



Boulder County Subregional Forum

**Revised Transit Vision & Draft
Evaluation Criteria**

May 4, 2026



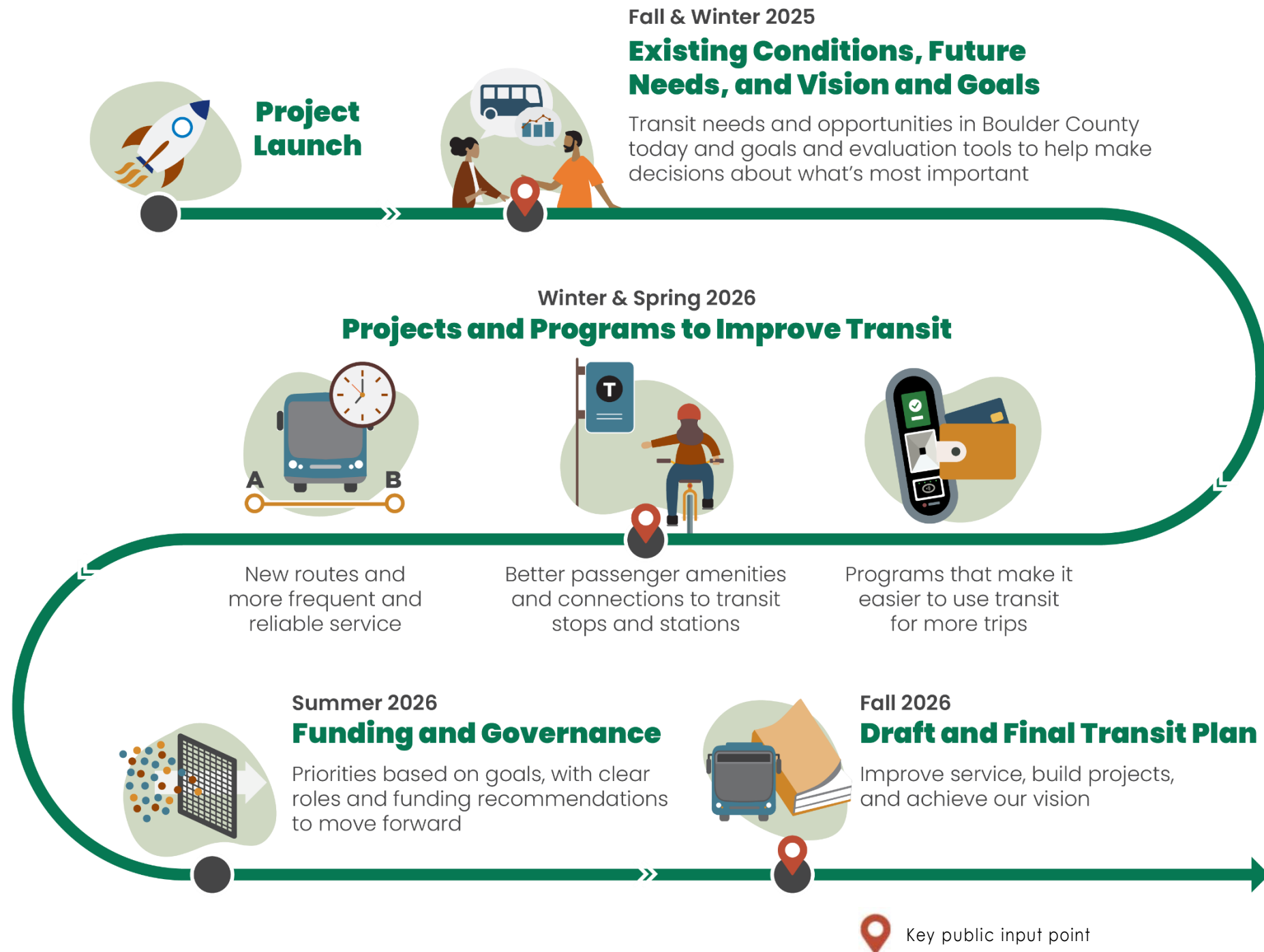
What We'll Cover Today

- 1 Revised Transit Vision
- 2 Draft Evaluation Criteria
- 3 Current Outreach & Next Steps



