

Transportation Master Plan Report on Progress



Prepared by:



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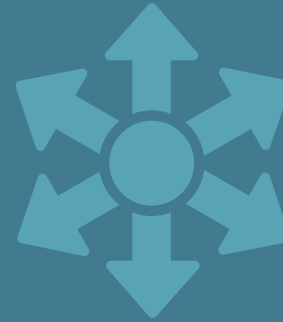
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Introduction

Boulder County adopted its first Transportation Master Plan (TMP) in 2012 to guide the development of a safe, sustainable, and accessible multimodal transportation system. The county updated the plan in 2020 to reflect the evolving travel patterns, changing demographics, and growing focus on resilience, equity, and environmental stewardship. The [2020 TMP](#) outlines a long-range vision grounded in five key strategies, along with implementation actions and performance metrics.



STRATEGY 1:
**Develop a Multimodal
Transportation System**

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STRATEGY 2:
Create the Complete Trip

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STRATEGY 3:
**Invest in Key Regional
Transportation Corridors**

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STRATEGY 4:
**Increase
Accessibility**

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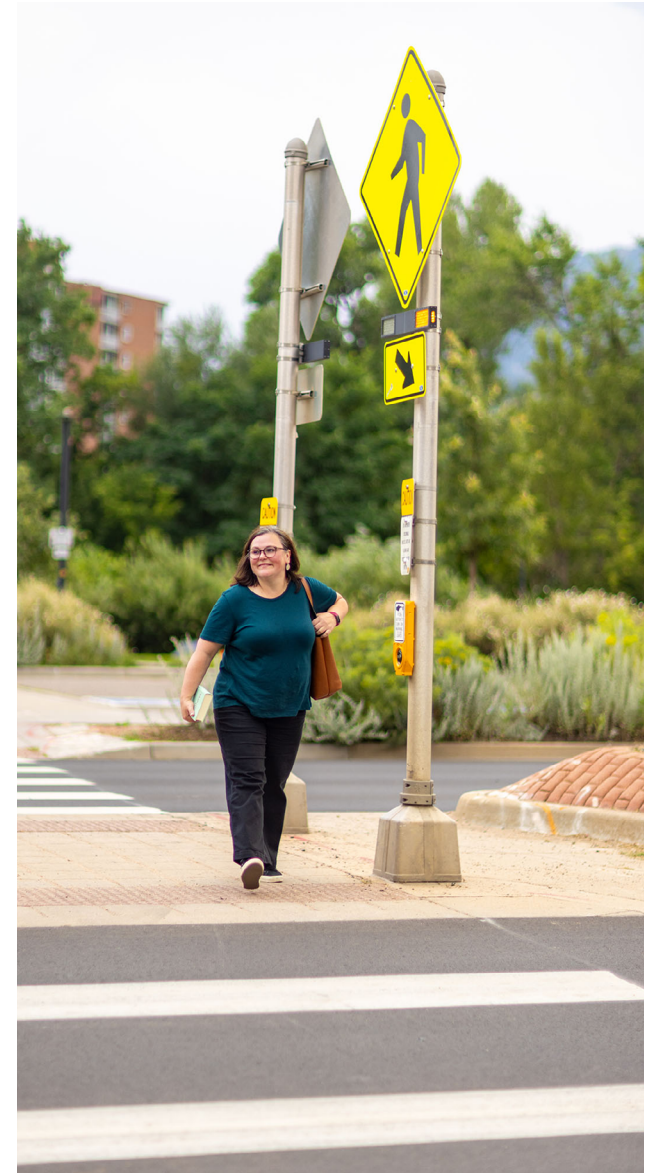
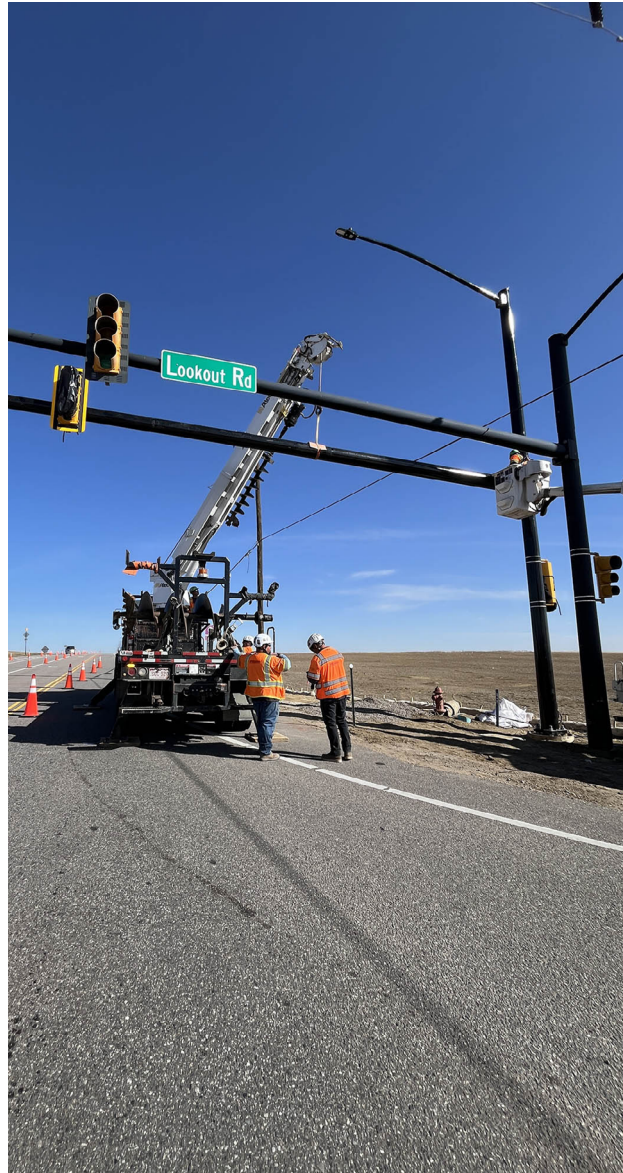


STRATEGY 5:
**Enhance Mountain
Area Connections**

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This Report on Progress summarizes Boulder County's achievements since the 2020 TMP Update. It documents the county's progress toward implementing the plan's strategies and meeting its performance goals, within the context of dynamic challenges such as the COVID-19 pandemic, shifting commuting trends, and increasing cost pressures. The report also evaluates alignment with the Boulder County Board of County Commissioners' 2024–2026 Strategic Priorities, including Climate Action and Environmental Stewardship, Economic Security and Social Stability, and Good Governance.

Through both quantitative metrics and qualitative analysis, this report highlights the county's continued investment in safer, more connected transportation options, while identifying opportunities to advance future actions in support of equitable, climate-smart, and community-driven mobility. As Boulder County looks ahead, this report will help inform ongoing decision-making, project prioritization, and funding strategies to ensure that the transportation system supports a thriving, inclusive, and resilient community.



Regional Context

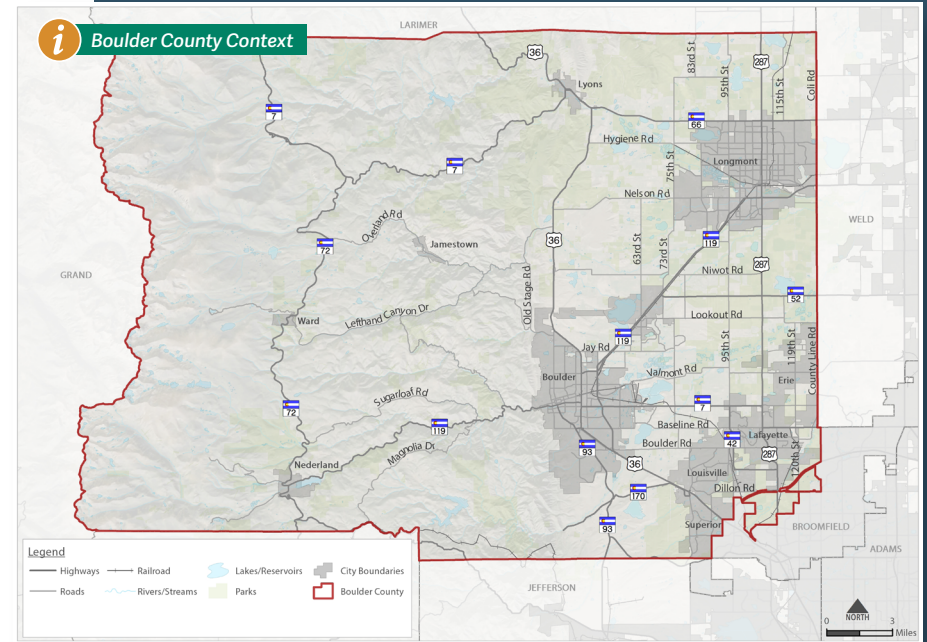
Located along the northwestern edge of the Denver metropolitan area, Boulder County is a dynamic and diverse region known for innovation, outdoor recreation, and environmental stewardship. Home to more than 327,000 residents, the county includes 10 incorporated cities and towns, including Boulder, Longmont, Lafayette, and Louisville, as well as many residents living in unincorporated rural and mountain communities. More than 60% of residents hold a bachelor's degree or higher, and the economy is supported by technology, education, research, and small business enterprises.

Boulder County also sits between two major metropolitan areas: the Denver region to the southeast and the rapidly growing Northern Colorado communities in Larimer and Weld counties. This location places the county at the center of a highly connected travel corridor, where daily trips, employment patterns, and economic activity increasingly link communities across the Front Range.

Guiding Documents

The [Boulder County TMP](#), adopted by the Board of County Commissioners (BOCC) in 2020, serves as the county's long-range vision for a safe, sustainable, and multimodal transportation system. The TMP goals were developed from the Boulder County Comprehensive Plan (BCCP, 2009) to ensure transportation decisions align with broader land use, environmental, and community objectives. Since the TMP's adoption, Boulder County has updated the [Comprehensive Plan \(2020\)](#) and adopted additional guiding frameworks, including the Denver Regional Council of Governments (DRCOG) Metro Vision 2050 and the [BOCC Strategic Priorities \(2024-2026\)](#). These documents reaffirm and strengthen the core values that shape the TMP, including safety, climate action, accessibility, equity, and responsible resource management.

Together, these documents create a consistent policy foundation for transportation planning in Boulder County. The graphic on the following page illustrates how the TMP goals continue to align with both the updated Comprehensive Plan and the current Commissioners' Strategic Priorities, demonstrating ongoing consistency across the county's key planning and policy frameworks.



