

6

**transportation**



**INTRODUCTION**

Boulder County places high priority on sustainable transportation systems and infrastructures, from its trails and bike lanes to mobility solutions around zero emission vehicles (ZEV) and alternative modes of transportation. The fundamental goals and policies in the Boulder County Comprehensive Plan call for a compact development pattern that supports the use of low-carbon transit, maximizes the use of existing infrastructure, and reduces the negative environmental impacts of the transportation system.

In July of 2020, the Board of County Commissioners adopted an update to the Transportation Element for the Comprehensive Plan to provide direction for transportation projects, programs, and spending. The Transportation Element moves the county towards its vision of high-quality, safe, sustainable, and environmentally responsible

transportation to meet the mobility and access needs of all users.

In 2020, the Boulder County Transportation Department updated and adopted a Transportation Master Plan (TMP), which provides a blueprint for Boulder County’s transportation system for the next 25 years and identifies strategies for improving mobility options throughout

the community. We will continue to focus on projects that reduce greenhouse gas (GHG) emissions, while maintaining or expanding affordable and convenient mobility for county residents, employees, and visitors.

In November 2022, voters in Boulder County approved the extension of the countywide transportation sales tax. This funding will be used for transit service and programs, regional trails and commuter bikeways, community mobility programs, roadway safety and resilience, and regional corridors. Projects within this funding are estimated to reduce GHG emissions by 186,020 cumulative metric tons of CO<sub>2</sub>e from 2024 through 2040. The extension of the tax has no expiration date.

In 2022, the Boulder County Office of Sustainability, Climate Action & Resilience (OSCAR) was a leading participant in the development of the Regional Transportation Electrification Plan for Boulder County Communities. The plan is intended to guide Boulder County



communities toward solutions that support the large-scale and equitable transition to ZEV. The collaborative stakeholder group developed a common vision and identified how surrounding communities can work together as a region. Boulder County plans to electrify its own vehicle fleet and encourage electric vehicle (EV) adoption by its own employees, residents, businesses, and transit agencies. Vehicle electrification offers one of the best opportunities

to significantly reduce the GHG emissions from transportation and plays an important role in reducing local air pollution. Analysis by the National Center for Atmospheric Research has found that vehicles and oil and gas development are the two major sources of emissions of ozone precursors. Outdoor air quality is a serious concern in Boulder County due to historically high ozone levels in the summer months.

All in all, Boulder County’s policies and programs support the use of multimodal transportation and EVs in order to decrease countywide GHG emissions. The results are cleaner air, equitable mobility access, reduced traffic congestion, decreased reliance on fossil fuels, improved public health, and overall positive change in addressing the climate crisis.



**transportation goal**  
Provide environmentally sustainable transportation choices and support diverse opportunities for mobility for all Boulder County residents.



#### COUNTY OPERATION STRATEGIES

### Reduce the GHG emissions from the county fleet

- Evaluate the demand and usage of county fleet vehicles to determine their necessity, and find opportunities to use multimodal modes and carpool for workplace and departmental travel needs.
- Evaluate the usage of county vehicles in order to make informed decisions about which vehicles to electrify first and the necessary infrastructure to support those vehicles.
- Actively promote the adoption of battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV) for Boulder County's fleet as appropriate technology develops.
- Install EV charging stations for fleet EVs in appropriate county locations.
- As the technology matures, transition to EVs for medium- and heavy-duty fleet vehicles.
- Assess the use of renewable diesel for eligible county vehicles and other equipment, if and when renewable diesel becomes available in the region.
- Continue to purchase BEVs or PHEVs for any new, light-duty replacement vehicles in the general fleet, as well as for the sheriff's office administration and detective vehicles. Electrification of the fleet will expand as technology develops.

### Encourage employee adoption of eBikes and EVs, and support employees who want to commute using ZEVs

- Provide EV charging stations at key work locations across the county based on public use, and plan for infrastructure to support more EV charging stations in the future.
- Partner with car-share and vanpool organizations to support electrification of their fleet vehicles as appropriate technology develops.
- Incorporate EV infrastructure in new construction and/or major remodels of county-owned buildings to ensure employee EV charging stations are integrated into county planning and buildings.
- Offer employees ways to participate in eBike and EV purchase discounts or other incentive opportunities, and connect employees to resources related to eBikes, EVs, and EV charging at home.