Our Work

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

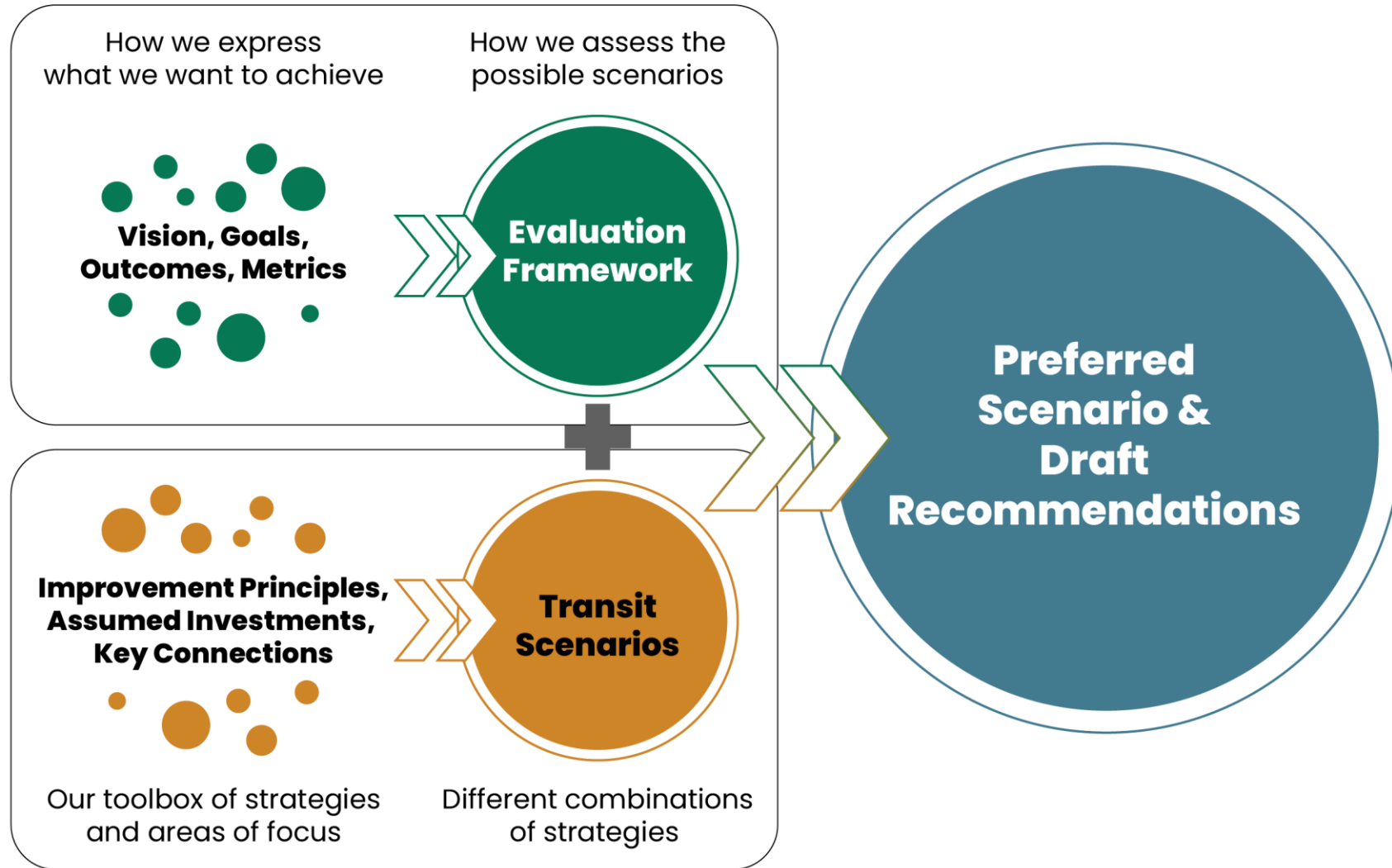




Revised Transit Vision



How We Use the Vision



Updated Vision Statement

Inspiring and giving direction.

A vision statement is future-based and is meant to inspire and give direction. It describes the anticipated long-term results of Linking Boulder County and conveys the purpose of this planning effort.

In Boulder County, transit is woven into the fabric of our community. By providing people with dignified, safe, and convenient transit services, we expand access to opportunity, support our community's health and wellbeing, and create a more resilient Boulder County.