Adopted Plan Goals Comparison

2009 COMP PLAN TMP GOALS	Board of County Commissioners Strategic Priorities 2024-2026	DRCOG Metro Vision 2024	Boulder County Comprehensive Plan 2020
Goal 1: Ensure Effective and Efficient Management of the Existing Transportation System: Manage and maintain existing transportation infrastructure and services in a cost-effective manner.	Good Governance: - Maintained and/or repurposed assets - Balanced budget to available resources	1. An Efficient and Predictable Development Pattern 2. A Connected Multimodal Region	3. Optimize County Facility Management and Maintenance 4. Move People
Goal 2: Minimize Environmental Impacts: Minimize the negative environmental impacts of the transportation system such as air pollution, greenhouse gas (GHG) emissions, noise pollution, water pollution, land and wildlife habitat fragmentation, land disturbance, and resource consumption.	Climate Action and Environmental Stewardship: - Focus on greatest carbon emissions impact opportunities and embrace Justice 40 principles - GHG emissions reductions - Community environmental and climate actions	3. Safe and Resilient Natural and Built Environment	5. Minimize Reliance on Fossil Fuels 6. Provide Safe and Environmentally Compatible Transportation Improvements
Goal 3: Ensure Safety for All Modes: Provide for transportation system development and operations that result in safe and secure travel by all modes and that enable prompt and effective emergency response.	Economic Security and Social Stability: - Mental and Behavioral Health	3. Safe and Resilient Natural and Built Environment	1. Provide a Multimodal Transportation System 6. Provide Safe and Environmentally Compatible Transportation Improvements
Goal 4: Support a Healthy and Sustainable Economy: Develop a transportation system that supports a robust economy and increases resiliency to economic fluctuations.	Economic Security and Social Stability: - Housing access and affordability - Resident self-sufficiency Good Governance: - Balanced budget to available resources - Engaged and empowered workforce	4. Healthy, Inclusive and Livable Communities 5. A Vibrant Regional Economy	2. Facilitate Regional Collaboration and Coordination 7. Secure Funding in an Equitable Manner
Goal 5: Ensure Equitable Access to the Transportation System: Ensure that adequate transportation exists for all users regardless of age, income, or ability.	Economic Security and Social Stability: - Housing access and affordability - Resident self-sufficiency Climate Action and Environmental Stewardship: - Focus on greatest carbon emissions impact opportunities and embrace Justice 40 principles Good Governance: - Racial equity and inclusive community engagement	4. Healthy, Inclusive and Livable Communities	1. Provide a Multimodal Transportation System 7. Secure Funding in an Equitable Manner 9. Ensure Transportation System Access for Low-Income, Elderly, and Mobility-Impaired Populations
Goal 6: Enhance County Identity and Community Character: Promote a transportation system that preserves, highlights, and enhances the county's diverse rural character and the history and culture of its unique communities.	Economic Security and Social Stability: - Mental and behavioral health Good Governance: - Racial equity and inclusive community engagement - Engaged and empowered workforce	4. Healthy, Inclusive and Livable Communities	8. Foster a Community Connection

Community Trends

Since the adoption of the TMP in 2020, Boulder County has navigated a period of rapid and complex change. The COVID-19 pandemic disrupted daily life, reshaped travel behavior, and temporarily slowed the economy, while longer-term shifts in demographics, employment, housing markets, and climate-related events have continued to redefine the community landscape. Together, these forces have shaped how, when, and why people travel in and around Boulder County, and they underscore the importance of adaptive, equity-focused transportation planning. This section highlights key demographic, economic, and geographic characteristics that have influenced Boulder County's transportation needs and priorities over the past five years.

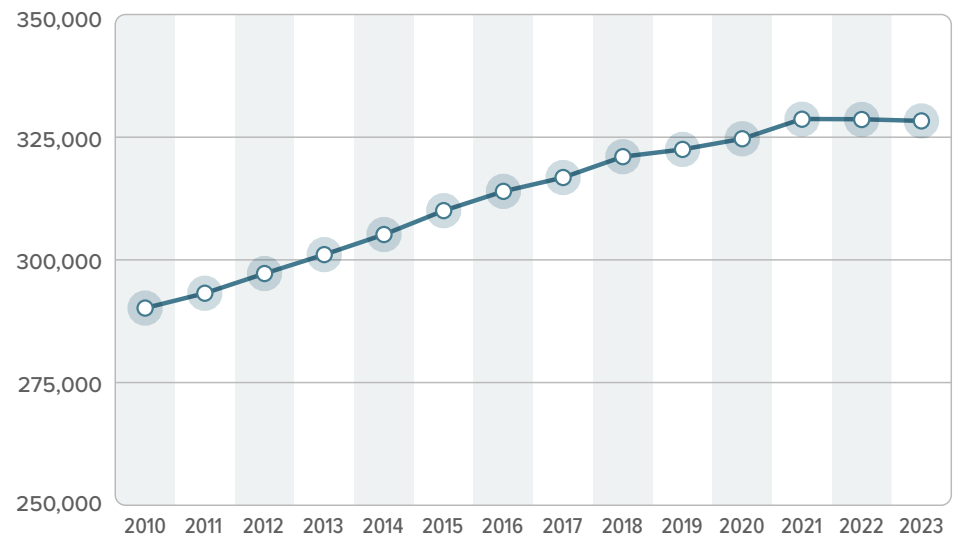


Growing Population

Boulder County's population has grown steadily over the past decade, increasing from about 290,000 residents in 2010 to more than 328,000 in 2023, a 13% rise. Growth has been relatively consistent year over year, with the largest gains occurring between 2012 and 2018, when the county added nearly 24,000 residents; however, since 2020, growth has slowed considerably and population levels have stabilized. The slight dip between 2021 and 2023 suggests the county may be entering a period of slower or plateauing population growth after a decade of steady increases.

High housing costs and limited availability within the county may be contributing to slower growth. At the same time, these conditions appear to be increasing the share of workers and students commuting from surrounding counties, which places continued pressure on regional travel corridors.

Boulder County Population, 2010 to 2023



COVID-19 Pandemic

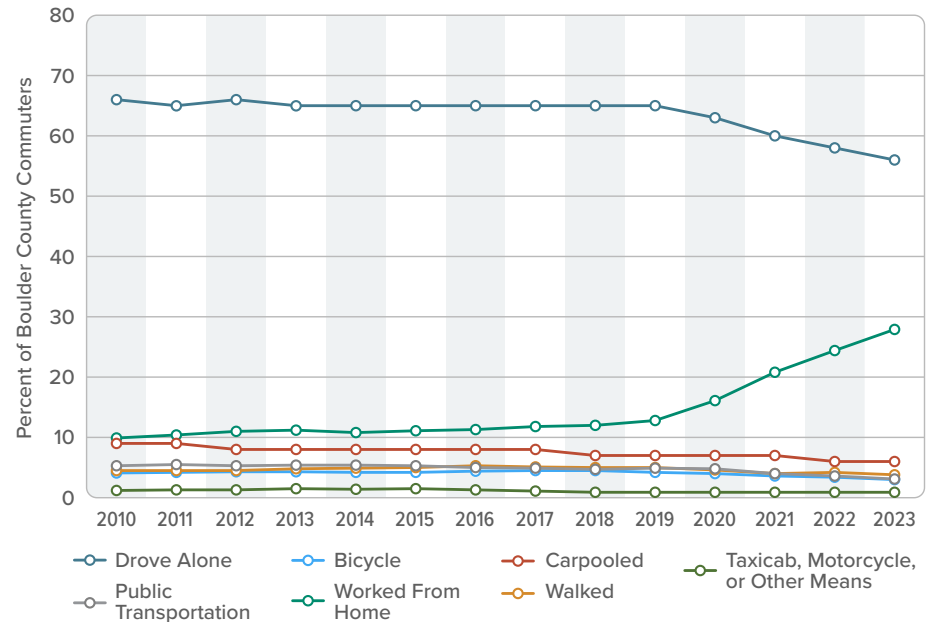
The BOCC adopted the TMP on Feb. 18, 2020, just two weeks before Colorado reported its first COVID-19 cases. What followed was a global pandemic that dramatically disrupted daily life in Boulder County and across the world. Schools and many workplaces shifted to remote learning and work, and the impacts on education, employment, and healthcare extended well beyond 2020. The federally declared public health emergency lasted from January 2020 through May 2023, and in 2025, post-pandemic patterns continue to shape travel behavior. Remote and hybrid work increased significantly during and after the pandemic and remain common today, with “Worked from Home” representing a more substantial share of commute trips. At the same time, many transit operators continue to recover from the steep ridership declines caused by pandemic-related restrictions and service reductions.

Travel Patterns

Commute mode share in Boulder County has shifted significantly since the TMP adoption in 2020, with notable changes during and after the COVID-19 pandemic.

Beginning in 2020, the pandemic reshaped commuting patterns. The share of residents who primarily “Worked from Home” rose sharply from 13% in 2019 to 16% in 2020, 21% in 2021, and nearly 28% by 2023. As a result, “Drove Alone” dropped to 56% in 2023, its lowest level in more than a decade, while “Public Transportation” declined steadily to just over 3%. Active transportation modes such as walking and bicycling also saw modest declines during this period, likely reflecting both changes in employment patterns and reduced access to some destinations. Looking ahead, return-to-office policies are influencing commuting once again. Because some employers are encouraging more in-person work, driving and transit ridership could stabilize or increase over the next few years; however, hybrid schedules are likely to remain common, meaning the share of residents working from home may stay well above pre-pandemic levels.

Commute Mode Share, 2010 to 2023



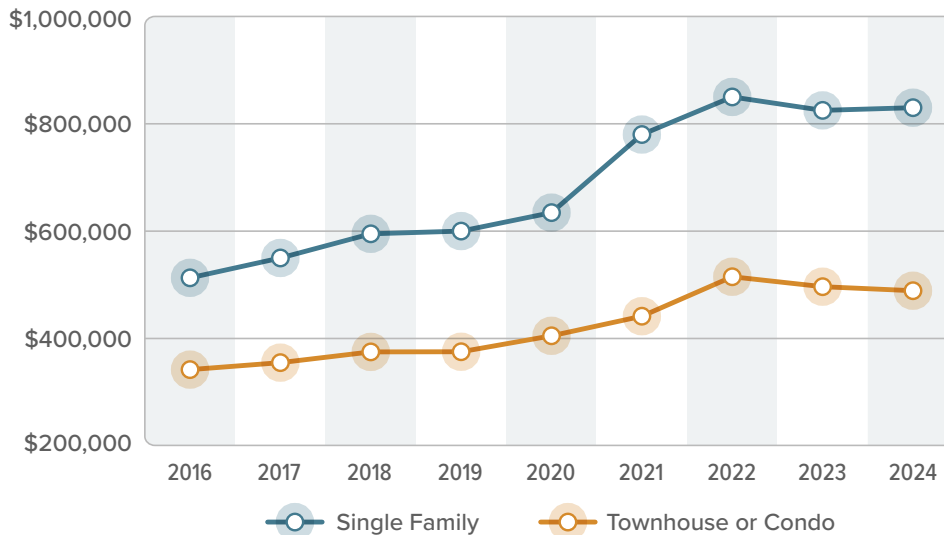
Housing Affordability

Since 2020, median home prices in Boulder County increased rapidly, particularly during the pandemic housing surge. Single-family home prices rose by almost 30% between 2020 and a peak in 2022, before easing slightly and stabilizing in 2024. Townhome and condo prices followed a similar trajectory, increasing by about 25% through 2022 and then moderating over the past two years.

Overall, Boulder County home prices remain among the highest in Colorado, reflecting strong demand, limited supply, and the county's desirability as a place to live and work. While prices have cooled slightly from the pandemic peak, affordability challenges remain a key concern for both buyers and renters.

As housing becomes increasingly unattainable for many households, essential workers and service sector employees are more likely to live in surrounding counties such as Larimer, Weld, Adams, and Broomfield. This shift contributes to longer commutes, a larger regional travelshed, and growing demand on key transportation corridors and transit services connecting Boulder County to the broader region.