**COUNTY OPERATION STRATEGIES**

**Ensure all Boulder County employees have access to multimodal means of travel to help reduce single-occupancy vehicle (SOV) commute trips, and explore creative ways to incentivize employees to reduce the carbon footprint of their commutes**

- Continue to offer transportation incentives to all employees, including hourly staff, such as Regional Transportation District (RTD) EcoPasses (unlimited bus pass), vanpool subsidies, bike share membership, Bike to Work Day, secured bike parking, and employee showers within county buildings.
- Create new programs to mitigate vehicle miles traveled (VMT), such as parking cash-out programs, car-share opportunities, commute challenges, restricted employee parking, paid parking, and increased access to pool vehicles.
- Pilot infrastructure at county-owned sites for secure and convenient eBike parking and charging, such as secured indoor and outdoor eBike parking, and offer resources from other organizations about their eBike infrastructure.
- Develop multimodal means of transportation for employees traveling while at work to reduce the use of fleet vehicles.

**COMMUNITY STRATEGIES**

**Highlight and communicate the links between land-use patterns, transportation, and sustainability, and incorporate this analysis into decision- and policy-making processes**

- Encourage Boulder County municipalities to locate and design new development in a manner that helps achieve regional sustainability goals. A key element is encouraging municipalities to add a mix of housing types and price ranges to allow in-commuters the ability to live in the communities where they work.
- Create land-use codes that elevate the intersection between development and transportation in the land-use decision-making process, to ensure that new development provides—or is near to—multimodal transportation options (e.g., secured bike parking, eBike and EV car-sharing, and charging stations).
- Continue to work with Denver Regional Council of Governments (DRCOG) to ensure the continuation of growth management strategies in the growing Denver Metro Region, such as urban growth boundaries and areas, to minimize sprawl.
- Promote thoughtful land-use planning; site selection; urban design; and equitable, transit-oriented development to encourage coordinated transportation and walkability to existing infrastructures and populations.
- Locate county buildings and Boulder County Housing Authority (BCHA) housing facilities in areas that have convenient access to services and the multimodal transportation system, including regional transit. Design future facilities with access to the multimodal transportation system and EV charging stations.

**COMMUNITY STRATEGIES**

**Support the public adoption of eBikes and EVs, and assist in the installation of public charging stations**

- Continue to collaborate with partners and cities across the county to transition 30% of all vehicles registered in Boulder County to zero emissions by 2030.
- Promote the local public health benefits of eBikes and EVs.
- Leverage statewide EV awareness by promoting programs and incentives included in the federal climate bill (Inflation Reduction Act of 2022).
- Continue public outreach efforts around EVs and charging to the commercial sector and residents through Partners for a Clean Environment and EnergySmart.
- Encourage alternatives to personal EV ownership and electrification goals among shared-use transportation options, such as car-share organizations, Transportation Network Company vehicles (such as Uber and Lyft), taxis, and autonomous vehicles operating in Boulder County.
- Use EV registration data, maps of travel corridors, multifamily housing properties, equitable charging locations, and other criteria to inform decisions about additional infrastructure and charging equipment locations.
- Partner with utilities, municipalities, and the private sector to develop appropriate charging hubs. Ensure electrification efforts are accessible to all community members.
- Leverage existing EV and eBike incentives, while looking for other benefits to further encourage their use.
- Partner with the chambers of commerce to encourage businesses to install charging stations at workplaces.
- Encourage businesses, multifamily housing properties, nonprofits, and other organizations to apply for Charge Ahead Colorado grant funds for EV charging stations.
- Support the installation of regional public DC fast-charging stations, as well as mobility hubs.
- Urge RTD, Via, and other transit service providers to electrify transit routes in the county and region. Pursue partnerships with RTD, Via, the University of Colorado, utilities, municipalities, and the private sector to achieve complete transit electrification over a 12-year bus replacement cycle.
- Explore the option to use feebates or other ideas to incentivize the purchase of high-efficiency vehicles and disincentivize high-polluting vehicles.
- Support and promote workforce development created by other relevant organizations for training of EV technicians and EV charging station installation and maintenance.



