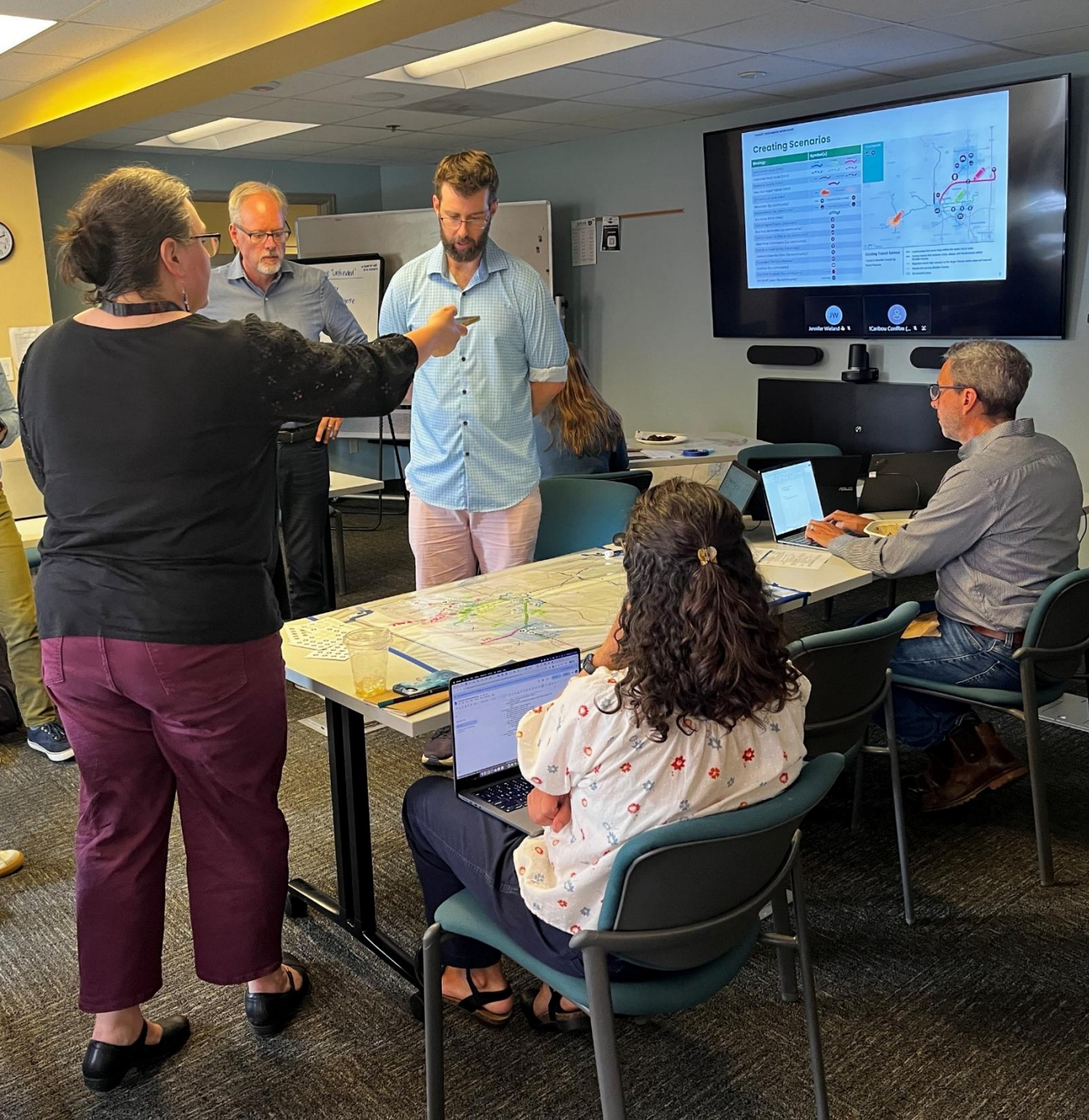




Boulder County Subregional Forum

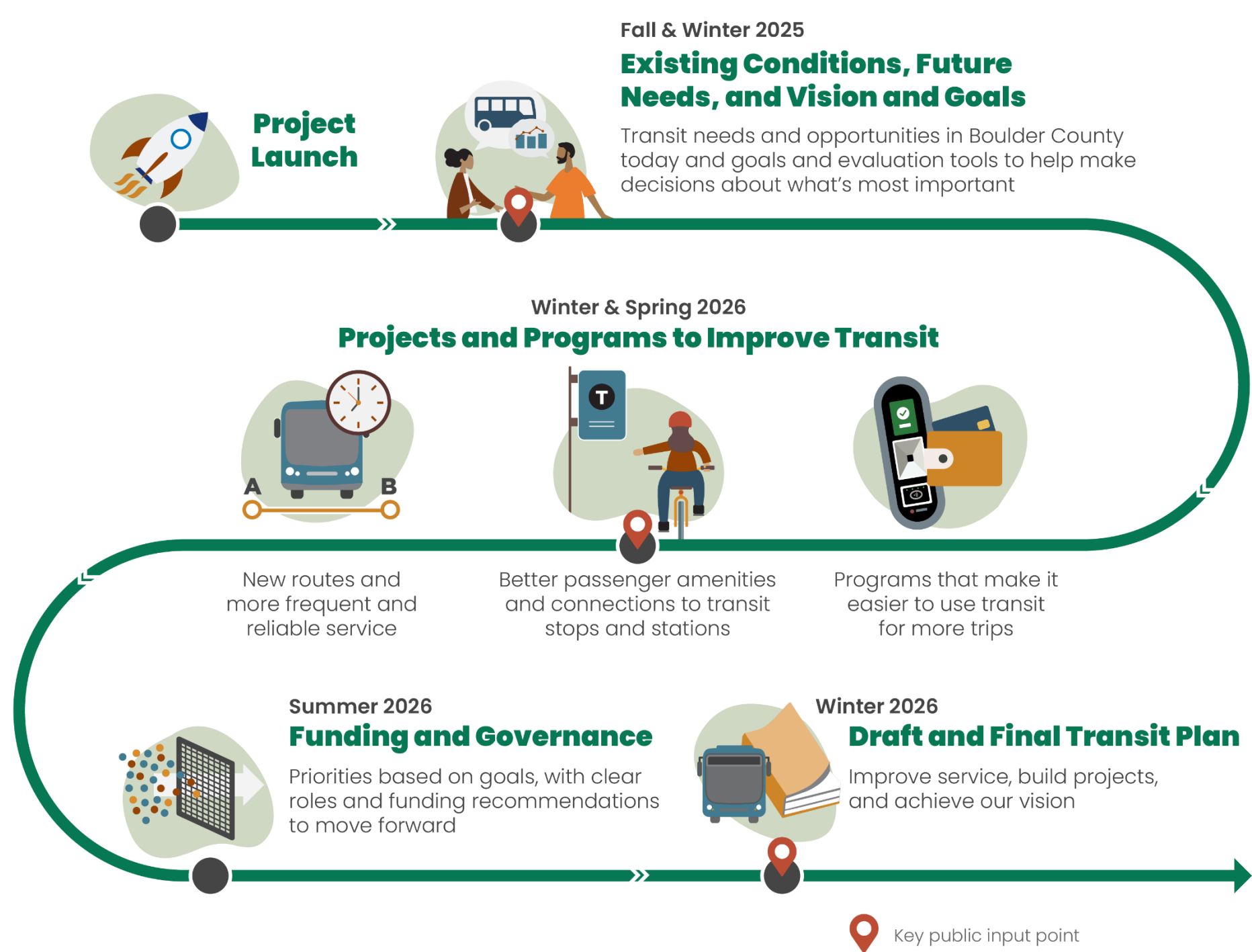
Project Update

July 6, 2026



Our Work

- Outreach
- Field work
- Data analysis
- Best practices
- Transit strategies
- Scenarios
- Clear priorities
- Funding and phasing
- Implementation