Boulder County Residential Median Sales Price, 2016 to 2024





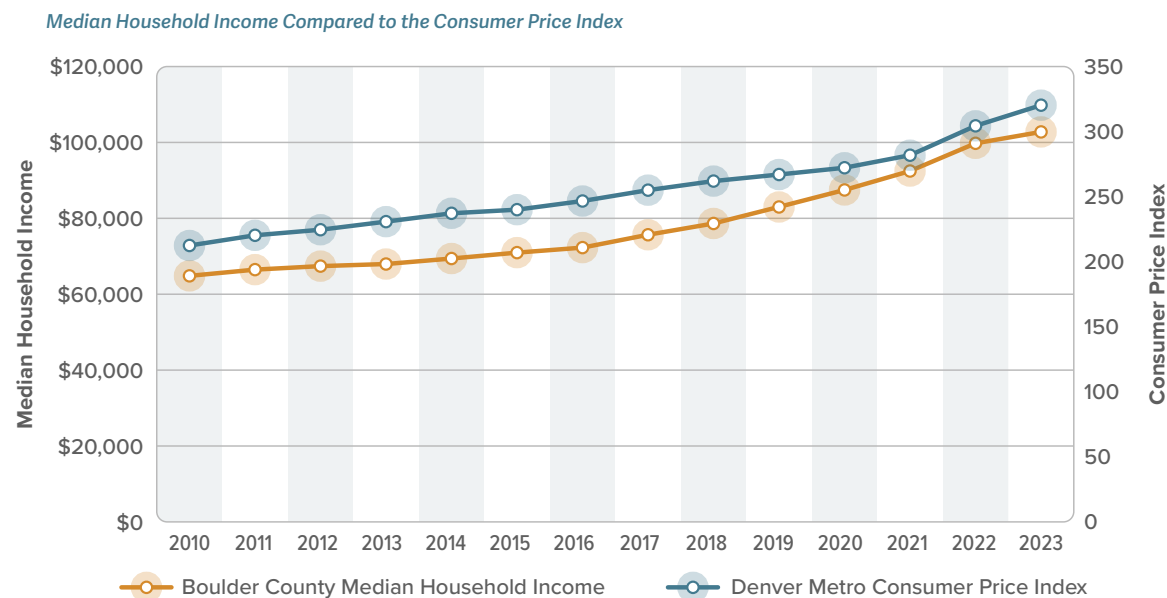
Income, Inflation, and Employment

Median household income in Boulder County has risen nearly 17% since 2020, reflecting strong regional economic growth but also higher living costs. The Consumer Price Index (CPI) for the Denver metro area shows similar trends. Inflation spiked during and after the pandemic, peaking in 2022 before easing in 2023–2024. Overall, prices are now about 18% higher than those in 2020. The chart below illustrates the parallel trend lines of household income and CPI, highlighting how income gains in Boulder County have helped offset the increased cost of living. The chart also underscores the persistent challenges of affordability as costs for housing, transportation, and other essentials remain elevated.

These community trends illustrate both the resilience and the challenges facing Boulder County. Population growth has slowed after a decade of steady increases, housing prices remain among the highest in the state, and affordability pressures persist even as household

incomes have risen. Jurisdictions across the county are experiencing shared challenges, including a growing number of cost burdened households, low housing vacancy rates, and an aging population.

Rising housing costs in major employment centers such as Boulder and Longmont have pushed many households, particularly lower income and service sector workers, to seek more affordable housing in smaller outlying communities. This shift has contributed to longer commutes and increased regional travel demand. At the same time, travel behavior has shifted. The rise of remote and hybrid work has changed commute patterns, and transit ridership has experienced a slow recovery. Together, these dynamics reinforce the need for coordinated multimodal investments, regional collaboration, and policies that balance economic vitality, affordability, and sustainability as Boulder County plans for the future of mobility.



Funding

Boulder County's transportation program is sustained through a mix of local and state revenue sources, dedicated taxes, and intergovernmental partnerships. Two primary local funding mechanisms drive both maintenance/operations and capital investment: the Road & Bridge Fund; and, the Countywide Transportation Sales Tax. Together with federal, state, and municipal contributions, these funds support a broad portfolio of transportation work from road repair and transit operations to new corridor construction and trail expansions.

Road & Bridge Fund

The Road & Bridge Fund is the backbone of Boulder County's core road maintenance and roadway infrastructure budget. It is funded through property taxes and other various transportation-based fees and taxes collected at the local, state and federal level.

Road & Bridge funds are restricted to roadway-specific infrastructure and maintenance uses, which may include transit stops, sidewalks adjacent to road corridors, and bicycle facilities integrated with roadways per County Attorney interpretation. In practice, Road & Bridge revenues are used for:

- Planning, designing, and building capital projects (e.g. repaving, bridge repair/replacement, culvert replacement, sidewalk and bike-path improvements, traffic safety upgrades)
- Routine maintenance and preservation (pothole repair, striping, drainage upkeep, shoulder repair)
- Structural maintenance of bridges, retaining walls, and roadside infrastructure

TABOR limitations on tax increases and statutory limitations on increasing property tax revenues to Road and Bridge funds limit the county's ability to provide a consistent level of service in the face of increasing pressures from infrastructure growth and economic factors such as inflation. Future adjustments should be anticipated, either in the form of additional revenue sources or reduced services.

Transportation Sales Tax

Since 2001, Boulder County voters have supported a countywide transportation sales tax of 0.10% (one-tenth of one cent per dollar, or 10 cents per \$100) dedicated to improving multimodal transportation infrastructure and services. The tax, originally approved in 2001 and extended in 2007, was set to expire in June 2024; however, voters approved a permanent extension in 2022. This extension allows the county to maintain progress on high-priority transportation initiatives, while leveraging local funds to attract additional state and federal investment. The tax generates approximately \$9 million annually with a goal to allocate 55% to roadway safety and resilience, 15% to regional trails and bikeways, 15% to transit, 10% to regional corridors, and 5% to transportation mobility programs.

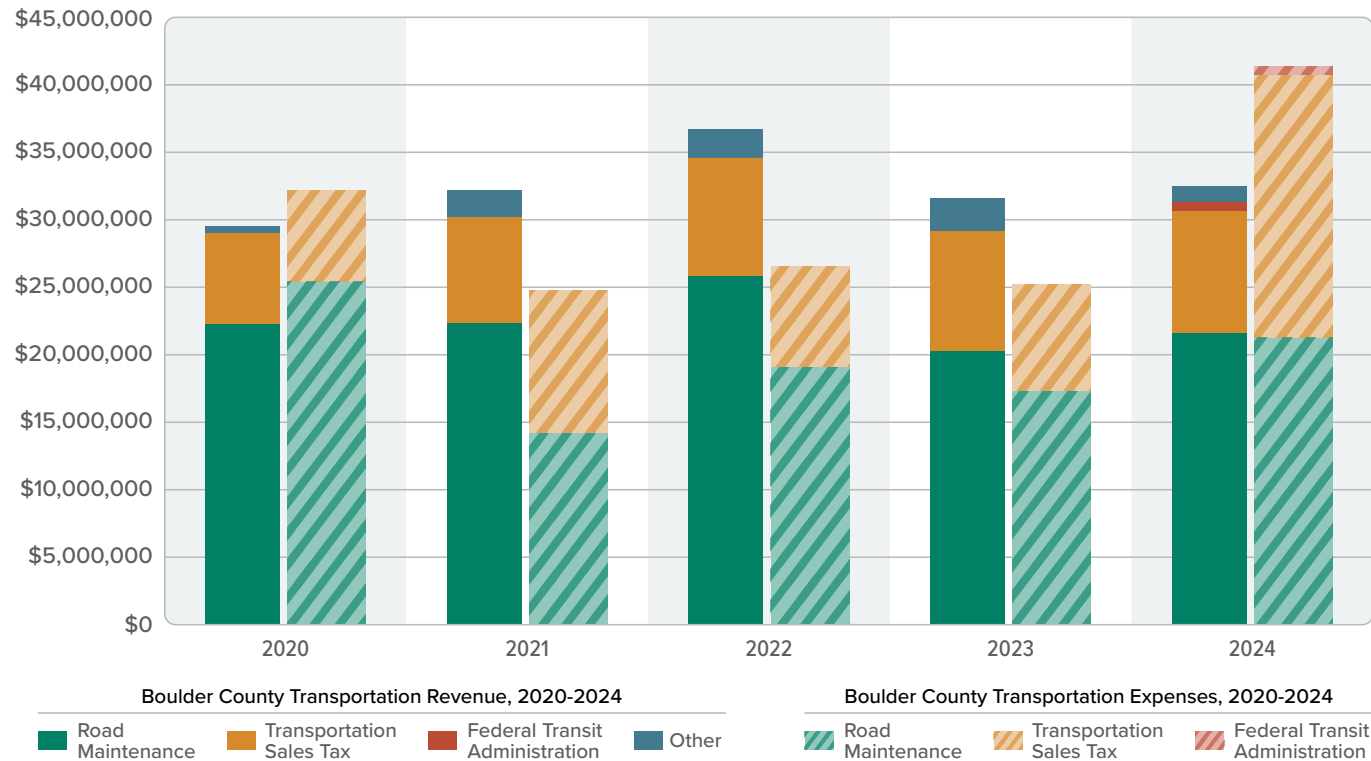
All revenue from the Transportation Sales Tax is dedicated to BOCC-approved projects that reflect the county's evolving transportation priorities ranging from corridor improvements and transit investments to regional trail construction. These funds are often used as a local match for federal and state grants, allowing Boulder County to scale up its impact through partnerships with Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), and local municipalities.



Transportation Revenue and Expenses

Together, the Road & Bridge Fund and the Transportation Sales Tax provide the financial backbone for Boulder County's transportation program, supporting both maintenance and expansion of a safe, connected, and multimodal network. Transportation expenditures generally track closely with available revenues, reflecting the county's practice of aligning spending with funding capacity. Year-to-year differences between revenue and expenditures primarily reflect the timing of major capital projects and grant reimbursements, with higher spending in 2024 corresponding to the advancement of several large projects. The "Other" category represents a relatively small portion of transportation revenue and consists of grants and funding contributions from local agency partners. Because transportation revenues are restricted to transportation purposes, any funds not expended in a given year are carried forward and remain available for future projects. This practice can result in years where expenditures exceed annual revenues as previously accumulated balances are drawn down.

Boulder County Transportation Revenue and Expenditures, 2020 to 2024



Role of Grants and Partnerships

While local revenues form the base, Boulder County's Capital Improvement Program (CIP) is supplemented by federal transportation grants, state matching funds, and local/municipal partnerships. For many large corridor and transit projects, Boulder County relies on competitive grant programs to supplement local funding and advance project delivery. These grants typically require local matching shares, which are often filled with the local Road & Bridge and Transportation Sales Tax revenues. The county also collaborates with CDOT, municipalities, and regional jurisdictions to share costs, streamline design, and coordinate implementation. These partnerships amplify the impact of local dollars and enable the county to deliver corridor-scale projects that would be infeasible on local funds alone. In 2025, the county applied to numerous federal funding programs and is awaiting award announcements. Having access to these federal funding programs could further expand future investment capacity. The table below summarizes recent grant awards, including the funding source, the amount of Sales Tax used to meet local match requirements, and the total federal, state, or other funds secured through these efforts.