**COMMUNITY STRATEGIES**

## Increase modal choice and decrease the SOV share of local and regional trips

- Continue active partnerships with Colorado Department of Transportation (CDOT), DRCOG, RTD, U.S. 36 Mayors and Commissioners Coalition, Commuting Solutions, Boulder Transportation Connections, and other local partners to implement Bus Rapid Transit (BRT) and other multimodal improvements on State Highways (CO 119 and 7, US 287) and other key corridors to complete high-performance, efficient, low-carbon, and convenient transportation options to all major destination communities.
- Continue developing Boulder County's multimodal transportation system, including developing additional transit infrastructures, service frequencies, geographic coverage, and increasing vehicle-sharing opportunities and programs.
- Develop Boulder County's on- and off-street bike and pedestrian infrastructure and facilities with a focus on user safety and comfort.
- Offer transportation advising to local businesses to provide alternative modal choice and decrease SOV use through Boulder County's Partners for a Clean Environment program.
- Support the integration of eBikes, electric scooters, electrified car-share, and EVs within broader multimodal planning by offering electric travel modes and charging infrastructure at mobility hubs anchored by high-frequency transit service. With transit and Transportation Management Organizations partners, explore improvements to the customer experience and help residents get accustomed to the shared-mobility services model, such as with transit incentive cards that allow residents to use other electric-powered, first- and last-mile mobility options.
- Work with Boulder County communities to establish multimodal connections to regional transit.
- Examine road usage fees and consider increases in parking fees or other mechanisms to fund pedestrian and bicycle infrastructures and transit systems.
- Establish partnerships to develop joint projects with Boulder County Public Health and other agencies to promote active transportation and improve public health outcomes through transportation improvements and services.
- Improve the convenience and security of eBike parking infrastructures in park-n-rides, public facilities, businesses, and multifamily housing locations.
- Update transportation policies, plans, and standards to incorporate new travel systems and technologies into future transit infrastructures to ensure low-carbon travel.

**COMMUNITY STRATEGIES**

## Reduce barriers to using the transportation system and expand transportation programs and services that serve the needs of all members of our community, including low-income individuals and families, youth, older adults, and people with disabilities

- Support the implementation of the Boulder County Mobility and Access for All Ages and Abilities Plan.
- Continue to establish partnerships among Community Services; Boulder County Public Health, Housing, and Human Services; Mobility and Access Coalition; and other agencies and community-based organizations to coordinate programs to address transportation needs.
- Continue to assist multimodal transportation programming and education opportunities for BCHA residents, including transit passes, car-share memberships, bike parking, and maintenance, that will reduce vehicle parking minimums.
- Continue to work collaboratively with multimodal transportation providers to overcome gaps in service and barriers for underserved communities.
- increase access to transit through free transit passes and other pilot programs for people with lower incomes
- Expand ways to fund and implement transit options for those who live, work, and recreate in Boulder County, including first- and final-mile solutions in areas underserved by fixed-route transit.
- Continue multimodal transportation education and programming to meet the needs of historically underserved community members, including but not limited to people with disabilities, older adults, people with low incomes, youth, and Spanish-speaking communities.
- Offer travel training to historically underserved populations, such as individuals with disabilities, older adults, people with low incomes, youth, families, caregivers, and people who speak languages other than English.
- Partner with community-based organizations, such as libraries, food pantries, and family resource centers, to provide education and transportation to support the people they serve.
- Expand transit EcoPass, vanpool, and biking options to employment sites for wage earners and essential workers.
- Provide more covered and secure bike parking facilities, capable of storing and charging eBikes, especially at multifamily developments.

**COMMUNITY STRATEGIES**

**Support EV and eBike adoption and charging station access for low-income and multifamily residences**

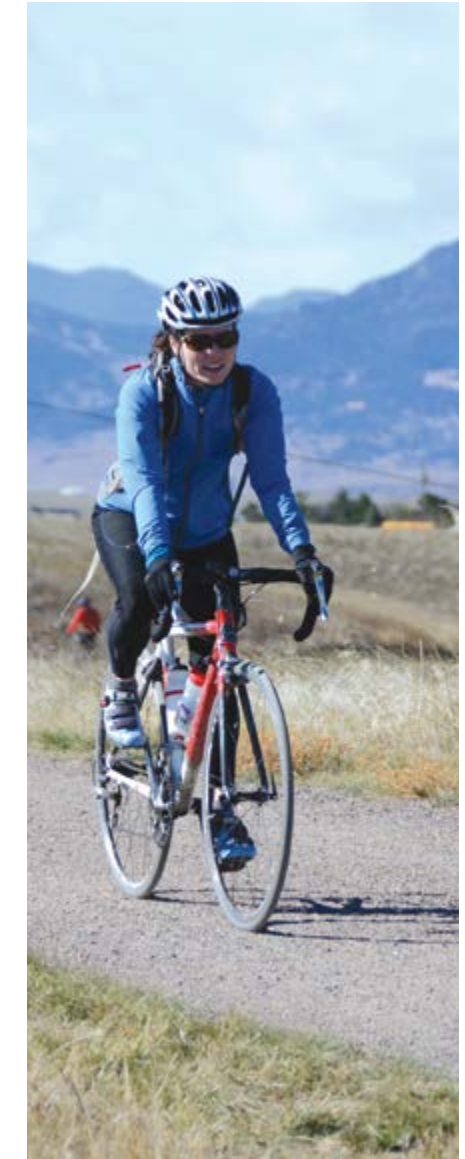
- Develop an understanding of the current availability of EV charging in the multifamily and low-income housing sectors, barriers to adoption of EV charging stations, and resources needed.
- Increase awareness of the Charge Ahead Colorado charging station grant funding for income-qualified and disproportionately impacted communities.
- Promote local utilities programs for utility owned and operated chargers, as well as incentives for chargers owned by property owners at multifamily housing.
- Support Level 2 and public DC fast charging at strategic locations in Boulder County.
- Support installation of charging stations at new or remodeled multifamily buildings in alignment with local governments' adoption of EV-ready codes.
- Support secured bike parking facilities capable of storing and charging eBikes.
- Collaborate with housing authorities, car-share organizations, and local utilities to offer electric car-sharing in low-income neighborhoods or at low-income housing.
- Promote rebates from state agencies and local utilities, as well as tax credits, and identify further opportunities to provide rebates, preferably at the point of sale, toward the purchase of new and used EVs and eBikes by low-income residents.
- Develop a pilot program that pairs access to charging at low-income and multifamily properties with a program that encourages purchase of new and used EVs.
- Provide targeted education and outreach to enhance community understanding of EVs and eBikes, and partner with community-based organizations early to ensure barriers are understood before designing programs and policies.

