">No	<ul style="list-style-type: none">	<ul style="list-style-type: none">
Cultivate RSVP Board of Boulder County	6325 Gunpark Drive Suite F 3034431933	<ul style="list-style-type: none">General public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">Demand response serviceNon emergency medical transportation	<ul style="list-style-type: none">Medical appointments	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">No	<ul style="list-style-type: none">	<ul style="list-style-type: none">
Focus Reentry	P.O Box 4751 Boulder Co 80306 7206622576	<ul style="list-style-type: none">People with physical disabilitiesPeople with developmental or cognitive disabilitiesSeniors (60 or older)People in recovery from substance abusePeople with chronic medical needs (e.g. kidney dialysis)People with mental health disordersLow-income peopleVeteransUnhoused/unshelteredMinority groupsTribal nations	<ul style="list-style-type: none">Boulder Area	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Nonemergency medical transportation	<ul style="list-style-type: none">Medical appointments	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide Lyft, Uber, or HopSkipDrive creditsProvide education and encouragementProvide bicycle supports/education	<ul style="list-style-type: none">Rides are provided in association with other activities of the agency/organization
Imagine!'s Employment Services Department	1400 Dixon Ave 3033198235	<ul style="list-style-type: none">People with physical disabilitiesPeople with developmental or cognitive disabilitiesSeniors (60 or older)Low-income people	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broomfield County	<ul style="list-style-type: none">Exclusive transportation for specific clientsNonemergency medical transportation	<ul style="list-style-type: none">WorkVolunteer activitiesWork trainings, finding employment, classes we offer	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide travel training guidanceProvide education and encouragement	<ul style="list-style-type: none">We bill waiver services based on distance. We also support clients to get monthly bus passes, one way fare, disabled monthly passes, low income fares when appropriate.
Jail Education Transition	3200 Airport Road, Boulder co 80301 7208277880	<ul style="list-style-type: none">General public	<ul style="list-style-type: none">Boulder AreaLongmont AreaSouth East Boulder CountyUnincorporated Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Exclusive transportation for specific clients	<ul style="list-style-type: none">Medical appointments	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide multimodal trip planning assistanceProvide travel training guidanceProvide bicycle supports/education	<ul style="list-style-type: none">Schedule rides with case manager
Karuna Care Services	1200 W South Boulder Rd #206, Lafayette CO 80026 7206847606	<ul style="list-style-type: none">People with developmental or cognitive disabilities	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broomfield County	<ul style="list-style-type: none">As needed	<ul style="list-style-type: none">Any trip purpose	<ul style="list-style-type: none">Yes	<ul style="list-style-type: none">No	<ul style="list-style-type: none">Transportation reimbursements by Medicaid	<ul style="list-style-type: none">

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Provider	Address/ Telephone	Populations Served	Service in Boulder County	Other Areas Served	Transportation Provided	Trips Allowed	Reservations Required with Advance Notice?	Certification or Screening Process Required?	Additional Transportation Services Provided	Additional Information
Nature Kids / Thorne Nature Experience	7206014964	<ul style="list-style-type: none">▪ General public▪ All families receiving government assistance in Boulder and Lafayette	<ul style="list-style-type: none">▪ Boulder Area▪ Unincorporated Boulder County▪ Lafayette	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Fixed Route service▪ Demand response service	<ul style="list-style-type: none">▪ School/training▪ Outdoor programming				
RTD	1660 Blake St Denver CO 3032996000	<ul style="list-style-type: none">▪ General public	<ul style="list-style-type: none">▪ Boulder Area▪ Longmont Area▪ South East Boulder County▪ Unincorporated Boulder County	<ul style="list-style-type: none">▪ Broader Denver Metro Region▪ Jefferson County	<ul style="list-style-type: none">▪ Fixed Route service▪ Demand response service▪ Exclusive transportation for specific clients	<ul style="list-style-type: none">▪ Any trip purpose			<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide Lyft, Uber, or HopSkipDrive credits▪ Provide multimodal trip planning assistance▪ Provide travel training guidance	
Rural Alternative for Transportation (RAFT)	P.O. Box 1754/ 248 Welch Ave., Berthoud CO 80513 9705320808 (scheduler)	<ul style="list-style-type: none">▪ People with physical disabilities▪ People with developmental or cognitive disabilities▪ Seniors (60 or older)▪ People with chronic medical needs (e.g. kidney dialysis)	<ul style="list-style-type: none">▪ Rural County residents north of Yellowstone Road▪ Longmont Area▪ Unincorporated Boulder County	<ul style="list-style-type: none">▪ Larimer County▪ Weld County	<ul style="list-style-type: none">▪ Demand Response Service	<ul style="list-style-type: none">▪ Any trip purpose	Yes	Yes	<ul style="list-style-type: none">▪ Broker transportation services by volunteer drivers	<ul style="list-style-type: none">▪ We supplement Berthoud Area Transportation Services for intown, nonrural clients to out of town locations for medical, educational and employment purposes only.
St. Vrain Valley Schools	395 S Pratt Pkwy 3039032014	<ul style="list-style-type: none">▪ Youth (18 or younger)	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Weld County	<ul style="list-style-type: none">▪ Fixed route service▪ Exclusive transportation for specific clients	<ul style="list-style-type: none">▪ School/training	Yes	Yes		
Town of Erie , CO	PO Box 750, Erie 3039262700	<ul style="list-style-type: none">▪ Seniors (60 or older)	<ul style="list-style-type: none">▪ Boulder Area▪ Erie	<ul style="list-style-type: none">▪ Weld County	<ul style="list-style-type: none">▪ Exclusive transportation for specific clients	<ul style="list-style-type: none">▪ Recreation	Yes	No		
University of Colorado Boulder	1540 30th St, Boulder CO., 80309 3037357874	<ul style="list-style-type: none">▪ University students and staff	<ul style="list-style-type: none">▪ Boulder Area	<ul style="list-style-type: none">▪ CU Boulder campuses and in between	<ul style="list-style-type: none">▪ Fixed route service▪ Demand response service▪ Charter or leased transportation	<ul style="list-style-type: none">▪ Work▪ School/training	No	No	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Broker transportation services by professional drivers▪ Provide Lyft, Uber, or HopSkipDrive credits▪ Provide education and encouragement▪ Provide bicycle supports/education	<ul style="list-style-type: none">▪ CU Buff Buses are free for everyone, and access to RTD and the HOP are covered by EcoPass and CollegePass programs that all staff and students are eligible for. Our vanpool program has a low income fare that is subsidized by the University. Other services provided by partner orgs manage fares differently.