Updated Transit Goals

Articulating what we want to achieve.



Connected & Equitable

Expand equitable opportunities by connecting to all that Boulder County offers.



Competitive & Reliable

Increase ridership by making it easier and more desirable to take transit.



Sustainable & Resilient

Improve climate outcomes by creating a resilient transit system.



Connected & Equitable

Expand equitable opportunities by connecting to all that Boulder County offers.

- Better connect people to their **daily needs**, including housing, jobs, schools, services, and activity centers.
- Use transit to create a transportation system responsive to the needs of **people for whom transit is a necessity**.
- Improve all-ages-and-abilities **access to transit** services and facilities in Boulder County.
- Enhance transit connections with surrounding counties to develop a stronger **regional system**.
- Provide a **diversity of services** to link people and geographies.
- Create safe and complete **first- and final-mile** connections throughout the county.
- Use transit as a way to enhance **healthy, complete communities**.



FlexRide provides on-demand service to help people of all ages and abilities connect to the places they want to go across Boulder County.



Competitive & Reliable

Increase ridership by making it easier and more desirable to take transit.

- Provide dignified, reliable, convenient, and affordable **transit options** that appeal to a broad cross-section of Boulder County residents, workers, and visitors.
- Improve **transit service** quality, safety, frequency, and reliability.
- Make transit **travel times** competitive with driving times in key corridors.
- Integrate mobility **options** across services, operators, and modes.
- Provide high-quality transit **stops and stations** and a safe, comfortable passenger experience.
- Offer travel **information** that is readily available, attractive, and easy to understand.



The Lafayette Park-n-Ride has transit service throughout the day and includes shelters to wait for your bus.



Sustainable & Resilient

Improve climate outcomes by creating a resilient transit system.

- Reduce greenhouse gas (GHG) **emissions**, local air pollution, and vehicle miles traveled (VMT).
- Improve **climate resilience** and adaptability of transit infrastructure with a focus on electrification.
- Integrate transit facilities with **supportive land uses** and community hubs.
- Embrace opportunities to **innovate** and explore new technologies.
- Develop reliable and predictable **revenue streams** that grow with Boulder County's economy.
- Expand **partnerships** within the county, with neighboring jurisdictions, and with shared-mobility providers.
- Support the **vitality** of Boulder County's downtowns, neighborhoods, and job centers.