SEE THE AIR QUALITY (PAGE 14) AND CLIMATE (PAGE 30) CHAPTERS FOR ADDITIONAL EMISSIONS REDUCTIONS STRATEGIES.

**COMMUNITY STRATEGIES**

**Increase multimodal transportation options and incentives with schools and households with youth to reduce GHG emissions**

- Continue to create, develop, and support policies, projects, and programs that reduce single-family vehicle trips to and from schools and other key destinations.
- Design and build county transportation infrastructure that supports walking, biking, and busing to schools and other key destinations.
- Encourage school districts to construct new schools in areas already served by the multimodal transportation network.
- Encourage school districts and local municipal partners to renovate school properties to support walking, biking, carpooling, and busing to schools.
- Encourage schools unable to provide school bus service to offer bus pass programs to ensure equitable access to school and after-school activities.
- Advocate for school districts to replace fossil-fuel-powered school buses with electric buses.





TAKING ACTION

## Holistic Transportation Solutions for Affordable Housing Communities

Boulder County is a leader in finding solutions for increased access to both affordable housing and sustainable transportation, as we work to address rising housing and transportation costs in our community. Boulder County fosters the creation of connected communities by coordinating

among different departments that play a role in housing and transportation. BCHA, Boulder County’s Transportation Planning Division, and OSCAR collaborate to review new, affordable housing developments, look for opportunities to support multimodal transportation access, and coordinate affordable and

sustainable mobility programming for housing communities.

Mobility for All (M4A) provides transportation programming focused on innovative approaches, to ensure economical and sustainable transportation for all community members. Many BCHA residents have



enjoyed a renewed sense of freedom that they could not have experienced without the support of M4A. Below are some examples of programming provided by M4A:

- Free EcoPass for all BCHA residents
- Educational materials for site-specific mobility options

- Car-share expansion, including EV and fuel-efficient vehicles
- Bike parking and maintenance facilities
- Bicycles programming, including Earn-a-Bike workshops and basic bike maintenance



Gary and Carol Cox, BCHA Josephine Commons residents, gave their car to their grandson due to the increasing costs of owning and maintaining a personal vehicle on a fixed income. They have taken advantage of the many transportation programs offered by M4A at their housing authority site, such as a GoGoGrandparent pilot, Ride Free Lafayette, RTD EcoPass, and Colorado Car-Share. Many of these options included a learning curve, but Mr. and Ms. Cox are always willing to try new transportation options that allow them to remain active in their community.





**TAKING ACTION**

## Ride Free Lafayette

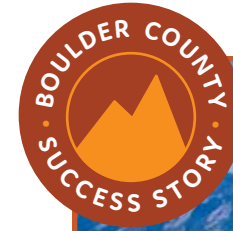
Boulder County operates a fare-free, on-demand, door-to-door transit service called Ride Free Lafayette. This service provides Lafayette residents, employees, and visitors with point-to-point transportation from 7 a.m. to 8 p.m. seven days a week. The Ride Free Lafayette service was launched in

August 2020 and provides an average of 37 trips per day for residents of all ages and abilities who would not have any other form of personal mobility.