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Provider	Address/ Telephone	Populations Served	Service in Boulder County	Other Areas Served	Transportation Provided	Trips Allowed	Reservations Required with Advance Notice?	Certification or Screening Process Required?	Additional Transportation Services Provided	Additional Information
Via Mobility Services	2855 N 63rd St 3034472848	<ul style="list-style-type: none">General public	<ul style="list-style-type: none">Boulder AreaLongmont AreaSouth East Boulder CountyUnincorporated Boulder County	<ul style="list-style-type: none">Broader Denver Metro RegionJefferson CountyLarimer CountyWeld County	<ul style="list-style-type: none">Fixed route serviceDemand response serviceCharter or leased transportationNonemergency medical transportation	<ul style="list-style-type: none">Any trip purpose	Yes	No	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleBroker transportation services by volunteer driversProvide multimodal trip planning assistanceProvide education and encouragementProvide bicycle supports/education	
VitalCare Corporation	1400 W 122nd Ave, STE 140 Westminster, CO 80234 8886644222	<ul style="list-style-type: none">People with physical disabilitiesPeople with developmental or cognitive disabilities	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro RegionGilpin CountyJefferson CountyLarimer CountyWeld County	<ul style="list-style-type: none">We provide transportation services to our clients during a scheduled visit.	<ul style="list-style-type: none">Medical appointmentsGroceriesShopping (other than groceries)RecreationReligious	Yes	No		<ul style="list-style-type: none">\$0.56 / mile beyond what we included in their scheduled visit

DIRECTORY OF OTHER TRANSPORTATION SERVICES

Organization Name	Address / Telephone	Populations Served	Service In Boulder County	Other Areas Served	Transportation Services Provided	Organizations Contracted for Transportation
BoCo Housing and Human Services - IMPACT	3400 Broadway, Boulder, CO 80304 303-441-1000	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">All of Boulder County		<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide taxi vouchers to clientele	<ul style="list-style-type: none">Imagine!
Boulder County Coffman Location	515 Coffman St Longmont, CO 80501 303-681-8367	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide bicycle supports/education	
Boulder Transportation Connections	2440 Pearl St, Boulder, CO 80302 303-442-1044	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">Boulder Area	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide multimodal trip planning assistanceProvide travel training guidanceProvide education and encouragementProvide bicycle supports/education	<ul style="list-style-type: none">Via Mobility
Center for People With Disabilities	1675 Range Street Boulder, CO 80301 303-442-8662	<ul style="list-style-type: none">People with disabilitiesPeople with developmental or cognitive disabilitiesSeniors (60 or older)People in recovery from substance abusePeople with chronic health conditionsLow-incomeYouth (18 or younger)VeteransUnhoused/unshelteredMinority groupsTribal nations	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide education and encouragementProvide resources and education to build skills	
Children Youth and Families	1050 Lashley St Longmont, CO 80504 303-774-3760	<ul style="list-style-type: none">Low-incomeYouth (18 or younger)Unhoused/unshelteredMinority groups	<ul style="list-style-type: none">Longmont Area		<ul style="list-style-type: none">Provide education and encouragement	
City of Boulder Older Adult Services	909 Arapahoe Ave Boulder, CO 80302 303-441-4439	<ul style="list-style-type: none">Seniors (60 or older)	<ul style="list-style-type: none">Boulder Area	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">	
City of Longmont	350 Kimbark Street, Longmont, CO 80501 303-651-8977	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">Longmont Area	<ul style="list-style-type: none">Broader Denver Metro RegionWeld County	<ul style="list-style-type: none">Provide bicycle supports/educationProvide education and encouragementFinancial support for local RTD transit and Access-a-Ride	<ul style="list-style-type: none">RTD
City of Louisville	749 Main Street Louisville, CO 303-666-6565	<ul style="list-style-type: none">Seniors (60 or older)	<ul style="list-style-type: none">South East Boulder Counter		<ul style="list-style-type: none">Broker transportation services by professional driversProvide education and encouragementProvide bicycle supports/education	<ul style="list-style-type: none">Via Mobility