Improvement Principles

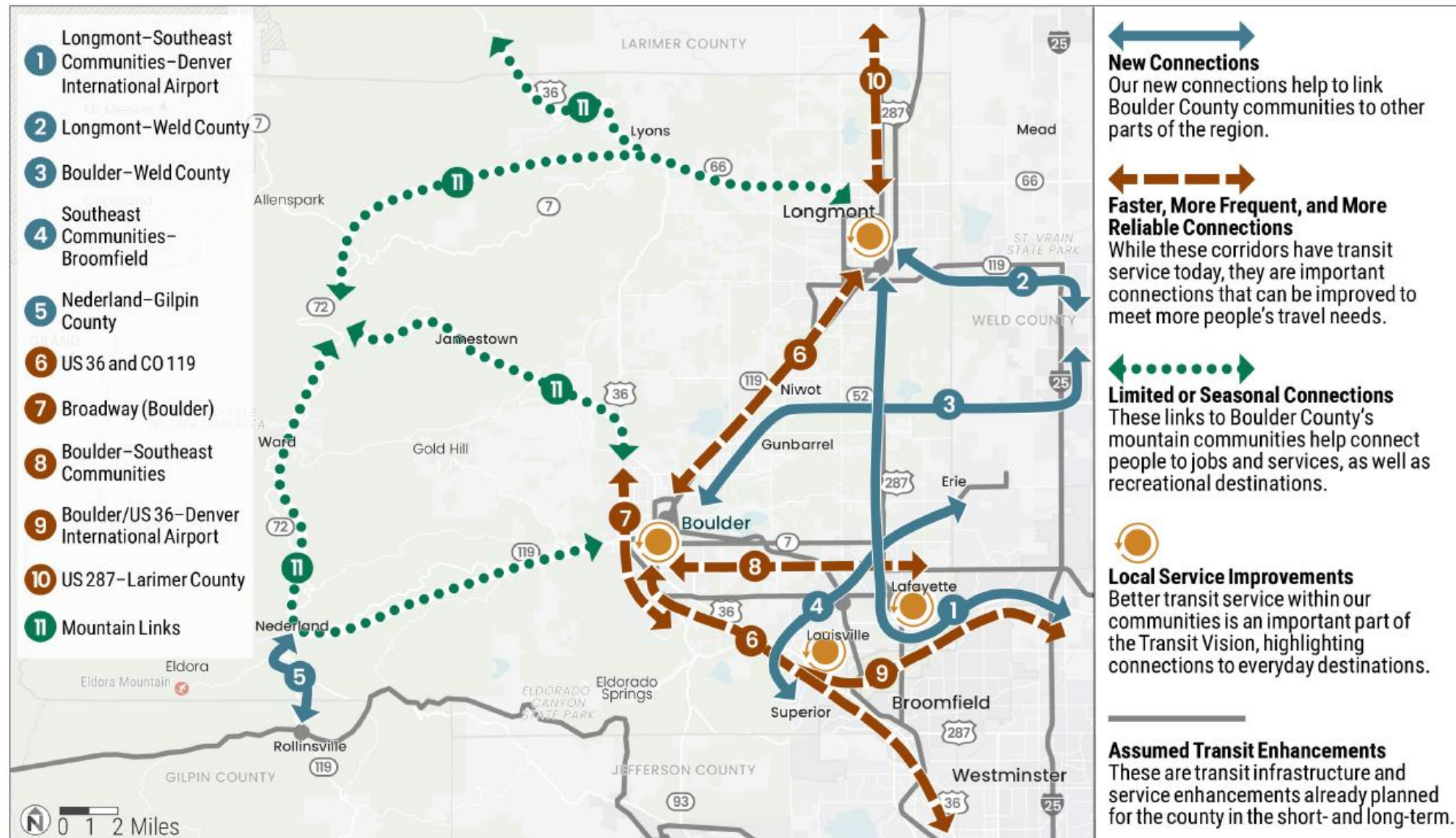
Establishing the building blocks.

Transit improvement principles outline what's needed to make transit a competitive option. They point to the types of investments we'll consider, both today and long term. They require tradeoffs as we shape scenarios.

- **Improve existing services**
- **Respond to changing travel patterns**
- **Expand the network**
- **Develop high-capacity transit services**
- **Make transit easier to use**
- **Improve access to transit**



Updated Key Connections Map



Note: Lines on the map represent connectivity rather than mode and are not yet prioritized by cost or by contribution toward the goals and desired outcomes.

**How well does the revised Transit Vision
capture what you hope this plan will achieve?
Does it reflect your feedback from March?**