Dawn Russell, pictured above, is an avid user of RTD Access-a-Ride service but is unable to take advantage of

on-demand, app-based transportation services, such as Uber and Lyft, due to the lack of wheelchair accessibility. After hearing about Ride Free Lafayette, she was very skeptical that the service would be truly wheelchair accessible and on-demand, but she decided to give it a try for local trips. Dawn was extremely happy with the service and expressed a sense of pride and being valued.

Lafayette resident Patricia Rice had hip replacement surgery and was unable to ride her bike, which is her primary mode of transportation. From August 2021 to February 2022, Patricia took Ride Free Lafayette at least three times a week to shop, exercise, go to medical appointments, and even get the COVID vaccine. Patricia shared, “If it weren’t for Ride Free Lafayette, I would have been unable to go anywhere on my own—food shopping, getting to appointments at Kaiser, and, very important to me, getting to the rec center so I could exercise my hip and help it heal. Taking Uber and Lyft would have rapidly emptied my bank account!”



**LOCAL PUBLIC TRANSIT**

Boulder County supports transit ridership in a variety of ways, including directly operating transit service, partnering with other jurisdictions to provide transit service, and supporting EcoPass and fare-free programs. Some examples include:

- Ride Free Longmont
  - This program was originally funded by Boulder County and is currently funded by the City of Longmont.
- Ride Free Lafayette on-demand service
- U.S. 36 BRT and bikeway
- FLEX Route connecting Ft. Collins to Longmont and Boulder
- Lyons community EcoPass program, Lyons Flyer commuter bus service, and Lyons taxi voucher program
- Nederland Community EcoPass program
- CLIMB bus connection to Gold Hill
- Mountain Mobility Demand-Responsive and Volunteer Driver programs
- Hessie Trailhead and Eldorado Canyon State Park shuttles
- Bike-n-Ride system



**MOBILITY FOR ALL**

M4A has helped hundreds of low-income people maintain access to employment, education, and medical services through multimodal transportation assistance. Boulder County also helped form a local coordinating council called the Mobility and Access Coalition, with participation from more than a dozen local, nonprofit human service agencies, several transportation providers, and community advocates. M4A is a county initiative designed to help meet the needs of historically underserved populations, including:

- Low-income individuals and families
- Older adults
- People who do not drive or have access to a personal motor vehicle
- People with disabilities
- Spanish-speaking families

M4A provides:

- Subsidized transit for low-income persons in select county case-managed programs
- Mobility programming and EcoPasses to all BCHAs sites
- Improved transportation service coordination with human service agencies and transportation providers
- Improved ability to serve more people with existing resources
- Support for regional efforts to increase access to transportation services for low-income households, people with disabilities, older adults, Spanish-speaking households
- Bike programming, such as Earn-a-Bike and Basic Bike Maintenance Workshops for BCHAs sites
- Shared-use mobility support for car-sharing and ride hailing, and education to overcome technology barriers to accessing transportation options