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Organization Name	Address / Telephone	Populations Served	Service In Boulder County	Other Areas Served	Transportation Services Provided	Organizations Contracted for Transportation
Colorado Division of Vocational Rehabilitation	825 Delaware Avenue Longmont, CO 80501 303-774-4920	<ul style="list-style-type: none">▪ People with disabilities▪ People with developmental or cognitive disabilities▪ Seniors (60 or older)▪ People in recovery from substance abuse▪ People with chronic health conditions▪ Low-income▪ youth (18 or younger)▪ Veterans▪ Unhoused/unsheltered▪ Minority groups▪ Tribal nations	<ul style="list-style-type: none">▪ Boulder Area▪ Longmont Area		<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide Lyft, Uber, or HopSkipDrive credits	
Community Cycles	2601 Spruce St Unit B Boulder, CO 80302 303-564-9681	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ Boulder Area	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide bicycle supports/education	
Consultant	1425 Patton Dr Boulder, CO 80303 303-810-8223	<ul style="list-style-type: none">▪ Low-income▪ Unhoused/unsheltered	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide education and encouragement▪ Provide bicycle supports/education	
Cyclists 4 Community, 501c3	3014 Bluff St. Ste. 200 Boulder, CO 80301 303-881-9890	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide bicycle supports/education	
Denver Regional Council of Governments	1001 17th Street, Ste 700 Denver, CO 80202 303-480-6731	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Gilpin County▪ Jefferson County▪ Weld County▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide multimodal trip planning assistance▪ Provide education and encouragement▪ Provide bicycle supports/education	
Division of Vocational Rehabilitation	825 Delaware Ave. Ste 402 Longmont, CO 80501 303-774-4920	<ul style="list-style-type: none">▪ People with disabilities▪ People with developmental or cognitive disabilities▪ Seniors (60 or older)▪ People in recovery from substance abuse▪ People with chronic health conditions▪ Low-income▪ youth (18 or younger)▪ Veterans▪ Unhoused/unsheltered▪ Minority groups	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Weld County	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele	

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Organization Name	Address / Telephone	Populations Served	Service In Boulder County	Other Areas Served	Transportation Services Provided	Organizations Contracted for Transportation
Longmont Senior Services	910 Longs Peak Ave. Longmont, CO 80501 303-651-8411	<ul style="list-style-type: none">▪ People with disabilities▪ People with developmental or cognitive disabilities▪ Seniors (60 or older)▪ People in recovery from substance abuse▪ People with chronic health conditions▪ Low-income▪ youth (18 or younger)▪ Veterans▪ Unhoused/unsheltered▪ Minority groups	<ul style="list-style-type: none">▪ Longmont Area		<ul style="list-style-type: none">▪ Provide education and encouragement	
Mental Health Partners	1455 Dixon Avenue, Ste. 210 Lafayette, CO 80026 303-443-8500	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ All of Boulder County			
Mental Health Partners	529 Coffman St. Longmont, CO 80501 303-443-8500	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ Boulder Area▪ Longmont Area▪ Peak-to-Peak Region	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Provide Lyft, Uber, or HopSkipDrive credits▪ Provide education and encouragement	
Nederland Food Pantry	750 Highway 72 Nederland, CO 80406 720-418-0892	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ Peak-to-Peak Region▪ Unincorporated Boulder County▪ Mountain communities of Western Boulder County	<ul style="list-style-type: none">▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Broker transportation services by volunteer drivers▪ Broker transportation services by professional drivers	<ul style="list-style-type: none">▪ Nederland Area Seniors and EFAA through the MRL
NICHE	Nederland Presbyterian Community Church 210 N. Jefferson St, Nederland, CO 80466 303-328-5863	<ul style="list-style-type: none">▪ Unhoused/unsheltered	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Gilpin County	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele	
North Front Range Metropolitan Planning Organization	419 Canyon Ave, Suite 300, Fort Collins, CO 80521 970-800-9560	<ul style="list-style-type: none">▪ General Public		<ul style="list-style-type: none">▪ Larimer County▪ Weld County	<ul style="list-style-type: none">▪ Provide multimodal trip planning assistance▪ Provide travel training guidance▪ Provide education and encouragement	<ul style="list-style-type: none">▪ 60+ Ride of Weld County
OUR Center	220 Collyer Street, Longmont, CO 80501 303-772-5529	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ Longmont Area▪ Unincorporated Boulder County▪ St. Vrain Valley School District			
Peak to Peak Housing and Human Services Alliance	303-249-4141	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ -Peak-to-Peak Region▪ Unincorporated Boulder County	<ul style="list-style-type: none">▪ Gilpin County▪ Larimer County	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Provide taxi vouchers to clientele▪ Broker transportation services by volunteer drivers▪ Broker transportation services by professional drivers	<ul style="list-style-type: none">▪ Mobility for All, Via
Peak to Peak Housing and Human Services Alliance	57 Aspen Way Nederland, CO 80466 303-862-1501	<ul style="list-style-type: none">▪ General Public	<ul style="list-style-type: none">▪ All of Boulder County	<ul style="list-style-type: none">▪ Gilpin County▪ Broader Denver Metro Region	<ul style="list-style-type: none">▪ Provide transit tickets/passes to clientele▪ Broker transportation services by volunteer drivers▪ Provide education and encouragement	

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Organization Name	Address / Telephone	Populations Served	Service In Boulder County	Other Areas Served	Transportation Services Provided	Organizations Contracted for Transportation
Safe Shelter of St. Vrain Valley	P.O. Box 231 Longmont, CO 80502 303-772-0432	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide transit tickets/passes to clientele	
Sister Carmen Community Center	655 Aspen Ridge Dr. Lafayette, CO 80026 303-665-4342 x 140	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">East Boulder County (Lafayette, Louisville, Superior, and Erie)	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide multimodal trip planning assistanceProvide education and encouragementProvide bicycle supports/educationProvide Food delivery to participants without transportation	
the Denver Regional Mobility & Access Council, a project of CNDCC	P.O.Box 9901, Denver, CO 80209 303-243-3113	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide transit tickets/passes to clienteleProvide Lyft, Uber, or HopSkipDrive creditsProvide multimodal trip planning assistanceProvide bicycle supports/educationProvide education and encouragementProvide travel training guidance	
Town of Nederland	45 W 1st Street Nederland, CO 80466 303-258-3266	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">Nederland and EldoraBoulder Area	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">EcoPass program for qualified residents and Town employees	<ul style="list-style-type: none">RTD
Town of Superior	124 East Coal Creek Drive Superior, CO 80027 303-499-3675	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">Boulder AreaSouth East Boulder County		<ul style="list-style-type: none">Provide education and encouragementProvide bicycle supports/education	
Town of Ward	P.O. Box 99 Ward, CO 80481 303-459-9273	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">Peak-to-Peak Region			
Walk2Connect Cooperative	3264 Larimer St Ste D, Denver, CO 80205 720-593-0159	<ul style="list-style-type: none">General Public	<ul style="list-style-type: none">All of Boulder County	<ul style="list-style-type: none">Broader Denver Metro Region	<ul style="list-style-type: none">Provide multimodal trip planning assistanceProvide education and encouragement	
Wild Plum Center	82 21st Ave, Suite B, Longmont , CO 80501 303-776-8523	<ul style="list-style-type: none">Low-incomeYouth (18 or younger)Minority groups	<ul style="list-style-type: none">Longmont AreaSt. Vrain Valley School District		<ul style="list-style-type: none">Provide education and encouragement	