Boulder County Project Grant Successes, 2020 to 2024

Source	County Funds	Federal, State, Other	Total
DRCOG TIP Calls Since 2020	\$4,091,000	\$79,720,000	\$83,811,000
USDOT Safer Streets & Roads for All for a Vision Zero Action Plan	\$54,700	\$537,300	\$592,000
Safe Routes to School Bicycle Safety Education for Youth and Families	\$25,000	\$100,000	\$125,000
DRCOG Human Services Transportation: Volunteer Mountain Driver Program	\$40,000	\$40,000	\$80,000
DRCOG Community Mobility Planning and Implementation for US 36 North Foothills	\$69,000	\$361,150	\$430,150
Transportation Alternatives Program for CO 119 Bikeway	\$420,000	\$1,680,000	\$2,100,000
RAISE Grant for CO 119	\$0	\$25,000,000	\$25,000,000
Colorado Energy Office Community Accelerated Mobility Project (CAMP) for Regional E-Bikeshare	\$10,000	\$1,568,948	\$1,578,948
DRCOG Livable Centers Small Area Planning Set-Aside for BCHA Mobility Needs Assessment Framework	\$0	\$150,000	\$150,000
Mile High Flood District for 95th Street Reconstruction: Boulder Creek to Lookout	\$7,920,611	\$480,000	\$8,400,611
HSIP for 95th Street and Lookout Road Intersection	\$227,066	\$433,800	\$660,866
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) created the Community Clean Transportation Assistance Program (CCTAP) for CO 119	\$243,000	\$3,703,800	\$3,946,800
Total	\$13,201,277	\$114,178,598	\$127,379,875



CO 119: A Model for Successful Regional Partnership

Boulder County's approach to advancing transportation improvements is grounded in strong interagency collaboration, and the CO 119 corridor is a compelling example of that success. In October 2023, Boulder County and its partners secured a \$25 million federal RAISE grant as part of more than \$60 million in competitive grant funding supporting the \$162 million CO 119 Safety, Mobility, and Bikeway project. This funding reflects years of coordinated effort among Boulder County, CDOT, RTD, the cities of Boulder and Longmont, Commuting Solutions, and regional coalitions, all aligning planning, design, community engagement, and funding strategies. The CO 119 project exemplifies how leveraging partnerships enables Boulder County to deliver complex multimodal improvements that are difficult for one entity to do alone.

 **CO 119 & CO 52 Intersection**

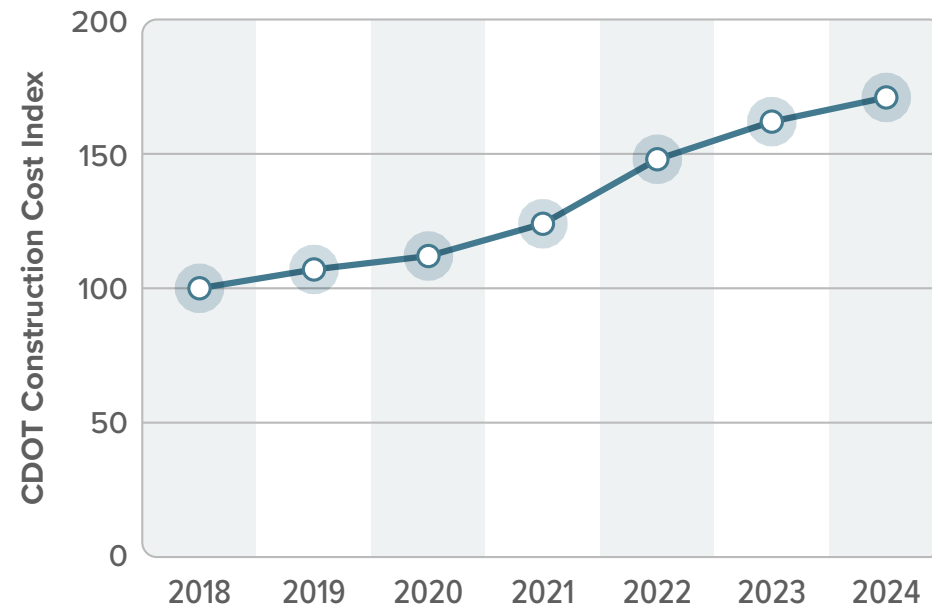
Funding Outlook



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.

CDOT Construction Cost Index, 2018-2024



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 like those established through the successful CO 119 corridor model, securing external grants, and carefully phasing projects to maximize impact and maintain momentum.

Strategies and Implementation Status

Boulder County's TMP is built on a structured framework that connects the county's long-term vision for transportation with practical, achievable actions. This framework ensures that investments and policies support a resilient, equitable, and multimodal transportation system.



At the heart of the plan are three interconnected components:

GOALS



Goals represent the high-level outcomes the county seeks to achieve. Goals reflect core values such as safety, sustainability, equity, and economic vitality. For example, one TMP goal is to “ensure equitable access to the transportation system,” which emphasizes removing barriers for all users regardless of age, income, or ability.

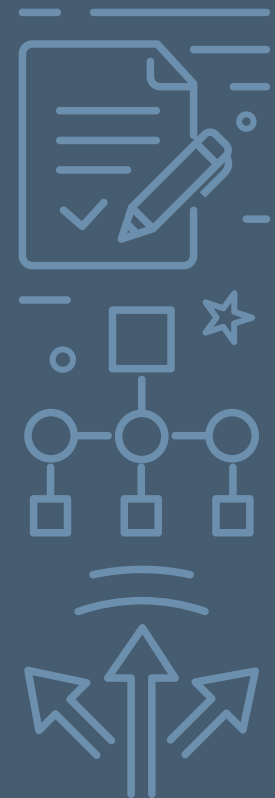
STRATEGIES



Strategies are the organizing themes that guide how the county will pursue its goals. They identify key areas of focus that respond to current and anticipated transportation needs. The TMP is organized around five primary strategies:

1. Develop a Multimodal Transportation System
2. Create the Complete Trip
3. Invest in Key Regional Transportation Corridors
4. Increase Accessibility
5. Enhance Mountain Area Connections

IMPLEMENTATION ACTIONS



Implementation Actions are the specific programs, policies, and projects the county undertakes to bring each strategy to life. Select actions are reported within the strategies section.

The following section outlines each of the TMP’s five key strategies and highlights the progress made to date in advancing their associated implementation actions.

Strategy 1: Develop a Multimodal Transportation System



This strategy focuses on building and maintaining a transportation system that supports safe, reliable, and convenient travel for people of all ages and abilities, regardless of mode.

Strategy 1 prioritizes infrastructure investments that improve roadway operations, enhance bicycle and pedestrian facilities, and expand access to high-quality transit. Boulder County is committed to a multimodal approach that balances mobility and sustainability, reduces reliance on single-occupancy vehicles, and ensures the system meets the needs of both current and future users. Strategic investments in roads, trails, and transit infrastructure are critical to improving safety, managing growth, and connecting communities across the region. To illustrate how this strategy has been put into practice, the following subsections highlight select implementation actions and notable progress made since the adoption of the 2020 TMP.

Adopting the First Vision Zero Action Plan

Boulder County adopted Vision Zero as part of the TMP in 2020, and the Vision Zero Action Plan builds on that commitment by establishing a defined timeline and roadmap, including the goal of eliminating serious injuries and fatal crashes in unincorporated areas by 2035. Developed in partnership with the Town of Superior and the City of Lafayette, the Action Plan builds on the Safe System Approach and incorporates a detailed analysis of 10 years of crash data to identify priority locations and strategies. The plan was formally adopted in August 2025 and establishes a roadmap for coordinated safety investments, policies, and programs to protect all road users.



A photograph of a two-lane asphalt road curving to the right. The road has a yellow center line and white edge lines. On the left side of the road, there is a concrete guardrail. The background shows trees with some autumn-colored leaves and a clear sky.

i Hygiene Road

A wide-angle photograph of a multi-lane intersection. The road is paved with dark asphalt and has white lane markings. There are traffic lights and crosswalks. In the background, there are mountains under a blue sky with some clouds.

i US 287 and Isabelle Road Intersection

A photograph of a winding asphalt road on a hillside. The road has a yellow center line and white edge lines. On the right side, there is a concrete guardrail. The background shows a rocky hillside and some trees.

i Sugarloaf Road Reconstruction

Maintaining and Reconstructing High-Priority Roads and Bridges

Boulder County continues to prioritize the maintenance and reconstruction of its most heavily used roads and bridges to ensure a safe, reliable, and resilient transportation system. Through strategic investments in corridors that serve a high number of travelers, the county is addressing aging infrastructure, improving drainage and flood resilience, and adding multimodal features that enhance safety and connectivity for all users. The following projects highlight recent progress in maintaining and upgrading key roadway and bridge assets across the county.

In 2023, Boulder County reconstructed Hygiene Road between US 36 and 75th Street to address severely deteriorated pavement conditions. The pavement structure was degraded beyond what a typical resurfacing could address, prompting a full removal and reconstruction of the roadway. The project used full-depth reclamation to recycle the existing pavement in place, reducing waste and hauling while creating a stronger, more resilient roadway structure. Hygiene Road serves as an important east-west connection linking communities north of Boulder to US 36 and other regional destinations. This project supports the county's pavement condition performance goals detailed in the Performance Metrics section of this report.

The county's reconstruction of 95th Street between Valmont and Lookout roads addressed recurring flood-overtopping issues and pavement deterioration through a comprehensive redesign. The project widened the roadway to include 5-foot paved shoulders on each side, rebuilt the subsurface to improve long-term resiliency, and added six large concrete box culverts north of Boulder Creek to carry flood flows away from the roadway. In addition, the project modified the road grade to improve sight distance and reduce noise, updated guardrails, and enhanced

drainage on both sides of the road to better manage stormwater.

On 71st Street from Lookout Road to Highway 52, Boulder County completed a major corridor upgrade that included widening the road to add paved shoulders. The project also constructed a new 10-foot wide concrete multi-use path and replaced key culverts to improve drainage and trail connectivity.

In 2021, Boulder County completed reconstruction of the US 287 and Isabelle Road intersection to improve safety, operations, and multimodal access. The project widened Isabelle Road, added buffered bike lanes, improved turn lane geometry, upgraded pedestrian crossings and signals, enhanced lighting, and realigned the intersection to improve sight distance. Environmental mitigation was also completed through the construction of new wetlands near the intersection.

Boulder County continues to invest in the repair, rehabilitation, and replacement of bridges to enhance structural integrity, roadway functionality, and flood resiliency across the transportation network. Since 2020, the county has completed multiple bridge and culvert projects that have improved performance and resilience throughout the system. In 2020, the county reconstructed the Logan Mill bridge and Olde Stage Road culvert at Six Mile Creek to replace undersized structures and reduce the risk of flood-related damage. The Baseline Road bridge at East Boulder Ditch followed in 2021, improving hydraulic capacity and overall safety. In 2023, the county completed the Hygiene Road bridge at Foothills Reservoir as part of a broader corridor reconstruction effort to address drainage and structural deficiencies. Most recently, in 2024, the county completed bridge replacements on 95th Street and at 71st Street, further enhancing flood resilience and connectivity for the traveling public.

Expanding the County's Electric Vehicle Fleet

Boulder County has made substantial progress in transitioning its fleet to electric vehicles. Since 2020, when the county operated only four fully electric vehicles, the fleet has grown to 45 all-electric vehicles. Electric vehicles now represent approximately 8% of the overall county fleet, reflecting the county's commitment to reducing greenhouse gas emissions and modeling sustainable transportation practices.



Lyons Flyer Transit Service



Becoming a Direct Recipient of the FTA

Boulder County is now a direct recipient of the Federal Transit Administration (FTA), a milestone that expands the county's ability to access federal funds and deliver transit services both within and beyond the RTD service area. As a direct recipient, the county can apply for and manage federal transit funds independently, rather than relying on RTD or CDOT as a pass-through agency. As a direct recipient, the county can leverage federal grant programs, pilot innovative service approaches, and confer these benefits to municipalities within the county as subrecipients. In practice, becoming an FTA direct recipient provides Boulder County with greater flexibility and autonomy to expand mobility options in ways that reflect local priorities and complement the regional transit network.

Constructing Regional Bikeway Network Underway Along CO 119 and US 36

Through strong regional partnerships, Boulder County is investing in bikeway projects that enhance safety, expand mobility options, and strengthen multimodal connections across major corridors, including CO 119 and US 36 North Foothills.