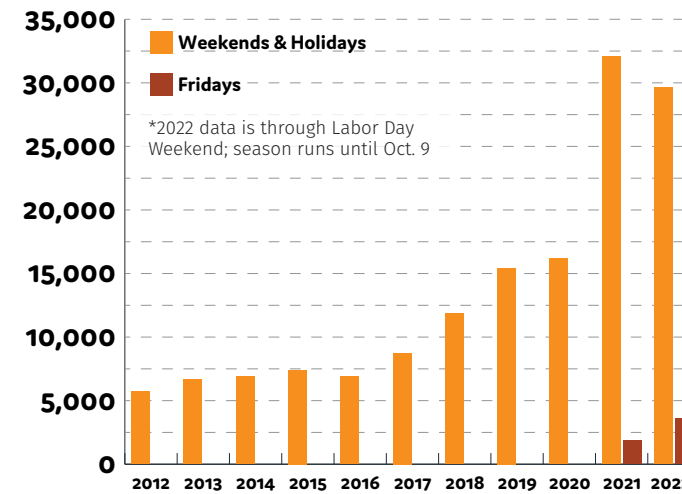
**TAKING ACTION**

**Hessie Shuttle**

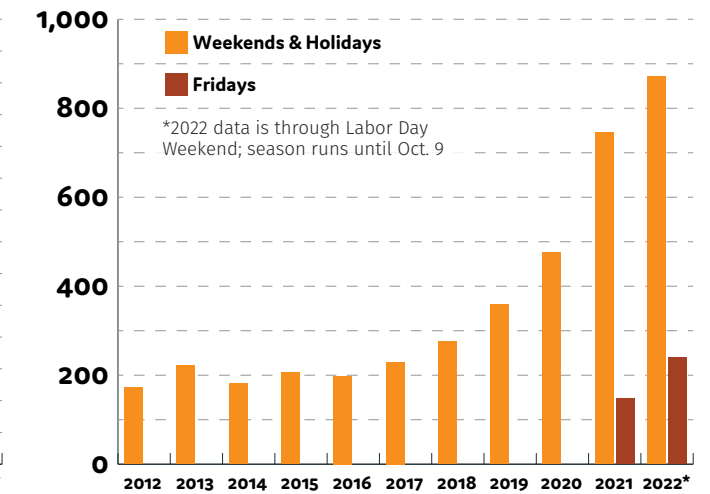
Boulder County operates the Hessie Shuttle, which provides recreational access to the Indian Peaks Wilderness. This service provides Boulder County residents and visitors with free transportation from Nederland High School to the Hessie Trailhead on Fridays, Saturdays, Sundays, and holidays during

the summer months. The Hessie Shuttle operates every 15 minutes. As of 2022, the service boarded on average 870 residents and visitors per summer weekend day, reducing traffic congestion and parking hassle along mountain roads.

**Annual Shuttle Boardings**



**Daily Shuttle Boardings**





MEETING OUR GOALS

## Electric Vehicle Leadership in Colorado

Colorado has a unique opportunity to take the lead on reducing transportation emissions, making significant air quality impacts, and helping pave the way for other states to set more ambitious climate and electrification goals.

In 2018, Colorado released the “Colorado Electric Vehicle Plan”,

which described strategies to reach the statewide goal of nearly one million EVs on the road by 2030.

Colorado was the first state in nearly a decade to negotiate with automakers to develop a standard to promote electric ZEVs. This standard was approved by the state’s Air Quality Control Commission and included

input from a diverse range of stakeholders. The new ZEV standard requires automakers to sell a growing share of ZEVs each year, thus providing more EV options to Coloradans.

Colorado has a \$2,500 state EV tax credit (decreases to \$2,000 in 2023) for purchase of a new EV and a \$1,500 tax credit for leasing a new EV. When

paired with federal tax credits and a growing network of EV charging stations, Colorado is one of the best places in the nation to buy an EV.

Colorado is part of the Regional Electric Vehicle Plan for the West, an agreement signed in 2017 with seven other Western states to build fast-charging stations along 7,000 miles of highway corridors to support seamless region-wide travel. Colorado also received \$68.7 million in funds from the Volkswagen emissions settlement to reduce air pollution in Colorado, and this included funding for charging infrastructure and support for electric buses and trucks. With part of this funding, the state has supported the installation of high-speed charging stations along travel corridors across Colorado, with 31 stations installed at the end of 2022. Starting in 2023, Colorado will build on this progress toward the creation of a comprehensive, highway corridor fast-charging network through the investment of approximately \$56.5 million in federal National Electric Vehicle Infrastructure funding. In 2023 and thereafter,

the state, local governments, and other stakeholders will also have the opportunity to compete for \$2.5 billion in discretionary funding for ZEV charging stations and alternative fuels. This funding was possible through the passage of the Infrastructure Investment and Jobs Act.

The state also offers funding support for community EV charging through Charge Ahead Colorado grants, which include incentives for income-qualified and disproportionately impacted communities. Through 2022, the program had awarded funding for more than 2,000 charging stations statewide.

In 2021, Governor Polis signed Senate Bill 21-260 to accelerate clean transportation by creating new sources of dedicated transportation funding and new state enterprises. The law creates three new transportation electrification enterprises: the Community Access Enterprise, the Clean Transit Enterprise, and the Clean Fleet Enterprise. It is forecasted that these three enterprises will generate and invest more than

\$700 million in their first decade of operations. The state completed an EV equity study to ensure that the benefits of EVs are available to all, and to identify opportunities for an equity-centered approach to transportation electrification.

The State of Colorado launched its first statewide EV education and awareness campaign in the fall of 2022 to raise the public’s awareness about the environmental, convenience, and financial benefits of EVs.

Yet, it takes local leadership to ensure that this awareness, infrastructure, and technology are successfully expanded throughout the state. This is the moment for local governments to step out front and secure the benefits of transportation electrification for their communities and the state.





## Regional Collaboration to Support Electric Vehicles

Colorado counties and cities are leading the way by setting bold targets and policies for adoption of EVs. Expanding transportation electrification in local communities will increase the benefits of this clean technology, including reducing GHG emissions and improving air quality. It will also save residents money and help promote greater EV adoption nationwide.