APPENDIX B

Acronyms and Glossary

APPENDIX B: ACRONYMS AND GLOSSARY

The following list is a directory of acronyms and definitions as part of this planning effort.

Acronym	Definition
AAA	Area Agency on Aging
ACS	American Community Survey, a product of the United States Census bureau
ADA	Americans with Disabilities Act of 1990
AMI	Annual Median Income
ARP	American Rescue Plan of 2021; the third major federal stimulus passed in response to the COVID-19 pandemic
BCDHHS	Boulder County Department of Housing and Human Services
BCPH	Boulder County Department of Public Health
BoCo	Boulder County
BVSD	Boulder Valley School District
CARES	Coronavirus Aid, Relief, and Economic Security Act of 2020; the first major federal stimulus passed in response to the COVID-19 pandemic
CDOT	Colorado Department of Transportation
CO	Colorado
COVID-19	Coronavirus disease 2019
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2020; the second major federal stimulus passed in response to the COVID-19 pandemic
CSA	Combined statistical area
CTEPS	Countywide Transit Education & Pass Support Program
DRCOG	Denver Regional Council of Governments
DRMAC	Denver Regional Mobility and Access Council
FTA	Federal Transit Administration
HCPF	Colorado Department of Health Care Policy and Financing
IDD	Intellectual and developmental disabilities
IJA	Infrastructure Investment and Jobs Act; the 2021 federal legislation which includes transit funding.
LCC	Local Coordinated Council

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Acronym	Definition
LCI	League Certified Instructor
MAC	Mobility and Access Council
M4A	Mobility for All
M4AAA	Mobility and Access for All Ages and Abilities (<i>pending</i>)
MSA	Metropolitan statistical area
MSAA	Mobility Services for All Americans
NEMT	Non-emergency medical transportation
PACE	Partners for a Clean Environment
RAE	Regional Accountability Entity
RTA	Boulder County Regional Transit Authority, a proposed governance model by the City of Boulder
RTD	Regional Transportation District
SOV	Single-occupancy vehicle
SVVSD	St. Vrain Valley School District
TDM	Transportation demand management
UZA	Urbanized area
VA and VHA	United States Department of Veterans Affairs and the Veterans Health Administration, a national healthcare program for veterans of the United States armed forces

APPENDIX C

Federal Funding

Appendix C Federal Funding

Federal funding for public transit comes primarily through the U.S. Department of Transportation (U.S. DOT). Funding for the U.S. DOT is authorized by the Fixing America's Surface Transportation (FAST) Act, the first federal transportation authorization in over a decade to fund federal surface transportation programs through 2020. The FAST Act was signed into law in December 2015 and provides \$305 billion in funding over fiscal years 2016 through 2020 for the U.S. DOT and its subsidiary agencies, including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). **The following summary is a simplified overview of funding for public transit based on the provisions of the FAST Act effective through September 2020. Recent legislation like the Infrastructure Investment and Jobs Act (IIJA) and future developments may render some of these findings obsolete; please consult with DRCOG and other regional planning organizations for the latest details.**

The FTA allocates funding for transit systems in urbanized & rural areas and for programs for older adults and individuals with disabilities. The FTA allocates funds based on formulas or discretionary awards.

FTA Formula Funds

FTA funding programs apportion funds to urbanized areas (UZAs) or states by specific formula. As of the last census (2010), Boulder County qualifies as a large, urbanized area.

Formula programs include:

- **Section 5303 Metropolitan Transportation Planning:** Awarded to states for planning activities.
- **Section 5304 Statewide Transportation Planning:** Awarded to states for statewide planning and other technical assistance.
- **Section 5305 Planning Programs:** Awarded to states, local governmental authorities, or MPOs for developing transportation plans and programs; planning, engineering, design, and evaluation of public transportation projects; and to conduct eligible technical studies relating to public transportation.
- **Section 5307 Urbanized Area Formula Program:** Authorizes federal capital (and occasionally operating and planning) assistance for transit in UZAs. Includes former Section 5316 FTA Job Access and Reverse Commute Program funds.
- **Section 5310 Special Needs of Elderly Individuals and People with Disabilities Program:** Awarded to states to help meet the transportation needs of the elderly and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
- **Section 5311 Formula Grants for Rural Areas:** Awarded to states for supporting public transit in rural areas with a population of less than 50,000, where many residents often rely on public transit to reach their destinations.