Construction began in 2024 on the 9-mile-long CO 119 Bikeway, creating a continuous, paved, and protected route for cyclists between Boulder and Longmont. The bikeway will improve safety and provide a reliable, car-free option for commuting, recreation, and access to key destinations along the corridor. Construction is expected to be finished in early 2027. To improve connections to the CO 119 Bikeway, Boulder County worked in partnership with Commuting Solutions, City of Longmont, and City of Boulder in developing a **First and Final Mile (FFM) Study**. The study identified strategies for improving access to the bikeway and future transit stops such as safer walking, biking, and micromobility connections like shared e-bikes and scooters from surrounding neighborhoods and destinations. These improvements will help ensure that more people can easily and safely reach the bikeway once it is complete.

The US 36 North Foothills Bikeway project moved into design in summer 2025. The project will create a safer and more comfortable cycling connection along US 36 between Boulder and Lyons, a roadway with the highest number of fatal cyclist–vehicle crashes in unincorporated Boulder County. Built primarily on public land next to the highway, the bikeway will provide a separated facility that improves safety for riders of all ages and expands access to regional trails and popular cycling routes. A completed feasibility study identified the conceptual alignment, areas needing further analysis, and the next steps toward implementation. Final design and construction are not yet funded.

 US 36 North Foothills



Advancing Regional Trail Connections Across the County

Boulder County continues to implement its long-standing vision for a connected regional trail network, guided by priorities established in 2003 and refined annually through the Transportation Sales Tax program. Recent accomplishments include completion of the **Fourmile Canyon Creek Trail Underpass** and **Boulder Canyon Trail Chapman Pedestrian Bridge** improvements, both of which enhance safety and accessibility for people walking and biking along key regional routes. The county is also advancing two major projects now in design: the **Boulder to Erie Regional Trail (BERT)** and the **Longmont-to-Boulder (LoBo) Trail-Jay Road Connection**.

The LoBo Trail-Jay Road Connection will close a key gap in the regional LoBo Trail system between Cottonwood Trail and the current trail terminus at Spine Road. The project will create a safer and more continuous connection between Gunbarrel and Boulder, while also serving as an important local link to the Diagonal Bikeway. Now with the project in final stages of design, the county is securing the remaining agreements and permits needed for construction. Once complete, the project will provide an accessible, continuous route connecting neighborhoods, schools, workplaces, and the broader regional trail network.

BERT Planning Site Visit

The Boulder to Erie Regional Trail (BERT) will transform the RTD-owned out-of-service rail corridor into a multi-use regional trail connecting Boulder and Erie. The Boulder County BOCC approved the BERT Plan in 2024, marking a key step toward implementation. The project is currently in the design phase, laying the groundwork for a future regional trail that will expand safe walking, biking, and recreation options across eastern Boulder County.



Fourmile Canyon Creek Trail Underpass Beneath BNSF Rail Line



Strategy 2: Create the Complete Trip



The Complete Trip strategy is centered on ensuring that every part of a person's journey from origin to destination is safe, seamless, and accessible, no matter the mode of travel.

Recognizing that gaps in first- and final-mile connections often limit the usability of transit and active transportation, this strategy emphasizes filling those gaps with supportive infrastructure, programs, and services.

Boulder County's approach to the Complete Trip includes expanding Transportation Demand Management (TDM) programs, improving pedestrian and bicycle access to transit, and enhancing the visibility, convenience, and affordability of multimodal travel. By investing in infrastructure and policies that support complete, connected journeys, the county seeks to reduce reliance on single-occupancy vehicles, increase transit ridership, and provide more equitable and climate-friendly mobility options for all community members. To illustrate how this strategy has been put into practice, the following subsections highlight select implementation actions and notable progress made since the adoption of the 2020 TMP.

Ensuring Accessibility and ADA Compliance

Boulder County adopted an Americans with Disabilities Act (ADA) Transition Plan in 2022 to ensure compliance with the Americans with Disabilities Act across its facilities and public spaces. The plan includes comprehensive assessments at 32 county buildings and facilities, 32 trailheads and open space areas, and the Boulder County Fairgrounds. The Transition Plan lays the groundwork for phased improvements to address physical barriers and improve program accessibility for people with disabilities. Building on this effort, the county is currently developing a new ADA Transition Plan focused specifically on public rights-of-way to further advance accessible and inclusive transportation infrastructure.

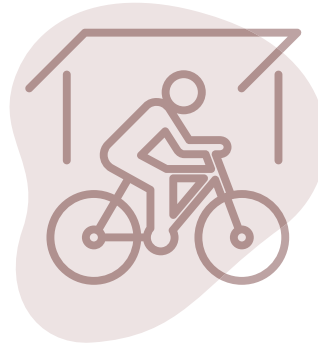




Focusing on Public Outreach and Education

Mobility for All (M4A) is a Boulder County program focused on improving transportation access and equity for community members across the county. M4A supports residents in navigating transportation services, understanding their travel options, and reducing barriers faced by seniors, youth, Spanish speakers, people with disabilities, and households with lower incomes.

M4A outreach efforts emphasize consistent, multilingual communication to bridge the gap between available services and community needs. Efforts include monthly newsletters, social media content, mobility options posters updated in coordination with local municipalities, and distribution of informational materials through community partners. County staff also participate in and host transportation-related events throughout the year, with bilingual mobility coordinators conducting outreach in both English and Spanish.



Making Bike-n-Ride Connections

To support multimodal travel, Boulder County has added Bike-n-Ride shelters at key Park-n-Ride locations, including along the US 36 corridor in Superior and three planned as part of the Diagonal Bikeway on CO 119. These facilities provide secure bicycle parking and help bridge the first and final mile for transit riders.

"The Mobility for All Program is about more than just transportation — it's about access, dignity, and independence. When someone tells us they can now attend community events, get to work on time, or get to medical appointments on their own for the first time in years thanks to our work, we know we're making a real difference in people's lives. We see firsthand how a reliable and affordable mobility option can mean the difference between isolation and opportunity."

— Angel Bond, Mobility for All Program Manager





i Transit Stop at Willoughby Corner



Integrating Transportation into Housing Planning

Boulder County has increasingly integrated transportation planning into its affordable housing strategies. In 2024, DRCOG awarded the county a \$150,000 grant to study transportation needs at Boulder County Housing Authority (BCHA) properties, with M4A playing a central role in coordinating analysis, outreach, and implementation. At the newest BCHA development, Willoughby Corner in Lafayette, M4A worked closely with RTD during the planning phases to ensure the site was designed to support future transit service, including bus access, circulation, and layover locations. As residents began moving in, RTD adjusted and expanded transit service to better connect the community to the regional network, with full service planned to begin approximately six months after all housing units are occupied. M4A also supported the installation of covered bicycle parking, helping to provide safe and convenient storage and reinforcing active transportation as a practical, low-cost option for daily travel.

Adapting to Emerging Mobility Technologies

Boulder County continues to explore the role of new mobility technologies including e-bikes, e-scooters, electric vehicles, and ridehailing services such as Lyft and Uber. The county has adopted **clear e-bike regulations** allowing Class 1 and 2 e-bikes on regional and open space trails in the plains, while restricting Class 3 e-bikes to on-street facilities.

Boulder County led the development of a **bilingual e-bike safety campaign** in response to a need identified by the Boulder Valley School District and growing safety concerns associated with increased e-bike use among teens. Launched in 2024 through M4A, the “You Have the Power / Tienes el Poder” campaign provides an educational toolkit for youth, families, and youth service organizations that promotes responsible riding, helmet use, understanding of state and local regulations, and trail etiquette. The campaign reflects the county’s broader commitment to safely integrating e-bikes into daily travel and aligns with statewide e-bike safety and education efforts led by the CDOT.

Boulder County is participating in Colorado’s first **regional electric bike share program**, supported by \$1.5 million in state funding awarded in 2024. The program will launch a connected e-bike share network across Superior, Broomfield, Westminster, Lafayette, Longmont, and Boulder County. Led by City of Longmont, this initiative aims to enhance first- and final-mile connections, reduce greenhouse gas emissions, and expand access to affordable mobility options. The regional approach ensures cross-jurisdictional coordination and helps integrate e-bikes into the broader transportation system.



Strategy 3: Invest in Key Regional Transportation Corridors



Boulder County's most heavily traveled corridors are critical to regional mobility, economic vitality, and quality of life.

Strategy 3 focuses on improving the multimodal performance and safety of key regional corridors. These corridors serve both local and regional travel demands, including a growing number of commuters from adjacent counties. Through coordinated planning and investment with partners like CDOT, RTD, and neighboring jurisdictions, Boulder County aims to deliver high-impact improvements such as Bus Rapid Transit (BRT), managed lanes, and expanded bike and pedestrian infrastructure. These improvements support the county's goals for mode shift, emissions reduction, and regional connectivity.

Advancing the Northern Area Mobility Study Vision

Boulder County continues to make measurable progress implementing recommendations from the Northwest Area Mobility Study (NAMS), which identified multimodal improvements for several key regional corridors. Corridors include CO 119, US 287, CO 7, South Boulder Road, CO 42, and the Northwest Rail Corridor.

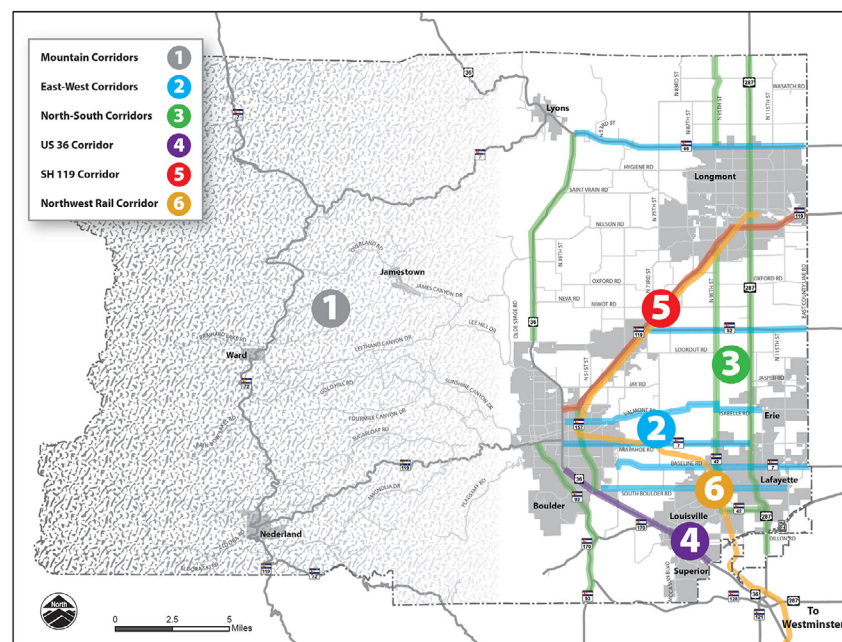
On **CO 119**, NAMS established this corridor as the region's top transit priority, laying the groundwork for the BRT project now under construction. The county's strong partnerships and sustained advocacy helped secure over \$60 million in federal RAISE grant funding, along with substantial state and local contributions, to move the project from planning to delivery.

Along **US 287**, Boulder County and its partners completed Phase I of the BRT Feasibility Study, which evaluated operational, design, and station improvements to enhance mobility and safety. The study sets the stage for advancing BRT implementation between Broomfield and Longmont, improving a corridor that serves tens of thousands of daily commuters.

Progress is also underway on **CO 7** (Arapahoe Road) through the Advanced Mobility Partnership. This Partnership has led preliminary design and corridor scoping efforts to integrate BRT service, managed lanes, and multimodal safety upgrades.

For **South Boulder Road**, Boulder County completed a corridor visioning study and is preparing to launch Phase 2 of a BRT Feasibility Study to explore transit, bicycle, and pedestrian enhancements that support both safety and accessibility.