In 2021, representatives from local governments in Boulder County came together for nearly a year with key stakeholders, including business associations, state agencies, nonprofit organizations, and Xcel Energy to develop a strategic plan to reduce GHG emissions in Boulder County through equitable

transportation solutions. They built a plan based on existing sustainability initiatives to show that close collaboration can accelerate a successful transition to an all-electric future. In August 2022, Boulder County, along with these regional partners, completed the first-ever regional transportation electrification plan to support EV adoption. Today the stakeholders are working in subgroups to implement the transportation electrification strategies.



**POLICY PRIORITIES**

The following are environmental sustainability policy priorities within Boulder County’s legislative agenda:

POLICY	WHAT YOU NEED TO KNOW	
<p><b>Support the development of sustainable, multimodal transportation systems that focus on moving people, goods, and services using all modes of travel</b></p>	<p>Boulder County supports transportation planning that prioritizes funding for multimodal projects, programs, and services and investments in a regional transportation system that reduces reliance on single-occupant vehicles and fossil fuels. Examples include timely completion of a transit system that connects people throughout Boulder County and with the entire Denver metropolitan area and the North Front Range region. Transit system improvements are documented in Boulder County’s 2020 TMP, RTD’s FasTracks transit system approved by voters in 2004,</p>	<p>and RTD’s 2013 Northwest Area Mobility Study. In addition, Boulder County’s TMP includes additional multimodal infrastructure, including safe bikeways, regional trails and walkways, managed HOV/transit lanes, transportation demand management, and other transit services and programs that provide people with safe, affordable and sustainable travel choices. Also included are programs identified in Boulder County’s Coordinated Human Services Transportation Plan: Access and Mobility for All Ages and Abilities (2022).</p>

**POLICY**

**WHAT YOU NEED TO KNOW**

<p><b>Link land use, housing, and transportation planning and investment</b></p>	<p>Cooperation between land-use planning and multimodal transportation investment will result in decreased GHG emissions and air pollution, decreased fossil fuel consumption and transportation infrastructure costs, and increased</p>	<p>access to transportation options. This will lead to improved air quality for people of all ages, abilities, income levels, and stages of life, while maximizing previous investments in existing infrastructure and amenities.</p>
<p><b>Support adoption of the most advanced vehicle emissions standards available</b></p>	<p>The federal Clean Air Act provides authority for California to adopt its own emission standards for new motor vehicles, if they are at least as stringent as federal standards, and for other states to adopt the California</p>	<p>standards. Boulder County supports Colorado adopting California’s revised vehicle emissions standards (Advanced Clean Car Standards II) and the Advanced Clean Trucks and Low Nitrogen Oxides Trucks rules.</p>

POLICY

WHAT YOU NEED TO KNOW

**Support increased funding for transit, bike, and pedestrian infrastructure**

Boulder County supports increased new and innovative funding of multimodal transportation improvements in Colorado, including funds committed to multimodal and sustainable transportation solutions. Priorities for new funding include Vision Zero safety improvements; completion of the U.S. 36 BRT project; completion of FasTracks improvements and build-out of regional BRT system improvements in the Northwest metro region; expansion of local, regional, and interregional transit services; regional trails; and other multimodal infrastructure, including first- and final-mile connections for people to safely access transit.

Boulder County believes that any new road-capacity funding should be invested in managed lanes and transit system improvements that prioritize on maximizing the travel of people (not just vehicles). The county also believes that managed lane projects must provide equitable and affordable travel choices to ensure that lower-income travelers benefit from the

public investment in a toll road. Boulder County supports funding sources that incentivize sustainable land-use and transportation planning principles and practices. Ideally, transportation funding sources are tied to transportation system use, including VMT-based approaches and user fees.

The county also supports distribution of federal and state transportation funds through regional planning organizations such as the DRCOG Transportation Improvement Program, as well as directly from CDOT to local jurisdictions (ex. Safer Main Streets, Revitalizing Main Streets, and Highway Safety Improvement Programs). Boulder County endorses the expansion of fare-free transit year-round, especially during the entire ozone season, to provide more affordable mobility options for people, increase transit ridership, improve Front Range air quality, and to reduce GHG emissions.

POLICY

WHAT YOU NEED TO KNOW

**Promote the purchase and use of ZEV, including investment in related technology and infrastructure**

Expanding the use of EVs and the necessary charging infrastructure to support them will play an important role in achieving GHG emissions reductions from the transportation sector, advancing Colorado’s statewide carbon reduction goals, greatly improving air quality, and reducing dependence on foreign oil. Policy approaches that support the use of electric and other ZEV include supporting the integration of eBikes, electric scooters, electrified car-share, and EVs with broader multimodal

planning efforts; investment in eBikes and associated safe-bike infrastructure and secure parking; investment in EV charging infrastructure; feebate and other incentives for the purchase of EVs; investment in electric transit vehicles and associated charging infrastructure; and vehicle-to-grid technology, which enables EVs to “plug” into the electric grid and provide power during the many hours that those vehicles sit idle.