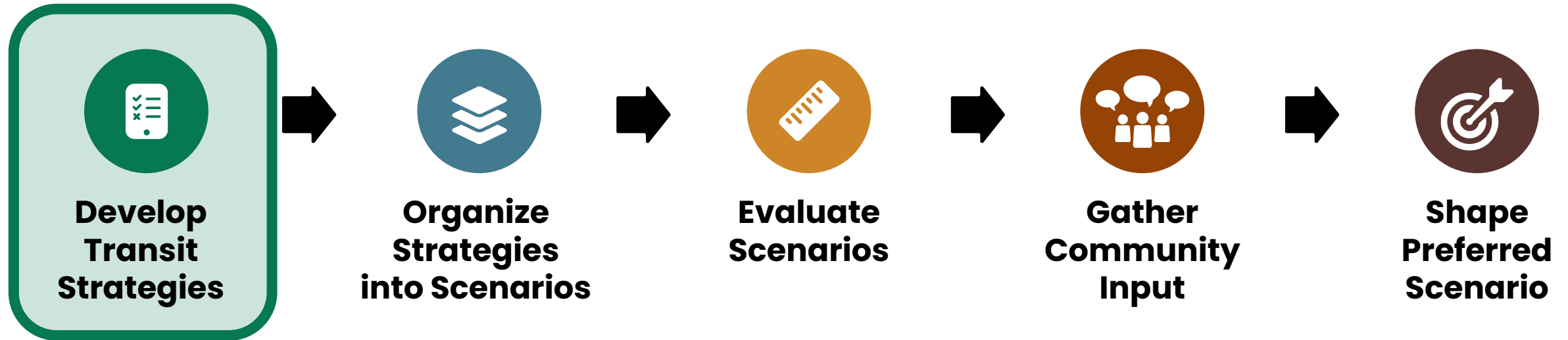
Draft Evaluation Criteria

Evaluation Framework



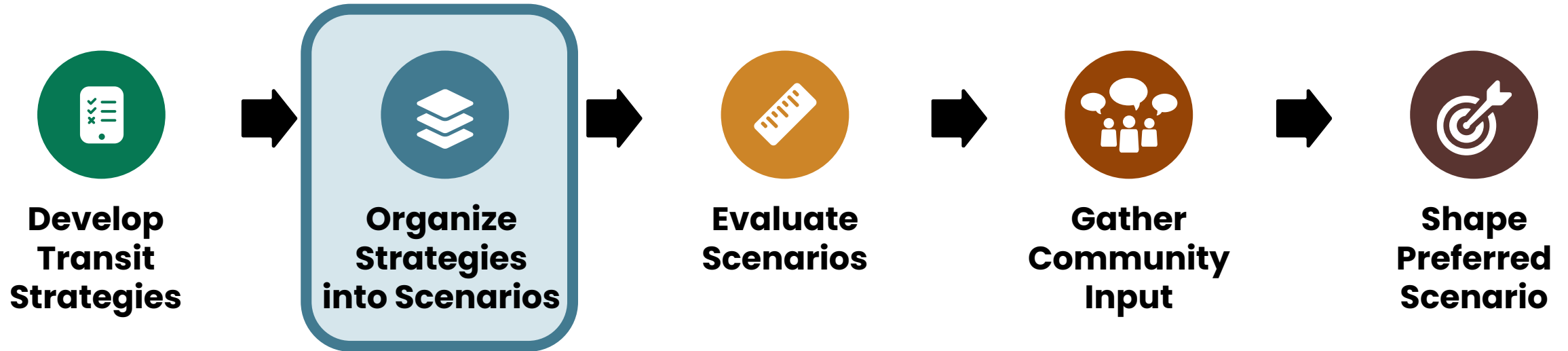
The **framework** for evaluating Linking Boulder County transit scenarios is designed to help decision-makers and community members easily compare the individual and collective impact of possible transit improvement strategies.

Evaluation Framework



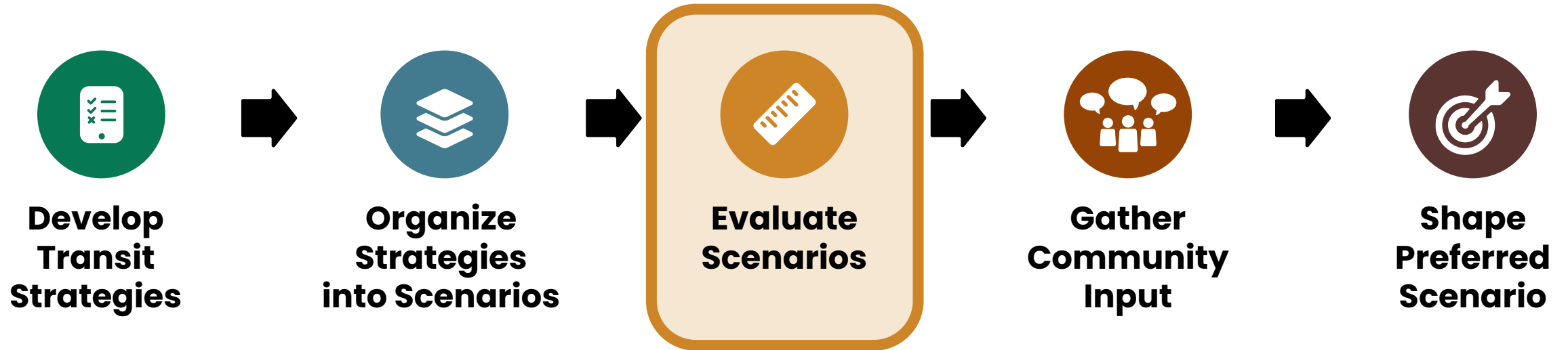
Strategies will include transit services, supportive mobility investments, capital projects, access and connections improvements, and programs and policies. We will document the relative benefits of each strategy.