Primary Travel Corridors



Corridor	Latest Efforts	Current Status
CO 119 (Diagonal)	CO 119 Safety, Mobility & Bikeway Project; RTD First & Final Mile Study (2022–2024)	Under construction (BRT and bikeway completion expected by 2027)
CO 7 (Brighton to Boulder)	SH 7 Planning & Environmental Linkages (PEL) studies; Preliminary Engineering; Transit Starter Service planned for 2026	Preliminary engineering / starter service in development
US 287	US 287 BRT Feasibility Study (2022); Vision Zero Safety & Mobility Study adopted 2025	Planning and corridor visioning
South Boulder Road	DRCOG South Boulder Road Corridor Study – final vision developed (2023–2024) Upcoming conceptual design (2026–2027)	Design of pavement reconstruction
CO 42	Future 42 Study (2023); Phases 1 and 2 completed; Phase 3 is ongoing and advancing the selected alternative to 60% design	Design

Building Momentum for Local and Regional Connections

Boulder County’s Ride Free Lafayette service provides a free, on-demand door-to-door transit option that connects residents to key destinations within the city of Lafayette and nearby communities without requiring transfers or fares. This service enhances local mobility and access to jobs, errands, health care, and more. The service is open to all riders and helps fill gaps in traditional fixed-route transit by offering flexible routing that responds directly to rider needs.

Looking ahead, the Southeast Boulder County SuperFlex service, funded through the DRCOG Transportation Improvement Program (TIP), represents a next step in expanding flexible transit options beyond Lafayette’s core area. SuperFlex demand-response service is designed to support local trips while improving connections to major regional corridors and future high-capacity transit services. SuperFlex services will help to link more riders with broader transit networks and support a coordinated regional approach to mobility.

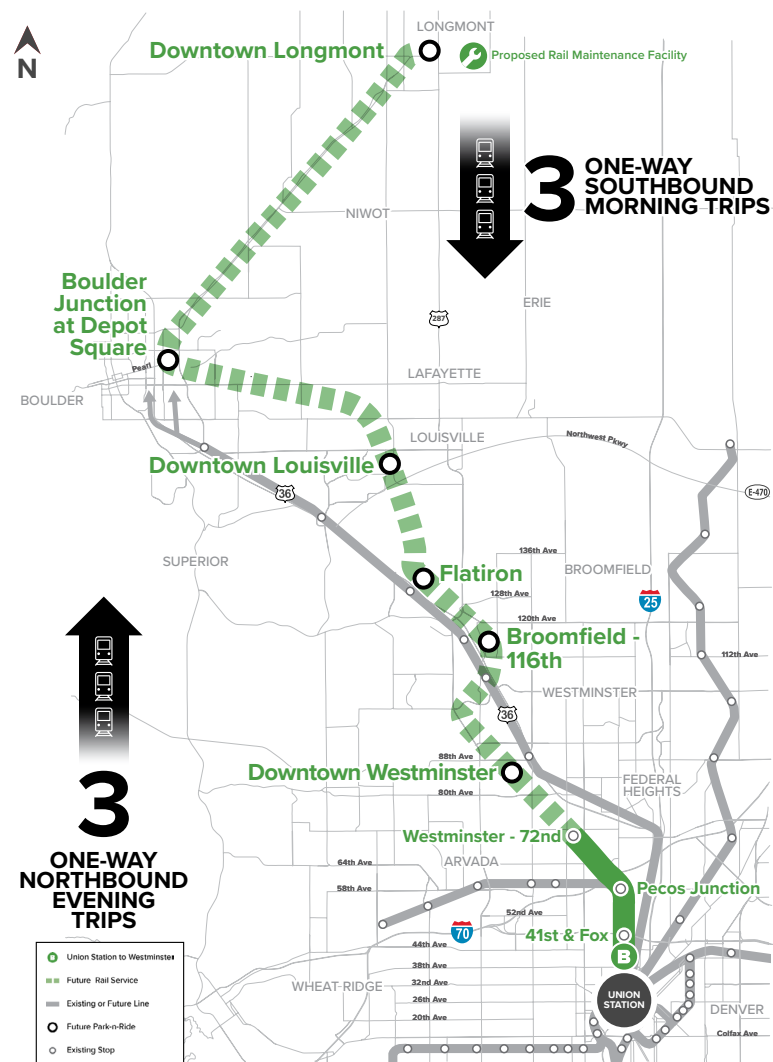
Building momentum for both local mobility improvements and stronger regional connections, these services demonstrate how targeted, flexible transit investments can expand access, support equitable ridership growth, and serve as foundational elements of a more integrated multimodal network.



Advancing the Northwest Commuter Rail and Peak Service Plan

Boulder County has supported RTD's efforts to advance the **Northwest Commuter Rail Peak Service Plan**, a major step toward completing the Northwest Rail Corridor. Launched in 2022 and finalized in September 2024, the study assessed the feasibility of limited commuter rail service between Longmont and Denver using existing BNSF freight tracks. The proposed "peak service" concept envisions three morning trains from Longmont to Denver and three afternoon return trips, with new sidings and station improvements in communities such as Westminster, Broomfield, Louisville, Boulder, and Longmont. While the plan focuses on initial peak-only service, it also identifies pathways for eventual full-day operations and opportunities to coordinate with future Front Range Passenger Rail. These efforts mark an important milestone in advancing the FasTracks vision and keeping regional rail options on the table for Boulder County and the Northwest Corridor.

Figure 2: Peak Service Concept Configuration



NORTHWEST RAIL PEAK SERVICE FEASIBILITY STUDY

8

Strategy 4: Increase Accessibility



A truly equitable transportation system ensures that everyone regardless of income, age, ability, or language can access essential destinations such as jobs, healthcare, education, and community services.

Strategy 4 focuses on expanding mobility options for historically underserved populations and removing physical, financial, and informational barriers to travel. The strategy includes investments in sidewalk connectivity, accessible transit, and targeted programs such as EcoPass expansion, travel training, and multilingual outreach and education. By prioritizing inclusive design and programming, Boulder County seeks to ensure that its transportation system supports self-sufficiency and opportunity for all residents.



Expanding Transportation Education

Boulder County has expanded efforts to help residents of all ages and abilities gain confidence using the transportation system through the M4A program. Centered on hands-on, community-based learning, M4A offers workshops, group and one-on-one travel trainings, and personalized support through the Ambassador Program to help residents safely and independently use public transit and other mobility options. These trainings build confidence using tools such as RTD services, RTD MyRide fare payment card, Google Maps, and app-based transportation options. Designed to meet people where they are, these trainings also support greater independence and improve access to jobs, healthcare, education, and daily needs.

Recognizing the importance of accessibility, the county provides residents multiple ways to receive individualized assistance, including phone calls, email, text messaging, and scheduled appointments. M4A also hosts specialized workshops to help people with limited mobility or fixed incomes understand the transportation options available in their community, enroll in relevant programs, and learn how to use technology for trip planning and fare payment. During the COVID-19 pandemic, the county successfully adapted these workshops to a fully virtual format, ensuring that training and support continued uninterrupted for community members who rely on accessible transportation.

In addition to direct education and training, M4A serves as a central hub for transportation information and assistance. It offers trip planning support, referrals, and guidance while collaborating closely with senior centers, human services agencies, transportation providers, housing authorities, and community organizations. These partnerships help coordinate services, share best practices, and strengthen connections between local and regional mobility options.

Expanding EcoPass Programs and Transit Affordability

To improve transit access and affordability, Boulder County has piloted new efforts to expand its **Business and Neighborhood EcoPass programs**. Notably, the Lafayette Gardens Mobile Home Community launched a neighborhood EcoPass pilot, representing a step toward broader community-wide coverage. The county is also analyzing Business EcoPass subsidies to evaluate how best to scale and distribute benefits for equitable outcomes.

In parallel, Boulder County has supported the implementation of RTD's LiVE program, a discounted fare program for income-qualified riders. The M4A program enhances awareness and adoption by offering free passes to newly eligible residents, providing guidance on how to use the service, and providing months of free bus passes for newly certified community members.



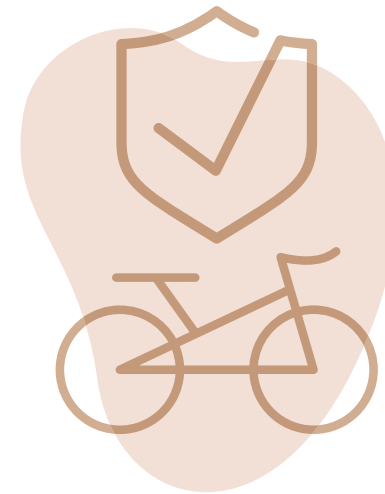
Advancing Safe, Active, and Affordable Travel for Youth

Boulder County partners with local schools to encourage active and multimodal travel among students and families. By **integrating transportation safety and mobility education into school culture**, the county helps children develop lifelong habits that support health, sustainability, and independence. Recent programs have combined classroom learning with hands-on opportunities, such as the **Safe Routes to School Multigenerational Bike Project**, to expand bike access and education for multigenerational families at Lafayette Elementary. The project focused on Spanish-speaking households and provided every family member with a bike, bike safety education, and essential gear like helmets, locks, and lights at no cost. These efforts make it easier for students to choose walking and biking for school trips and strengthen community connections and awareness of safe, sustainable travel options.

To support youth traveling safely and affordably, Boulder County is assessing school travel needs, including safety, gaps, and barriers, and collaborating with partners to identify and secure funding for infrastructure and program improvements. As part of this effort, the county is launching a **Vision Zero Safe Routes to School Action Plan** guided by a data-driven, equity-centered framework to align youth mobility with broader traffic safety goals.

Expanding Spanish-Language Outreach and Engagement

Boulder County is committed to making transportation information and programs accessible to all residents, including Spanish-speaking communities. The county provides **newsletters, workshops, and travel trainings organized entirely in Spanish** to ensure inclusive participation and understanding. Through its volunteer ambassador program, the county helps Spanish-speaking community members share information about mobility options and assist neighbors in learning how to use available transportation services.



Strategy 5: Enhance Mountain Area Connections



Boulder County's mountain communities rely on safe and reliable connections to access daily needs, emergency services, and recreational opportunities. Strategy 5 addresses the unique challenges of mountain area travel, including limited infrastructure, steep terrain, and seasonal weather impacts. It supports tailored mobility solutions such as rural transit, volunteer driver programs, and safety improvements on key rural corridors. The strategy also emphasizes preserving the character of mountain communities while improving multimodal access to popular open space and trail destinations. Enhancing mountain area connections helps ensure equitable access and community resilience across the full geography of Boulder County.





Expanding Transit Access in Mountain Communities

Across all services, mountain transit ridership has expanded significantly in recent years, growing from about 16,000 trips in 2020 to almost 35,000 trips in 2024. The mix of year-round services (Lyons Flyer, The Climb, Mountain Ride, and Boulder Canyon Extra) and seasonal recreation shuttles (Eldo Shuttle and Hessie Shuttle) demonstrates Boulder County's dual focus on providing essential mobility for residents and sustainable access to recreation areas. Together, these services reduce congestion, improve safety, and expand access for both residents and visitors in Boulder County's mountain communities.