- **Section 5311(b) (3) Rural Transit Assistance Program:** Awarded to states to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in non-urbanized areas.
- **Section 5311(c)(2)(B) Tribal Transit Formula Grants:** Awarded to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas.
- **Section 5314 (a) Technical Assistance & Standards Development:** Awarded funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.
- **Section 5314 (b) Human Resources & Training:** Awarded to public transportation human resource and workforce development programs.
- **Section 5324 Public Transportation Emergency Relief Program:** Awarded to states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage due to emergencies and natural disasters.
- **Section 5337 State of Good Repair Grants:** Awards fleet and system rehabilitation capital funds to state and local government authorities in UZAs with fixed guideway and high intensity motorbus systems in revenue service for at least seven years.
- **Section 5339(a) Grants for Buses and Bus Facilities Formula Program:** Awarded to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities
- **Section 5340 Growing States and High-Density States Formula Program:** Awarded partially to states under population forecast formulas and partially to UZAs within states with population densities greater than 370 people per square mile.

FTA Discretionary/Competitive Funds

FTA programs are based on discretionary funding. In addition to FTA grant programs, the FHWA administers programs that provide the flexibility to transfer funds to FTA for transit projects. However, the applicability of these funds to Boulder County may be limited due to stringent eligibility requirements and/or passed deadlines for Expressions of Interest.

Discretionary programs authorized during the FAST Act include:

- Section 3005(b) Pilot Program for Expedited Project Delivery
- Section 5307(h) Passenger Ferry Grant Program
- Section 5309 Capital Investment Grants
- Section 5312 Public Transportation Innovation
- Section 5312(i) Transit Cooperative Research Program
- Section 5339(b) Buses and Bus Facilities Program
- Section 5339(c) Low or No-Emission Vehicle Program

- Section 20005(b) Pilot Program for Transit-Oriented Development Planning
- Section 20157 Commuter Rail Positive Train Control Grants
- Access and Mobility Partnership Grants
- Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)
- Human Trafficking Awareness and Public Safety Initiative
- Integrated Mobility Innovation
- Mobility on Demand (MOD) Sandbox Program
- Public Transportation on Indian Reservations Program; Tribal Transit Program 5311(j)
- Safety Research and Demonstration Program
- Zero Emission Research Opportunity

APPENDIX D

Concepts for Youth Transportation

APPENDIX D: CONCEPTS FOR YOUTH TRANSPORTATION

Boulder County (BoCo) Youth Transportation and Mobility for All programs partnered with Nelson\Nygaard to develop a Coordinated Human Services Transportation Plan (Coordinated Plan), titled the Mobility and Access for All Aged and Abilities for the County that includes youth as a target population. As part of the needs assessment component of the project, Nelson\Nygaard conducted stakeholder engagement to generate concepts for youth transportation in Boulder County. This process did not include engagement with youth and their families, which should be addressed separately.

A vision for youth transportation, offered by Amy “Liv” Lewin, City of Boulder:

“That youth have great, active choices for how to get around that do not depend on parents driving them or them driving themselves--any day of the week--and that they feel comfortable and safe doing so.”

STAKEHOLDER INTERVIEWS

Beginning in April 2021 and continuing into June 2021, Nelson\Nygaard conducted a series of seven (7) focus-group stakeholder interviews via teleconference. Audiences included school district Safe Routes to School representatives, local youth leadership and social service groups, researchers from the University of Colorado and Growing Up Boulder, and municipal partners. The questions were designed to gather insights on transportation challenges youth and families may face, current barriers to coordination between agencies and organizations serving the needs of youth, resource challenges, and possible solutions to improve transportation options for students and youth. A brief survey was also sent to individual partners who could not attend the group meetings.

Figure D-1 Stakeholder List

Agency/Organization	Stakeholder	Date(s) of interview
Boulder Valley School District (BVSD)	Landon Hilliard Amy Thompson	April, 22 2021; June 3, 2021; and June 24, 2021
St. Vrain Valley School District (SVVSD)	Ryan Kragerud Theresa Spires	April, 22 2021; June 3, 2021; and June 24, 2021
Colorado Department of Transportation (CDOT)	Melissa Trecoske Houghton, mPower Consulting and Coaching as Consultant	June 7, 2021
TEENs, Inc.	Stephen LeFaiver	June 7, 2021
I Have A Dream Foundation of Boulder County	Elena Mendoza	June 7, 2021
Housing & Human Services IMPACT Division	Shannon Bryan	June 7, 2021
City of Lyons	Kim Mitchell	June 7, 2021
City of Superior	Alex Ariniello	June 7, 2021
City of Lafayette	Joliette Woodson	June 7, 2021
City of Longmont	Phil Greenwald, Transportation Planning Manager	Survey
City of Boulder	Amy “Liv” Lewin, Senior Transportation Planner	Survey
City of Louisville	Mandy Perera, Recreation Supervisor	Survey
Growing Up Boulder	Mara Mintzer	June 8, 2021
University of Colorado Denver	Darcy Kitching	June 8, 2021

KEY NEEDS IDENTIFIED AFFECTING YOUTH TRANSPORTATION

The discussion about youth transportation needs can be dominated in research and the public discourse by a focus on the school trip. The conversations with stakeholders for this project included a focus on the school trip because of the role it plays in household travel patterns and the opportunities (already realized to some extent in Boulder County) for strong partnerships. However, interviews also examined the needs of youth to reach opportunities outside of the structure of the school schedule and what constraints or independence on that travel means for youth and households.

“Needs don’t stop at the town boundary; kids will want to go to libraries in other towns.”

— Alex Ariniello, Superior

Data

A consistent theme in stakeholder interviews was the need for better data on travel behavior and the effectiveness of transportation services, programs and infrastructure improvements. While some data exists on school travel, it is still not coordinated, comprehensive or consistent enough to inform programmatic needs or changes.