Evaluation Framework



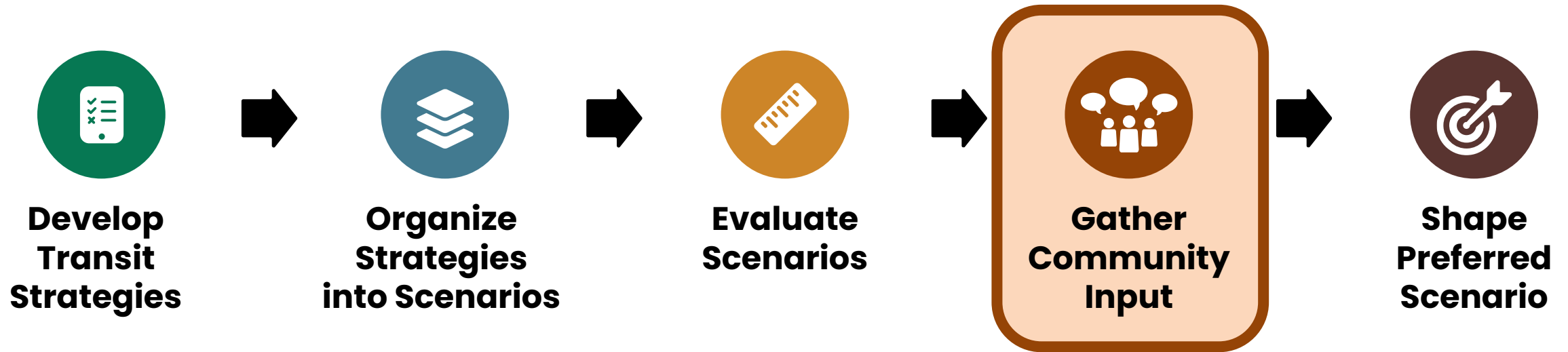
Scenarios will illustrate different ways to combine strategies at roughly the same operating cost. They will be distinct enough to “force” meaningful tradeoffs and support discussions that help shape a preferred scenario.

Evaluation Framework



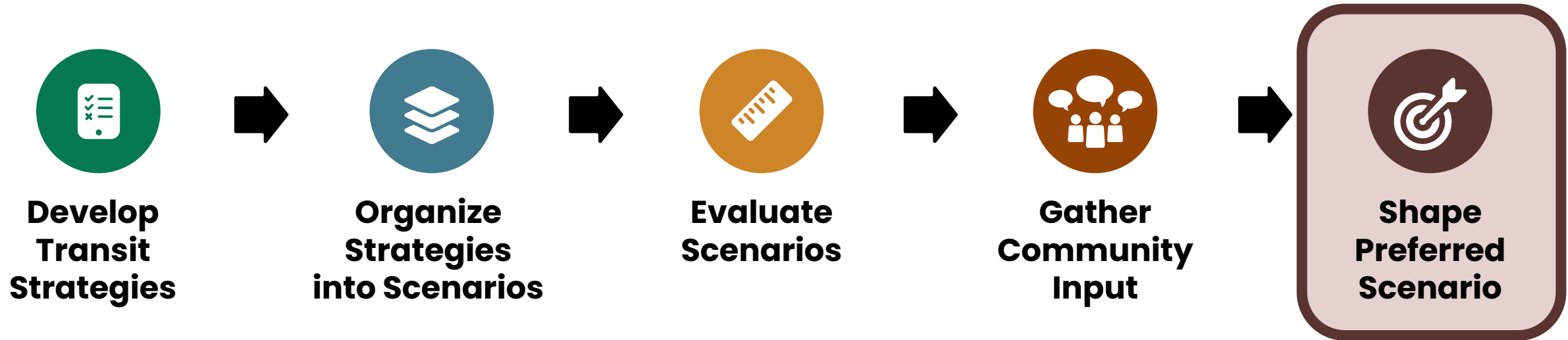
Evaluation criteria will be used to compare the transit scenarios and assess each scenario's contribution toward the project's goals.

Evaluation Framework



We will gather **community input** on the results of the scenario evaluation in late summer and early fall. Rather than ask people to select one of the scenarios, we will strive to understand what they prefer about each to help create a preferred scenario.

Evaluation Framework



When we've identified a **preferred scenario**, the evaluation criteria will be used to prioritize specific transit and transit-supportive investments.