Strengthening Local Partnerships to Sustain Community EcoPass Programs

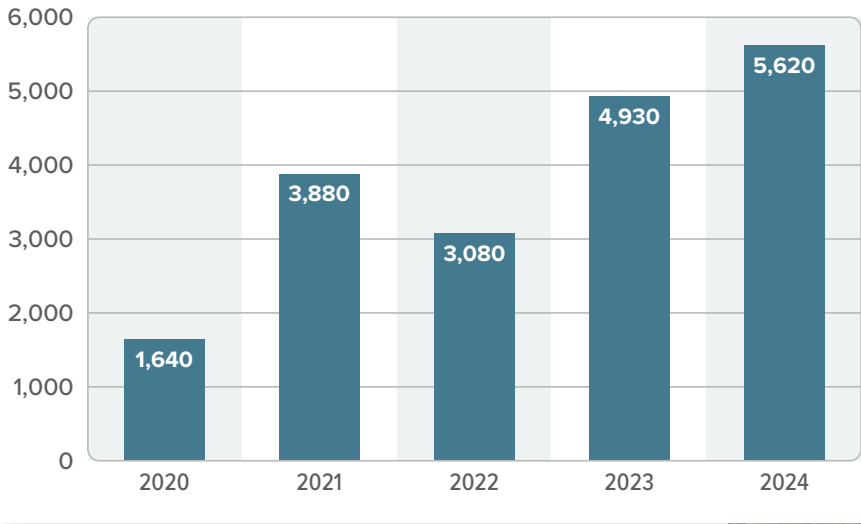
Boulder County has made progress in **supporting permanent EcoPass funding** for incorporated communities. In Nederland, voters approved the Nederland EcoPass Public Improvement District ballot measure in 2023, extending the EcoPass property tax district through 2033 and expanding eligibility to include passes for all employees working in Nederland. The Nederland EcoPass Public Improvement District Advisory Committee (NEPPIDAC) continues to advise the Boulder County BOCC on program administration and community needs. In Lyons, the town has assumed responsibility for funding its EcoPass program, demonstrating strong local commitment to maintaining transit access for residents.

Expanding Shuttle Connections to Mountain Recreation Areas

Boulder County's **Hessie Shuttle** continues to provide a convenient and sustainable connection to the Indian Peaks Wilderness and Lost Lake areas, reducing congestion and parking challenges near Nederland. Operating seasonally from late May through early October, the free shuttle departs every 15 minutes from Nederland High School and has seen strong and growing use since its launch. **Ridership more than doubled between 2020 and 2024.** The service remains one of the most effective tools for improving access to popular recreation areas while protecting fragile mountain environments from overcrowding and vehicle impacts.

Similarly, the **Eldo Shuttle** connects Boulder and Superior to Eldorado Canyon State Park and nearby trailheads, including Marshall Mesa, Doudy Draw, and South Mesa. Ridership on the Eldo Shuttle has grown steadily each year, from **1,640 riders in 2020** to **5,620 riders in 2024**, demonstrating the increasing popularity of car-free access to mountain destinations. By providing free, ADA-accessible, and bike-friendly service, Boulder County and its partners have expanded opportunities for residents and visitors to enjoy outdoor recreation without contributing to congestion or parking limitations within Eldorado Springs.

Eldo Shuttle Annual Passengers, 2020-2024



Advancing Alternative Mobility Solutions to Serve Mountain Communities

Work is underway to implement mobility solutions for mountain communities. Nederland is launching a new **volunteer driver program**, developed in partnership with Boulder County's M4A program and the Peak-to-Peak Housing and Human Services Alliance. The program supports free, personalized transportation to older adults, people with disabilities, and caregivers in mountain and canyon communities. Meanwhile, **Mountain Rides**, fixed-route service continues to operate among Ward, Nederland, and Rollinsville on selected days, providing human-services access and connectivity in mountain areas.

Finally, the county has provided outreach and education on the Via Mobility Services (Via) **Family & Friends mileage reimbursement program** to help users understand when Via cannot provide a ride, friends or family can be reimbursed for driving.



Performance Metrics



Performance metrics are a critical component of Boulder County's TMP.

Performance metrics serve as tools to monitor and assess how effectively the county's transportation strategies are advancing key environmental, social, and economic goals. While the TMP outlines a long-range vision supported by strategies and implementation actions, performance metrics provide a way to evaluate progress over time and ensure accountability.

To support the evaluation of progress over time, the TMP identifies **seven core performance metrics**, grouped into two categories: **behavioral metrics** and, **infrastructural metrics**. These metrics reflect both the County's direct responsibilities like maintaining roads and trails and its broader influence on how people travel throughout the region.

- **Behavioral metrics** focus on travel behavior that Boulder County can influence but not directly control, such as driving, transit use, and transportation safety.
- **Infrastructure metrics** reflect the condition and extent of the physical transportation network that the county owns or maintains, regardless of user behavior.

The following pages define each metric, describe the data sources used, and present progress made since the TMP was adopted in 2020. Together, these measures offer a snapshot of where Boulder County stands and where continued effort is needed to achieve the TMP's long-term vision.

Performance Trend Legend



On Track: Recent data trends are moving toward the goal



Needs Monitoring: Recent data trends are steady but require additional focus and/or funding to meet the goal



Off Track: Recent data trends are moving away from the goal or show insufficient progress

Behavioral Metrics



Cap Vehicle Miles Traveled (VMT) per Capita



Increase Transit Ridership



Eliminate Serious Injury and Fatal Traffic Crashes

Infrastructure Metrics



Maintain County Roads



Maintain County Bridges



Complete the Bike Vision Network



Affordable Living

Cap Vehicle Miles Traveled (VMT) per Capita



Description:

Minimizing environmental impacts and addressing climate change are key priorities for Boulder County. VMT is a proxy for the transportation sector's greenhouse gas emissions.



Goal:

Cap countywide VMT per capita at 2005 levels.



How to measure:

Use traffic counts from CDOT and Boulder County to measure countywide VMT. Use Census, Department of Labor, and other federal data to track Boulder County's population and employment.

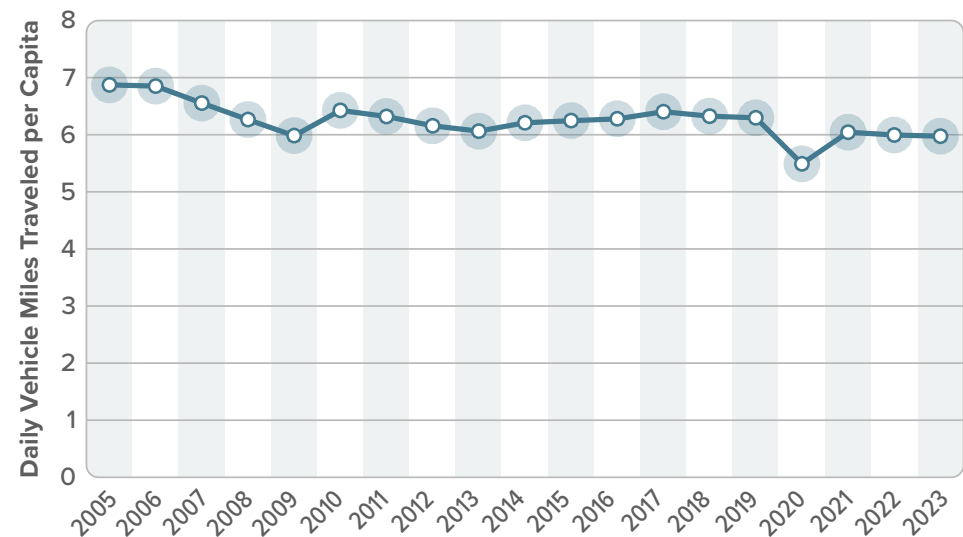


Status:

The 2023 result is 5.97 VMT per capita on state highways, which represents a 13.1% reduction from 6.87 VMT per capita in 2005.



Daily Vehicle Miles Traveled per Capita, 2005-2023



Moving Forward:

As new travel patterns emerge from growth in e-commerce deliveries, transportation network companies, and future autonomous vehicle use, Boulder County should continue monitoring VMT alongside complementary measures such as greenhouse gas emissions, mode share, and trip purpose. Pandemic-related shifts to remote and hybrid work have also influenced recent VMT trends, and a broader return to in-person work could place upward pressure on this metric. Expanding multimodal travel choices and encouraging shared, lower-impact trips will be essential to maintaining progress toward climate goals while adapting to changing travel behaviors.

Increase Transit Ridership



Description:



Even with the growth of electric, autonomous, and shared vehicles, transit remains the only mode that can transport large numbers of people long distances in a small space. Transit allows for economic growth without adding congestion and helps reduce the transportation sector's reliance on fossil fuels.

Goal:



Growth in transit ridership will outpace growth in population and employment by 2:1 ratio.

How to measure:



Use transit boardings data from RTD, along with Census, Department of Labor and other federal data, to track Boulder County's population and employment. Transit ridership/(population + employment). If population and employment are growing 2% per year, the goal is for transit ridership to grow 4% per year.

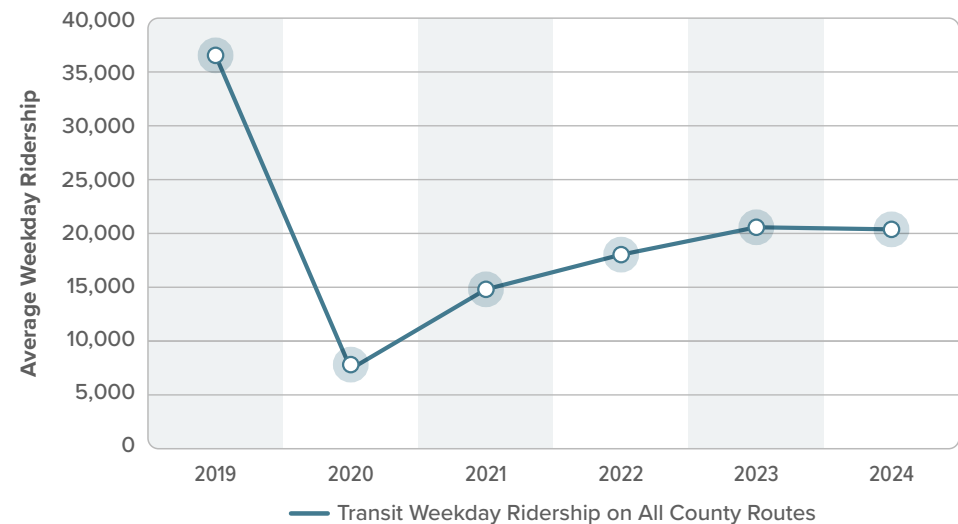
Status:



Overall, between 2019 and 2024, transit ridership declined by nearly 44%, even as population slightly decreased and jobs slightly increased, resulting in a combined net growth of 0.7% in residents and employment. The COVID-19 pandemic played a major role in this decline, as transit service hours were significantly reduced across the RTD system, limiting access and contributing to lower ridership levels.



Average Weekday Transit Ridership on Boulder County Routes, 2019-2024



Moving Forward:

To improve transit ridership, Boulder County is developing a countywide strategic transit plan called **Linking Boulder County: A Shared Vision for Transit**. This effort is intended to provide clear guidance on how to strengthen transit services in response to changing travel patterns, evolving rider needs, and uneven ridership recovery. The plan will establish a shared vision for transit in Boulder County and outline recommendations related to governance, funding, service coordination, and implementation strategies that support more reliable, accessible, and connected transit service over the long term.

Eliminate Serious Injury and Fatal Traffic Crashes



Description:

Improving safety for all modes of travel is a key priority for Boulder County.



Goal:

Zero serious injury or fatal traffic crashes in unincorporated Boulder County by 2035.



How to measure:

Colorado State Patrol and CDOT provide local governments with traffic crash data.