Youth travel data can help to answer:

- How are youth traveling to/from school and how do those patterns vary by geography, sociodemographics and time?
- What other trips do youth make, (or want to make, such as before/after school programs or employment), and by what modes?
- Are they traveling independently or are they being escorted/are a passenger?
- What are households' transportation constraints and where are the transportation barriers—barrier, e.g., infrastructure, lack of fixed or flexible route bus service, no access to a bike?
- How does transportation support or constrain opportunity for youth?
 - Non-profit partners and school district representatives discussed how youth have limited access to opportunities such as after school and summer programs and employment due to transportation constraints, e.g., limited rides from rural areas into larger communities with resources, limited bus service before and after school.

Several stakeholders expressed a desire for centralization of data management to bridge knowledge gaps and achieve consistency in data collection metrics, tactics, and management. They identified the County as the leader and the Hub concept as an important component in this.

“Under one roof, we could practice data collection, data investigation”
–BVSD representative

- Trip Tracker is a travel incentive/transportation demand management-type program to change school travel behavior for students/families. Both districts participate in the program but are managed separately – BVSD manages their program internally, while the SVVSD program has been managed by Boulder County, but is intending to transition program management to SVVSD, to better position the County to support both successful programs more equitably. Coordinated and consistent data from each Trip Tracker Programs is a bonus, but not comprehensive in either school district since program is voluntary on a school-by-school basis.

Awareness & Partnerships

Partnerships were identified as an important element to meet the transportation needs of youth and households with youth. Stakeholders are involved in youth transportation in different ways. Some are direct providers of transportation, such as school districts, while others provide transportation or support for improved transportation because of the services they provide. Non-profit partners and municipalities fall more in this latter group. While the partnership with the County may therefore vary by partner, the end goal of improving youth transportation in Boulder County is the same.

- Consideration of all the options of youth travel is embedded in the culture at BVSD at the highest level.
- BVSD has a transportation advisory board (broad representation of mothers + district employees -- Landon Hilliard is facilitator). It is currently focused primarily on the school bus driver shortage. They have discussed potential for community-based solutions (carpool) but it's hard to coordinate.
- At SVVSD, some school principals are engaged but it is not as well supported at the upper level of District.
- There are organizational partners in the community who are working to help families with transportation constraints, such as the [Outreach United Resource Center, Inc. \(OUR Center\)](#) in Longmont for St. Vrain Valley School District. Food banks have also played a critical role in transportation and food distribution during the pandemic.
- Smaller municipalities are partnering with BVSD, SVVSD, RTD and other agencies (DRCOG) to identify and meet the transportation needs of youth. They are coordinating on infrastructure improvements for access, mobility and safety and services like Flex Ride, fixed-route service, zTrips. They feel the County is a critical partner in this.

Stakeholders discussed the role Boulder County plays in facilitating discussions and access to resources and providing program and funding support.

“If it weren’t for Boulder County, we probably wouldn’t have transportation in our community.”

-- Kim Mitchell, Lyons

“The County as an outside body pushing districts is helpful.”

--BVSD representative

Dialogue between agencies and organizations involved in youth transportation and community engagement are critical to elevate issues. However, there is sometimes frustration that there is too much talk and not enough action. Mechanisms must be put into place to move ideas forward.

“Our various county agencies talk and talk and talk at a high level and I don’t know if we’ve collaboratively done much benefitting students in the last year.”

--BVSD representative

Resources

Tied to this discussion of partnerships, roles and a desire for action, stakeholders agreed that a central facilitator and location for resources that is known and accessible would help with coordination and implementation of ideas.

“The resources may be out there, but if it’s not put into the hands of people by a trusted and reliable source, it’s the same as not knowing about it and not being able to access it.”

– Elena Mendoza, I Have a Dream Foundation

The concept of a Safe Routes Hub was discussed in interviews. The concept was supported but the Safe Routes concept does not have meaning or context to non-school partners. A more universally understood name is preferred.

The Hub is seen as a unifying location of resources and support for County partners

- Resources that are needed include, but are not limited to:
 - Information on accessing transportation resources/providers for youth throughout the county.
 - Central repository for evaluation and data collection tools for measuring travel behavior and assessing the impact of programs and policies. Potential studies include a Youth Transportation Gaps Analysis/Needs Assessment and the already proposed and yet to be funded Crossing Guard Equity Study.
 - Share existing local, state and national resources, as well as identify new resources needed
 - Trainings on existing resources, such as crossing guard training and support coordination
 - Support making SRTS strategies and tools manageable for implementation in schools and communities
 - Information on accessing transportation resources for youth throughout the county
 - Information on funding for youth transportation needs, for example:

Funding exists through the CDOT Safe Routes to School program for infrastructure and non-infrastructure projects related to school travel. This is an important resource to communities and school districts; however, the narrow focus on the safety of the school trip leaves many other trips that youth take under-served/unsupported. Communities utilize sources such as general funds for infrastructure improvements, but youth transportation needs are not necessarily a prioritization criterion for project development, funding and implementation outside of the school trip.

Transportation Access and Culture

The walk/bike culture in the City of Boulder can dominate the public consciousness and persona of the area; however, it represents a small percent of population and trips across the County, and sometimes overshadows the gaps that exist in the transportation system for youth, including for non-school trip purposes. It also ignores the inequities in mobility and access that exist within the community. As seen in the youth population density maps in the Plan's Existing Conditions analysis, youth population density varies across the county and is greatest on the outskirts of the county's municipalities such as Boulder and Longmont.

"I think it varies by where you are in Boulder County. In many places the sidewalks/bike facilities/trails and bus service support independent travel by youth and students. We still have a lot of schools to which parents drive students. . .there's probably room for improvement there."

– Amy "Liv" Lewin, City of Boulder

"If you are talking about all the transportation systems within Boulder County, then my overall impression is that the system is pretty spotty in how well the youth of the County are served. In strong transit corridors, there is pretty good service. In more rural areas, I don't believe the service for youths is adequate."