Developing Draft Criteria

The draft evaluation criteria were created with these factors in mind:

- **Alignment** with the vision and goals
- **Connection** to criteria and metrics identified in existing transit and mobility plans
- **Differentiators** that will demonstrate the relative value of scenarios compared to one another
- **Simplicity** of analysis to support a focused evaluation process
- **Applicability** to later phases of the project



Draft Evaluation Criteria

- 1a** Alignment with Public and Partner Input
- 1b** Alignment with Local Plans
- 2a** Transit Ridership
- 2b** Transit Cost per Passenger
- 3** Emissions (GHG) Reduction
- 4a** People Served: Countywide
- 4b** People Served: Transit-Reliant Populations
- 4c** People Served: High-Density Areas
- 5a** Transit Access: Key Destinations
- 5b** Transit Access: Essential Services
- 6a** Transit Competitiveness: All Jobs
- 6b** Transit Competitiveness: Low-Wage Jobs
- 7** Integrated Multimodal Network
- 8** Infrastructure Cost

1a Alignment with Public and Partner Input

Metric or Measurement:

Strength of alignment based on outreach and partner feedback to date

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

1b Alignment with Local Plans

Metric or Measurement:

Number of references in or strength of alignment with recent local transportation and transit plans

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



2a Transit Ridership

Metric or Measurement:

Average daily boardings

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

2b Transit Cost per Passenger

Metric or Measurement:

Estimated annual operating cost divided by annual boardings

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



3

Emissions (GHG) Reduction

Metric or Measurement:

Estimated tons of greenhouse gases (GHG) reduced between assumed build year and 2050

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



4a People Served: Countywide

Metric or Measurement:

Percentage of county residents that have access to all-day transit service

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

4b People Served: Transit-Reliant Populations

Metric or Measurement:

Percentage of transit-reliant population with access to frequent (at least 15 min) transit service

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

4c People Served: High-Density Areas

Metric or Measurement:

Percentage of residents of high-density neighborhoods with access to frequent (at least 15 min) transit service

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



5a Transit Access: Key Destinations

Metric or Measurement:

Number of key destinations (e.g., schools, major medical facilities, civic destinations) within ½ mile of transit

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

5b Transit Access: Essential Services

Metric or Measurement:

Number of essential services (e.g., local medical facilities, food pantries, social services) within ½ mile of transit

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



6a Transit Competitiveness: All Jobs

Metric or Measurement:

Average number of jobs a person can reach within 45 minutes via transit from several origins in Boulder County and within 60 minutes via transit from several origins outside of Boulder County

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

6b Transit Competitiveness: Low-Wage Jobs

Metric or Measurement:

Average number of low-wage jobs a person can reach within 60 minutes via transit from several origins in lower-income Census tracts

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



7 Integrated Multimodal Network

Metric or Measurement:

Connectivity to assumed transit network and regional bike network

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable

8 Infrastructure & Capital Cost

Metric or Measurement:

Order-of-magnitude estimate of infrastructure and capital cost, including fleet cost

Relevant Goals:



Connected & Equitable



Sustainable & Resilient



Competitive & Reliable



Feedback from Subregional Forum TAC

- Consider how **projected population and employment growth** can be incorporated
- Reflect anticipated **changes in land use** in evaluation of access to destinations
- Capture **changing demographics** in the county, including both older adults and youth
- Explore ways to integrate pending and future **policy changes**, especially related to school districts
- Ensure local investments in **transit priority** can be captured through transit competitiveness



**What questions do you have about the draft
evaluation criteria?**

What would you change? Is anything missing?



Current Outreach & Next Steps

Transit Vision Outreach

Inform the community about the State of Transit Report and gather input on the Transit Vision.

April 22 to May 31:

- Transit Vision survey
- Website update
- Partner share kit
- Press release and social media posts
- Flyer and postcard
- Newsletter blurb
- Pop-up and intercept events
- Youth focus groups



