



Transportation Master Plan

Report on Progress

In 2020, Boulder County adopted an updated Transportation Master Plan (TMP) to guide development of a safe, sustainable, and accessible multimodal transportation system. Since 2020, Boulder County has navigated a period of rapid and complex transformation. The COVID-19 pandemic reshaped commuting patterns and daily travel behavior, while longer term demographic shifts, housing and economic pressures, and climate-related events have continued to influence how, when, and why people travel. These evolving conditions underscore the importance of adaptive, equity-focused transportation planning and data-driven decision making as the county advances its long term transportation vision.

This Report on Progress summarizes Boulder County's achievements since adoption of the 2020 TMP. It evaluates progress toward implementing the plan's strategies and meeting its performance goals within the context of significant change. The 2020 TMP establishes a long range vision organized around five key strategies that are supported by specific implementation actions and performance metrics designed to track progress and inform investment decisions over time:



Develop a Multimodal Transportation System: Boulder County has advanced a wide range of roadway, bridge, trail, and bikeway infrastructure that improves safety, resiliency, and access for all travel modes. Recent investments include reconstruction of high priority corridors, replacement of aging bridges, expansion of regional trail connections, and development of new bicycle and pedestrian facilities that strengthen connectivity across the county and support a safer, more sustainable transportation system.



Create the Complete Trip: First and final mile improvements are underway through partnerships with Commuting Solutions, RTD, and local municipalities to expand access to transit and enhance last-mile connections to key destinations. Programs such as Mobility for All and EcoPass have continued to increase travel options for residents, particularly for those with limited mobility or income.



Invest in Key Regional Transportation Corridors: Boulder County has coordinated with CDOT and regional partners to advance multimodal investments on CO 119, CO 7, CO 93, and US 287, while planning for future Bus Rapid Transit (BRT) implementation and corridor safety improvements.



Increase Accessibility: Mobility options for historically underserved populations through mobility management services, Safe Routes to School initiatives, equitable Transportation Demand Management (TDM) strategies, and inclusive multimodal education and outreach that empower residents to confidently navigate available transportation resources.



Enhance Mountain Area Connections: Pilot programs and regional partnerships have improved travel choices for residents in Nederland, Lyons, and other mountain communities through expanded shuttle services, vanpool support, volunteer driver programs, Via Friends and Family reimbursement, and targeted transit outreach initiatives.

Performance Metrics

Performance Area	Goal	Trend	Moving Forward
Cap Vehicle Miles Traveled (VMT) per Capita	Cap countywide VMT per capita at 2005 levels.		Continue monitoring VMT alongside measures to track evolving travel patterns, while expanding multimodal and shared travel options
Increase Transit Ridership	Growth in transit ridership will outpace growth in population and employment by 2:1 ratio.		Boulder County is developing the Linking Boulder County strategic transit plan to guide future transit governance, funding, coordination, and service improvements in response to changing travel patterns and ridership trends.
Eliminate Serious Injury and Fatal Traffic Crashes	Zero serious injury or fatal traffic crashes in unincorporated Boulder County by 2035.		In 2025, Boulder County adopted its first Vision Zero Action Plan to eliminate serious injuries and fatalities by 2035 through roadway design improvements, speed management, and targeted safety investments in partnership with local agencies.
Maintain County Roads	Maintain a a Pavement Condition Index (PCI) of 70–84 for each of the three road networks.		Maintaining acceptable pavement conditions will require increased and more stable funding, as current resources fall short of the investment needed to preserve Boulder County's roadway network.
Maintain County Bridges	All major structures on the Boulder County road network maintain a sufficiency rating of 70 or higher or are rated in good or fair condition under the current National Bridge Inventory criteria.		Boulder County will use recent bridge condition reports to guide future investments, focusing on repairing the structure in poor condition while maintaining and extending the life of others.
Complete the Bike Vision Network	Complete all miles of planned in-county low stress bicycle network regional connections.		Boulder County is advancing key regional trail projects through planning, design, and funding to expand a safe and connected bicycle network.
Affordable Living	100% of Boulder Housing Partners, Longmont Housing Authority, and Boulder County Housing Authority residents and housing voucher-holders have access to affordable transit and mobility options through programs such as EcoPass, MyRide, or Ride Free Longmont.		Boulder County will continue expanding EcoPass programs and outreach to improve equitable access to affordable transit for residents.

Continued Implementation

Achieving the long-term vision of the TMP depends not only on dedicated transportation funding but also on the overall fiscal health of the county government.

Over the past several years, construction costs have risen sharply, outpacing both inflation and transportation revenues. According to the CDOT Construction Cost Index, average transportation construction costs have increased by more than 70% since 2018, reflecting sharp escalation in materials, labor, and equipment prices across the state. This trend has reduced the buying power of local funds and placed additional pressure on the county's transportation budget. At the same time, the county is managing a structural budget shortfall that is expected to persist over the next few years.

While the county's voter-approved transportation sales and use tax continues to provide a reliable local funding source for transportation projects, that stability does not fully insulate the program from macroeconomic pressures or overarching budget constraints. With limited growth in revenues and rising project delivery costs, the budget environment places greater emphasis on prioritization, leveraging partnerships such as those established through the successful CO 119 corridor model, securing external grants, and carefully phasing projects to maximize impact and maintain momentum.