– Phil Greenwald, City of Longmont

"We see a need to change the perception of walking and biking amongst our staff."

– SVVSD representative

"By not addressing equitable access to transportation, we are kind of exacerbating disparities across vulnerable and marginalized communities."

– Shannon Bryan, IMPACT

"If we work to define youth transportation around equity and how to help make people's lives better--that would be critical. The broader concept of meeting people where they are at, understanding their hierarchy of needs."

– Melissa Trecoske Houghton, CDOT

Public Transit

Stakeholders noted that public transit is under-utilized by youth. Programs exist through RTD; however, public perceptions and rider experiences have led some caregivers to limit youth's use of public transit.

"We've heard this a lot: There is a fear using the bus system because of the mental health of people riding the bus. On the SKIP, there are not infrequent disruptions caused by other riders leaving students"

and their families not knowing what to do. I think there needs to be a youth focused system.”

– Mara Mintzer, Growing Up Boulder

- HHS IMPACT uses ridehail service HopSkipDrive because the bus does not work well for the population they serve. Using this service has improved access to mental health services; however, funds and local drivers are limited to support using this service consistently.

However, several stakeholders noted that while transit has its issues, accessing it overcomes a barrier and is a valuable resource for youth.

“Those who can navigate public transportation like it, there is just a learning curve.”

– Mandy Perera, City of Louisville

“The only stories we here are from youth using the Ride Free Longmont system. They’ve stated that without the RFL program in place, most of their to/from and after-school activities would be served by longer walking trips or asking for rides from friends or other adults.”

– Phil, City of Longmont

“Gilpin connector (ran nonstop from Blackhawk to Nederland) seemed to get a lot of use in the community, but it kind of disappeared.”

– Stephen LeFaiver, TEENs, Inc

School Transportation

Transportation access is an issue for participation in before/after school activities and sometimes even attending school.

- BVSD does not have many resources for helping student get to after-school jobs
- BVSD parent responsibility zones are large (1.5 mile for elementary, 2.5 mile for high school), which can be challenging for students in households with transportation constraints and living in areas underserved by transit
 - A BVSD representative noted that there is a group of 15 students living in east county with attendance/tardy issues partly due to transportation constraints, e.g. they don’t qualify for bus service.(Cammie Edson from the County Youth Transportation Program noted that the county worked with Bicycle Longmont and their school community liaison to help the students access bikes as a potential transportation solution).
 - RTD’s network is not conducive to getting kids to school in general. SVVSD stakeholders noted that the bus network in Longmont is extremely limited in routes and frequency and therefore is not faster than somebody walking to school in many cases.

“If a student doesn’t have access to car, bike, and no informal network can provide for them, they would either walk home, walk to the event, or they just would not participate. There are a lot of families that are one flat tire and expensive auto bill away from not coming to school.”

– SVVSD representative

- Monarch High School in Louisville (BVSD) is a greenfield development campus with no current fixed route public bus access. Several students attending the school are coming from low-income areas such as mobile home parks that are cut off by very firm infrastructure barriers such as the Denver Boulder Turnpike (Hwy 36).
- The Monarch HS principal would “love a 5:30 bus” to serve youth accessing after-school programs and services.

Both school districts and RTD are experiencing bus driver shortages, which affects frequency of service and route availability.

- SVVSD: We have paid training while they acquire their CDL which is administered by our training staff. The benefits are the same as any other district employee.
- If you get hired by BVSD, you get CDL training for free. Referral bonus went up to as much as \$2500 for drivers already w/ CDL.

“Over ½ of our drivers are being used for Special Education routes serving about 500 students.”

– BVSD representative

- BVSD after-school homework club is for higher-need families and has a dedicated set of buses. The district may need to ask to extend the program by 15 minutes so that these buses can also serve the high school.
- Some families that attend charter schools currently use the Call-and-Ride program for school transportation. Simple system, no schedules to figure out.
- Driver familiarity is important to families of special education students and do not want BVSD using the contract services such as Hop Skip Drive. They have also found the service to not be as reliable.

However, there are positive travel experiences occurring to/from school

“Generally I hear positive experiences from youth, particularly about biking to school. I definitely also hear some concerns from parents about safety.”

– Amy “Liv” Lewin, City of Boulder

- Longs Peak Middle School is a Title 1 school that has a Bike Club & Shop and weekly after school program to help kids who had trouble focusing in class. A community bike shop is envisioned. Bike Longmont provides youth bicycles to the program for students to fix for the annual bike giveaway held in partnership

with the YMCA. The bike shop has played an important role in many students' lives. The school administration is currently working on expressing its value to retain and expand the program.

"This bicycle kept me in school."

*– Former program participant and current mentor
to middle schoolers at Longs Peak*

"I've been working with Sandy (Principal at Longs Peak Middle School) about marketable skills. It's a potential connection between the bike shop and a high school (we're looking for one to partner)."

– SVVSD representative

Physical barriers: distance and infrastructure

Youth transportation is also constrained by physical barriers such as the travel distance between rural and suburban/urban communities, and infrastructure such as state highways and major arterials with undeveloped and/or inadequate infrastructure for pedestrian and bicycle travel.

- Youth in more rural areas are constrained in activities and employment that they can take part in until they can transport themselves.

"There is no transportation going south on Peak-to-Peak Highway anymore. Summer transportation is even more constrained. Youth are dependent on parents, neighbors, friends or hitchhiking."

– Stephen LeFaiver, TEENs, Inc.

- Lyons is split by highways, making it difficult for youth to navigate outside of a vehicle. Some grant money has been invested to improve connections between school and parks.
- In Lafayette, State Highway 287 is seen as a major barrier for pedestrians. Residents feel that it carves up the community.