**¡Responda la encuesta
sobre la visión del transporte!**

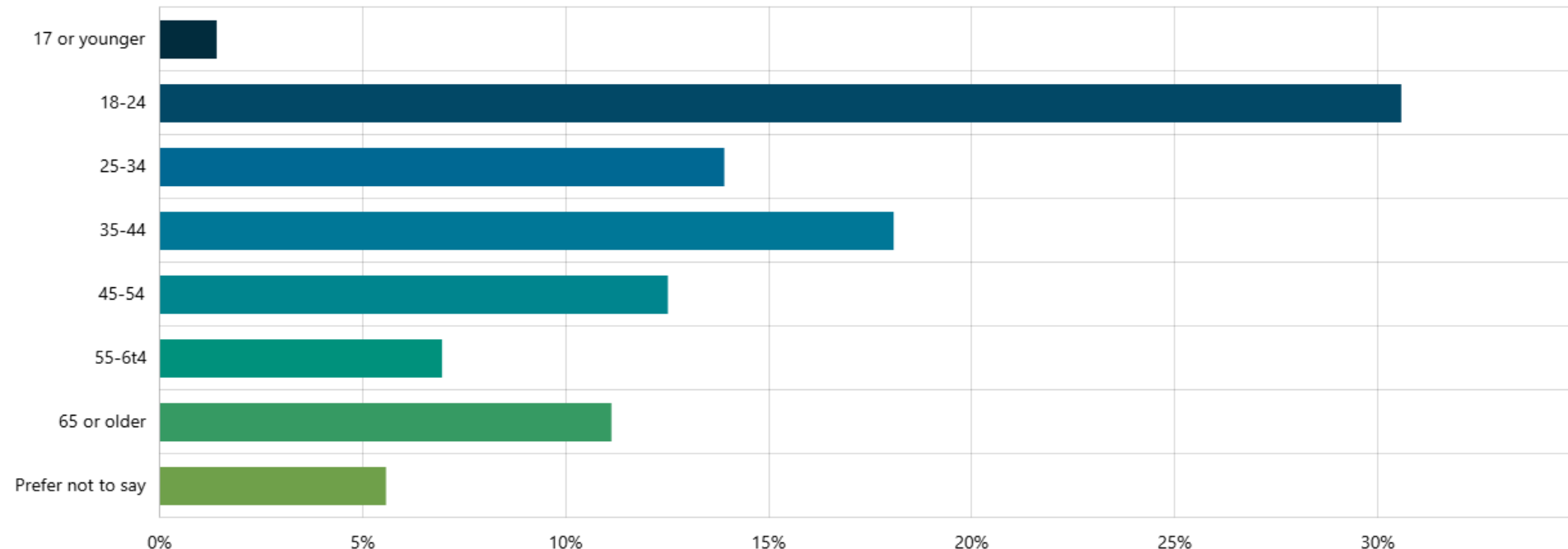


<https://boco.org/TransitVisionSurvey>

Transit Vision Outreach

What we've done and who we've reached so far.

- Connected at **Longmont Earth Day**, tabled at **CU Boulder**, and attended **Cinco de Mayo Celebration**
- Attended meetings of the **Youth Opportunities Advisory Board** and **Longmont Youth Council**
- Distributed a **share kit** to nearly 60 organizations (email and newsletter content, social media posts and graphics, press release, flyers)



Transit Vision Outreach

Key themes from survey to date (147 responses as of April 30, 2026).

- **Vision:** Concern that RTD service cuts and delays in rail service could undermine the vision
- **Goals:** Desire for more focus on frequency, equity, and accessibility, including for families
- **Improvement Principles:** Priorities include first-/final-mile infrastructure and passenger experience enhancements
- **Key Connections:** Support for airport connections, better service between Longmont and Boulder, and links between southeast communities

Help us make transit better in Boulder County!



Linking Boulder County is a vision and action plan to make public transit easier and more useful for people in and around Boulder County. Transit includes buses operated by RTD, shuttles to parks and mountains, and shared vehicles like Ride Free Lafayette and paratransit. Linking Boulder County will help public transit meet the needs of our growing county today and over the next 15 years.

Share your input on our draft Transit Vision.

Visit the
Website

Anytime!

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



Take the
Transit Vision
Survey

April 22 to May 31

[https://boco.org/Transit
Vision](https://boco.org/TransitVision)



Contact: Alex Hyde-Wright



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303-441-4910

May & June Activities

- Meet with Community Advisory Committees
- Continue Transit Vision outreach
- Refine draft evaluation criteria
- Develop transit improvement strategies
- Create future transit scenarios
- Begin identifying potential funding sources
- Update equity framework

Next Forum Meeting

Final evaluation criteria

Draft transit scenarios



Thank You!



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