Transit Vision Outreach

- Connected with **600 people** over 7 weeks
- Focused on reaching **younger people**, more parts of the county, and non-English speakers
- The **vision statement and goals** received significant support:
 - ✓ 75% of respondents said the vision reflected their hopes for transit in Boulder County
 - ✓ 80% of respondents said the goals captured what this plan should do
 - ✓ Competitive & Reliable was the top goal, followed by Connected & Equitable, and Sustainable & Resilient
- The highest priority transit improvement was **“improve existing service,”** matching feedback from our first round of outreach



Building Toward Recommendations



The approach to developing and evaluating Linking Boulder County transit scenarios is designed to help decision-makers and community members easily compare the individual and collective impact of potential transit improvement strategies.

Transit Improvement Strategies



Transit Services

- Rapid routes
- Frequent routes
- Community routes
- Limited/Seasonal routes
- On-demand zones



Supportive Transportation Services

- Shared e-bikes and e-scooters
- Carpool/vanpool programs
- Taxi and ride-sharing services



Capital Projects

- Transit lanes
- Transit signal priority (TSP)
- High-capacity transit supports
- Bus stop amenities
- Transit centers
- Transit vehicles



Programs and Policies

- Free or reduced fares
- Pass programs
- TDM strategies
- Enhanced passenger information

Scenario Building Assumptions



What's Assumed

- **Existing (June 2026) RTD and partner agency transit services continue**, except for temporarily funded services
- **Existing route alignments are maintained**, with slight changes to support new routes
- **Major projects are built** and operational, except for CO 7 BRT service to Brighton
- **Used a consistent approach** to costs, service characteristics, and expected outcomes
- Agnostic about who **operates services** and **constructs improvements**

Assumed Additional Funding

\$40M annually

(equivalent to a property tax of \$1.20 on \$1,000 of assessed value or a sales tax of \$0.32 on a \$100 purchase)

\$35M/Year

Operating

**\$5M/
Year**

Capital

IMPORTANT: The funding level (and capital/operating split) is a planning assumption to support the process. It is not a recommendation for a specific tax rate or funding source!

Developing Scenarios

- Scenario **planning workshop** with Boulder County staff and consultant team
- Groups identified **investment priorities** to match scenario themes
- **Estimated costs** to ensure rough alignment with \$35M annual operating and \$5M annual capital budgets
- Leveraged State of Transit Report, Transit Vision, **community feedback**, and **municipal priorities** to identify investments



Meet The Scenarios

Scenario 1: Grow Ridership

Attract more people to transit by investing where ridership potential is greatest.

Primary Service Types:

- Rapid Services
- Frequent Services

Key Investments:

- Improvements for high-demand destinations and travel markets
- More frequent service on major transit corridors

Scenario 2: Cover the County

Expand the reach of the transit network by connecting more people and places.

Primary Service Types:

- Community Services
- Limited/Seasonal Services
- On-Demand Zones

Key Investments:

- New countywide and mountain connections
- Links to neighboring counties

Scenario 3: Support Daily Life

Make transit a more useful and dependable option for everyday travel.

Primary Service Types:

- Frequent Services
- Community Services
- On-Demand Zones

Key Investments:

- Expanded service hours and improved local routes
- Better access to everyday destinations

Moving Forward

- Potential **RTD service reductions** would significantly change our baseline assumptions
 - Today's service levels are approximately 85% of what they were in 2019
 - A 20% decrease would bring service down to COVID-era levels (about 65% of 2019 levels)
- Until we have more certainty about RTD's path forward, we will **pause Linking Boulder County**
 - We'll meet with our Community Advisory Committees later this month
 - We will wait until the fall to refine our scenarios, with more community outreach to follow



Thank You!



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