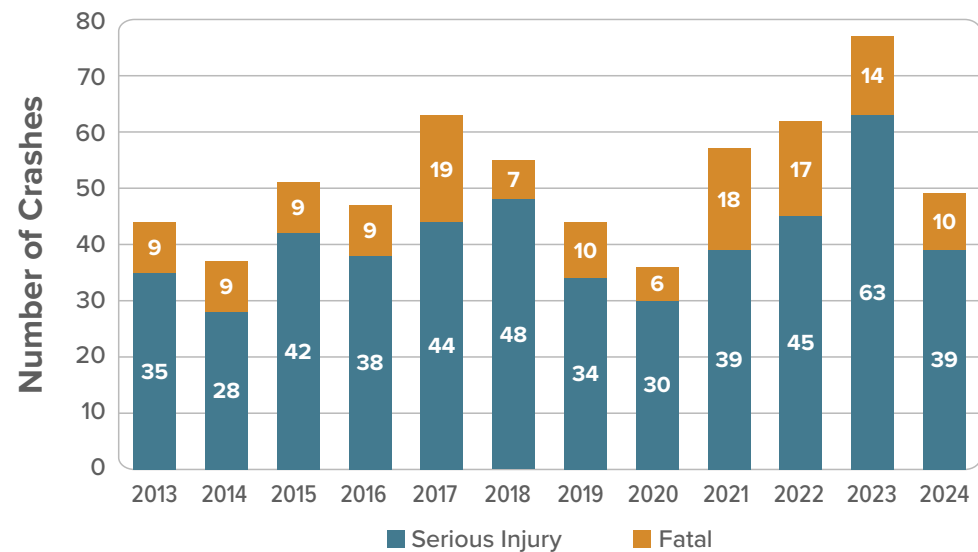


Status:

Crash data from Colorado State Patrol and CDOT show that, while overall traffic volumes have fluctuated in recent years, the number of serious injury and fatal crashes in unincorporated Boulder County has remained a persistent concern. Crash trends show a noticeable dip in serious injury and fatal crashes in 2020, coinciding with reduced travel during the COVID-19 pandemic; however, numbers rose again in 2021 as travel activity increased.



Serious Injury and Fatal Crashes, 2013-2024



Moving Forward:

In 2025, Boulder County adopted its first Vision Zero Action Plan, setting a clear roadmap to eliminate serious injuries and fatalities by 2035. Moving forward, the county will prioritize implementing the plan's strategies such as roadway design changes, speed management, and targeted safety investments while working closely with community partners, CDOT, and law enforcement. These efforts will ensure safety improvements are equitable, data-driven, and focused on protecting the most vulnerable road users.

Maintain County Roads



Description:

Maintaining the county road network in good condition is important for a healthy economy and is much more cost-effective than repairing degraded roads.



Goal:

Maintain a Pavement Quality Index (PQI) of at least 7 out of 10 for each of the three road networks or a Pavement Condition Index (PCI) of 70–84.



How to measure:

In past years, Boulder County reported pavement condition using the PQI, a 0–10 scale that provides a simplified, high-level measure of roadway quality. In 2024, the county shifted to the PCI, a nationally recognized 0–100 scale based on detailed pavement distress surveys. This change allows greater consistency with regional and national reporting standards and provides more diagnostic detail to guide asset management decisions.

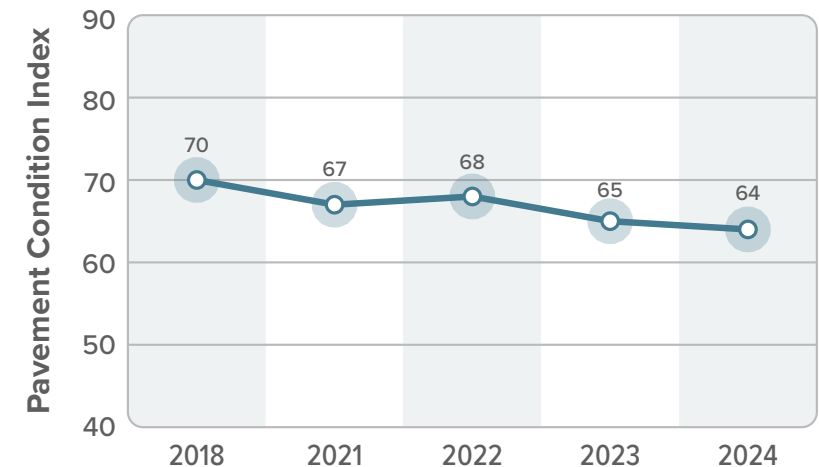


Status:

As of 2024, the weighted average PCI across all Boulder County roads is 64. This overall score is primarily influenced by lower rated subdivision roads, which have an average PCI of 49 and make up a substantial portion of the network. By comparison, local roads have an average PCI of 69, while collector and arterial roadways are in better condition, with an average PCI of 74.



Boulder County Weighted Average Pavement Condition Index for All Roads, 2018-2024



Moving Forward:

While Boulder County continues to prioritize preservation of its arterial and collector roadway network, pavement condition on local and subdivision roads remains a challenge. These roadways generally show lower PCI scores because the county does not have a dedicated funding source for major resurfacing on subdivision roads. Instead, long-term upkeep of these facilities relies on communities forming Public Improvement Districts or similar mechanisms to fund resurfacing and rehabilitation.

For the county's arterial and collector system, revenues to the Road & Bridge Fund are currently sufficient to support only basic maintenance activities. While the BOCC has supplemented this fund with non-property tax revenues, those contributions collectively meet only about 70% of the funding needed to achieve the county's 70 PCI goal for arterials and collectors.

To maintain acceptable pavement conditions on the county-maintained asphalt roadway system, the county has estimated that an annual investment of approximately \$10 million to \$13 million in resurfacing is needed, expressed in 2025 dollars. The range reflects varying assumptions about minimum acceptable condition and treatment timing.

Maintain County Bridges



Description:

Maintaining safe travel throughout the county, bridges can withstand flooding, keep emergency access routes open, etc.



Goal:

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.

How to measure:

Boulder County tracks bridge conditions using the Federal Highway Administration's National Bridge Inventory. Since the TMP was completed, FHWA has transitioned the National Bridge Inventory from a numerical sufficiency rating system to condition-based categories of good, fair, and poor. Major structures are defined as bridges longer than 20 feet located on public roads and subject to federal reporting requirements. Under the updated framework, bridge conditions are assessed based on the condition of key structural elements and overall performance rather than on a single composite score. In addition, the county has added additional bridge structures to their inventory since 2020 to provide more comprehensive reporting and improved tracking of bridge assets across the transportation system.

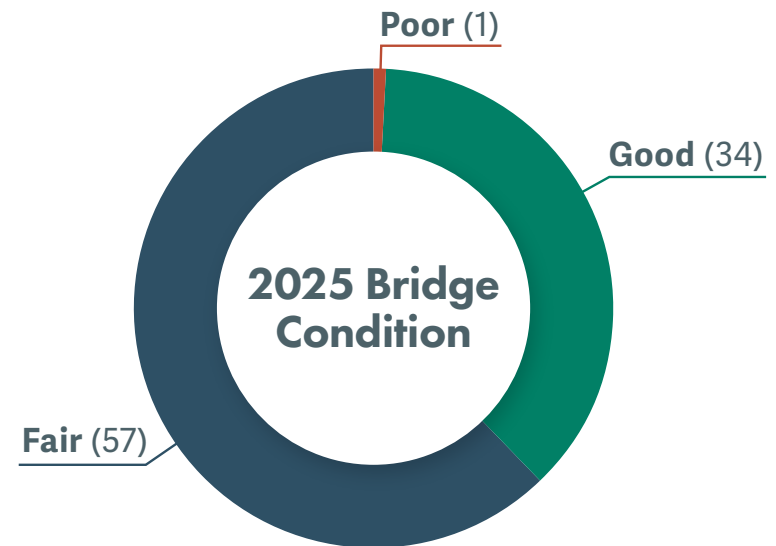


Status:

As of 2025, Boulder County maintains 92 major structures, with one structure rated as poor, 57 rated as fair, and 34 rated as good.



Boulder County Structure Condition, 2025



Moving Forward:

Looking ahead, Boulder County will review and evaluate the most recent bridge condition reports received in November 2025 to inform future investment priorities. Based on these findings, the county will pursue funding opportunities to advance rehabilitation or replacement of the one structure rated in poor condition, continue to complete routine maintenance on bridges in good condition, and target improvements to extend the service life of structures rated as fair.

Complete the Bike Vision Network



Description:

Complete low stress bicycle facilities between destinations within Boulder County.



Goal:

Complete all miles of planned in-county low stress bicycle network regional connections.



How to measure:

The total miles of bikeway projects that have advanced beyond the conceptual phase into planning, design, or construction.



Status:

Of the 76 total miles identified, the county has advanced 44 miles beyond concept into planning, design, or construction.



Bike Vision Network Miles Status, 2025



Moving Forward:

Projects currently under construction include the 9-mile Boulder to Longmont multiuse path, that will create a fully paved and protected connection along the CO 119 corridor and serve as the backbone for the regional network. Several additional projects have advanced to the design phase, such as the Boulder to Lyons multiuse path and Boulder to Erie Regional Trail (BERT), together representing 26 miles of future low-stress bicycle connections. The Longmont to Lyons corridor is currently in planning, with partial funding secured to refine alignment and engineering in collaboration with local partners. These projects demonstrate the county's ongoing commitment to building a safe and regionally connected bicycle network.

Affordable Living



Description:



Affordable living (defined as spending no more than 15% of a household's income on transportation and no more than 30% on housing) has increasingly become a challenge for many county residents. Reducing the transportation cost burden is a critical step on the path to self-sufficiency and accessing health and human services.

Goal:



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.

How to measure:



Percentage of Boulder Housing Partners, Longmont Housing Authority, and Boulder County Housing Authority property residents and housing voucher-holders that have access to affordable transit and mobility options. Currently, there is no data on what percentage of residents have access to or are using free EcoPasses.

Status:



Boulder County has achieved the goal of providing affordable transit access for all housing authority residents and voucher-holders by expanding EcoPass coverage and supporting discounted fare programs. A new neighborhood EcoPass pilot at the Lafayette Gardens Mobile Home Community, Boulder County Housing Authority EcoPass Program, and Nederland Area EcoPass Program demonstrate progress toward broader community-wide coverage. In addition, an analysis of Business EcoPass subsidies guiding more equitable benefit distribution. In addition, the county's support for RTD's LiVE program and Mobility for All outreach ensures income-qualified residents not only receive discounted passes but also know how to use them, directly reducing household transportation costs and helping meet the performance target.



Affordable Transit and Mobility Access Status, 2025



Moving Forward:

Building on these successes, Boulder County should continue working with RTD and local partners to expand EcoPass programs to additional neighborhoods and housing communities, while scaling Business EcoPass subsidies based on the equity analysis. Ongoing outreach through M4A will remain critical to ensuring that residents, particularly those who are newly eligible, are aware of and able to use discounted fare options. These efforts will bring the county closer to its goal of universal affordable transit access for housing authority residents and voucher-holders.

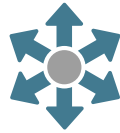
Continued Implementation



Since adoption of the TMP in 2020, Boulder County has made significant progress toward building a safer, more connected, and sustainable multimodal transportation system.

The TMP established a long-term vision centered on equitable mobility, climate responsibility, and a system that works for all users. Five years later, the county and its partners have turned that vision into measurable action.

Implementation has advanced across all five TMP strategies.



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.

Progress has been supported by strong collaboration across county departments, municipalities, CDOT, RTD, DRCOG, and community partners. Many projects have also been informed by recent county initiatives such as the BOCC 2024–2026 Strategic Priorities, which emphasize climate action, good governance, and equitable access to opportunity.

As the county looks to the next phase of implementation, ongoing coordination, transparent performance tracking, and a focus on delivering multimodal benefits equitably will be key to maintaining momentum toward the TMP's 20-year vision.