OPPORTUNITIES

The stakeholder interviews generated many needs for youth transportation, but also many ideas to address those needs.

Flexibility in public transit

Stakeholders discussed the various services offered through RTD and private providers that offer flexibility in time and route. RTD services in particular offer a discount for youth travel.

“We’re trying to activate underused routes (Fixed and Flex) and we’re exploring a variation of the Eco Pass program to students in some fashion. Looking into having the flex routes fill in the gaps in the routes.”

– BVSD representative

“Thinking about encouraging families to utilize RTD Flex-Ride for Monarch HS students to have greater transportation options for after-school activities.”

– BVSD representative

- Better coordination between transit and the school districts, such as making sure the bus schedules align with school bell times.
- A BVSD representative noted that the RTD mobile app is probably the most efficient way of distributing information for “in-lieu of yellow bus” services (Note: the Boulder County Youth Transportation Program recommends the Transit App as well). How about unlimited local rides for all school-based rides? (Note: perhaps a program akin to the Neighborhood EcoPass program that is tied to destination rather than origin, or like EcoPass program where school is education institution *and* employer.)
- Collaborate with the BVSD Community Liaisons: they live within communities and can help identify need for bus passes. While they have a budget, it is limited, so providing financial support for that expense would be helpful.
- Stephen LeFaiver with TEENs and Elena Mendoza with I Have a Dream Foundation both noted that transit passes are very helpful to their programs.
- Travel training is a powerful idea. Marry the distribution of passes with education on how to use the passes.
- Lafayette did not have a FlexRide. Because it was disadvantaged for not having one, it helped justify RideFree, which has proven to be an important transportation asset for the community as a whole (gaps in youth transportation do still exist, however).

“Keep RFL going”

– Phil, City of Longmont

“More consistent/frequent public bus service to provide flexibility; free (not just discounted) bus passes; bike/bus share available to those under 18 (maybe 16 and up?)”

– Amy “Liv” Lewin, City of Boulder

“We have a few 12- and 15- passenger vans. Wondering what it could take to get a licensed youth taking 2 hours a day to do pickup/dropoff. We explored the possibility, but operational costs were the barrier.”

– Stephen LeFaiver, TEENs

“We’ve been using zTrips for residents of all ages (Taxi Voucher Program) to schools, and we’ll need to find out if that’s more cost-effective. Boulder County will be able to see destinations for those vouchers.”

– Kim Mitchell, City of Lyons

Awareness

Changing the culture around transportation

Stakeholders discussed the power of perceptions on travel behavior and the importance of conversations with the right audience and positive experiences to address concerns and change attitudes and behavior. Strategies like travel training can be used to build confidence and normalize the bus.

“I find myself more often talking with parents about safety and SRTS. I don’t do safety conversations with kids as much because the parents are more evidently concerned. Using language the kids can understand and communicating to both kids and parents can break down those barriers.”

– SVVSD representative

“Confidence, information on how to ride. It can be intimidating for some.”

– Mandy Perera, City of Louisville

“The City of Longmont has a specific Youth Service program which has been very successful. They also provide transportation information to youth.”

– Phil Greenwald, City of Longmont

Think outside our boxes

Stakeholders discussed the need to look outside the traditional partners and places (e.g., schools) to connect with youth and families. COVID highlighted some of these potential relationships, such as the role food banks play in disseminating resources to families.

“Our most at-risk youth don’t have the best relationships with schools and with Covid, they aren’t even there.”

– Shannon Bryan, IMPACT

“Boulder Housing partners may be another way to filter that information to communities.”

– Elena Mendoza, I Have a Dream Foundation

“Community allies and cultural brokers already connected to so many of our groups. It would be smart to leverage those groups more. Ask the youth advisory boards. Putting the information out there in a cool and meaningful way that grabs their attention.”

– Shannon Bryan, IMPACT

“Hold an information session/summit. It would be a chance for parents and students to come together, question assumptions, and have a peer-to-peer dialogue. It’s not telling them what to do, it’s just questioning assumptions and faulty logic.”

– Mara Mintzler, Growing Up Boulder

Infrastructure opportunities

- Melissa Trecoske Houghton noted that CDOT currently has an existing SRTS Strategic Plan that will sunset in 2022. Work is underway to develop a new SRTS Strategic Plan for the State. Historically this plan has had policy considerations such as school siting and the intention is to maintain a policy aspect if appropriate. This is a partnership opportunity for Boulder County as partner or potential liaison.
- BVSD has partnership with all 9 municipalities, some stronger than others, some with more resources than others. Where they could help more is in the improvement of walking and biking facilities.
- A BVSD representative noted that Longmont is rapidly growing so while infrastructure is underdeveloped there is opportunity for change with new development.

Boulder County’s Role:

Partner, Facilitator, the Source for all Things Youth Transportation

As noted earlier, the stakeholders recognize and appreciate the role the County currently plays in youth transportation and its potential to bring people and resources together for improvements.

- CDOT, working w/the Safe Routes National Partnership, developed an engagement toolkit and partners for engagement training

(<https://www.codot.gov/programs/bikeped/safe-routes/assets/colorado-community-engagement-toolkit-final.pdf>). Melissa noted that the Hub concept is a natural home for the toolkit, with the County as partners in training because of their established relationships with engaged parents and potential pilot trainers for community engagement.

- Melissa also felt the County and the Hub could serve as a technical assistance resource for under-resourced communities to improve Safe Routes to School program understanding and application quality.

CONCLUSION

The information and ideas generated through these interviews and surveys validate the decision to include youth in the Coordinated Human Services Transportation Plan (Coordinated Plan). Based on these findings, youth-specific strategies will be developed. Youth will also be included on broader strategies that meet the needs of several target populations.