## TAKE ACTION

## Get Off Fossil Fuels

We need collective action to reduce community-wide reliance on fossil fuels and to improve our air quality.

- ❑ Next time you move homes, consider a location that allows you to walk or bike to work and for errands. You can walk to work with fresh air and no congestion!
- ❑ Consider biking and/or taking the bus to get to work, run errands, or visit family and friends. The RTD has a helpful trip planner.
- ❑ Consider purchasing a bike or eBike, based on your travel distance needs, mobility needs, and budget. Electric cargo bikes can eliminate car trips for many community members and even businesses by adding the capacity to carry kids, groceries, goods, and more, and an eBike offers a more affordable option than car ownership.
- ❑ Invite friends and colleagues to split commute costs and reduce your carbon footprint by vanpooling and carpooling. WayToGo, VanGo, and Commuting Solutions help commuters identify sustainable commute options.
- ❑ Move from a two-car household to a one-car household and save between \$4,800 and \$8,300 annually. Joining a car-share, such as Colorado Car-share, or using on-demand transportation, such as Lyft or Uber, can help with this transition.
- ❑ If you have to purchase a vehicle, purchase or lease a new or used EV. Go fossil fuel free at home and power your vehicle with rooftop solar photovoltaic, or purchase a subscription to a community solar garden.
- ❑ Consider using a remote conferencing service for a work-related trip to reduce your contribution to carbon emissions associated with air travel.

## RESOURCES

## More Information

### RELATED INFORMATION AND PLANS

#### Boulder County

##### Comprehensive Plan

[bouldercounty.org/property-and-land/land-use/planning/boulder-county-comprehensive-plan](https://bouldercounty.org/property-and-land/land-use/planning/boulder-county-comprehensive-plan)

##### Transportation Master Plan

[bouldercounty.gov/transportation/plans-and-projects/transportation-master-plan/](https://bouldercounty.gov/transportation/plans-and-projects/transportation-master-plan/)

##### Mobility and Access for All Ages and Abilities Plan

[boco.org/MAAAA](https://boco.org/MAAAA)

##### Colorado Electric Vehicle Plan

[energyoffice.colorado.gov/zero-emission-vehicles/colorado-ev-plan-2020](https://energyoffice.colorado.gov/zero-emission-vehicles/colorado-ev-plan-2020)

##### Regional Transportation Electrification Plan for Boulder County Communities

[bit.ly/BoulderCountyRegional-TEplan](https://bit.ly/BoulderCountyRegional-TEplan)

### TRANSPORTATION SERVICES

#### RTD (bus)

[Rtd-denver.com](https://rtd-denver.com)

#### WayToGo (helps residents find sustainable and more affordable transportation options)

[waytogo.org/getting-around/vanpool](https://waytogo.org/getting-around/vanpool)

#### VanGo (vanpool)

[vangovanpools.org](https://vangovanpools.org)

#### Commuting Solutions (serves anyone commuting to/from

Southeast Boulder County, Longmont, or Gunbarrel)  
[Commutingsolutions.org](https://Commutingsolutions.org)

#### Boulder Transportation Connections

(serves anyone commuting to/from Boulder or Gunbarrel)  
[bouldertc.org](https://bouldertc.org)

#### Smart Commute Metro North (serves anyone commuting to/from CO-287

to/from the I-25 corridor)  
[smartcommute.org](https://smartcommute.org)



**Mobility for All** (supports residents with accessible, affordable, and equitable transportation options)  
[boco.org/M4A](https://boco.org/M4A)

**Trip Tracker** (supports sustainable transportation to/from school)  
[bouldercounty.gov/transportation/multimodal/trip-tracker/](https://bouldercounty.gov/transportation/multimodal/trip-tracker/)

#### Resource for Businesses

[PACEPartners.com](https://PACEPartners.com)

#### Colorado Statewide EV Website

(educational information as well as incentives resource)  
[evco.colorado.gov/](https://evco.colorado.gov/)

#### Electric Vehicle Coaches

(coaches can speak one-on-one with residents and businesses to answer all EV-related questions)  
[driveelectriccolorado.org/](https://driveelectriccolorado.org/)

#### Drive Electric Boulder County

(local resources and incentives for residents and businesses of Boulder County)  
[energysmartyes.com/drive-electric](https://energysmartyes.com/drive-electric)