
Boulder County Countywide Transportation Sales Tax 2009 - 2024

Seven Year Update
DRAFT FOR PUBLIC REVIEW

April 2017



SECTION I PROGRAM UPDATE & RECOMMENDATIONS

PROGRAM OVERVIEW	2
<i>Legacy Projects from 2001 Ballot Issue</i>	<i>2</i>
<i>Projected Fund Balance</i>	<i>4</i>
<i>Partnerships / State and Federal Funding</i>	<i>5</i>
<i>State and Federal Funding</i>	<i>5</i>
<i>Sales Tax Revenues</i>	<i>6</i>
<i>Cost Adjustments</i>	<i>8</i>
<i>Construction Costs</i>	<i>8</i>
PROGRESS REPORT	12
<i>Implementation Challenges</i>	<i>12</i>
<i>Implementation Strategy.....</i>	<i>12</i>
RECOMMENDATION.....	14

SECTION II COUNTYWIDE SALES TAX COMPENDIUM OF PROJECTS

ROAD IMPROVEMENTS	1
<i>McCaslin / Coalton Intersection Improvements</i>	<i>2</i>
<i>Hwy 7 / East County Line Road Intersection</i>	<i>3</i>
<i>N. 63rd Street – Nelson to SH 119 & Lefthand Bridge.....</i>	<i>4</i>
<i>Stone Canyon / US 36 Intersection Improvement.....</i>	<i>5</i>
<i>Isabelle / Valmont Reconstruction – 75th to 109th St.....</i>	<i>6</i>
<i>Hwy 66 Improvements – City of Longmont.....</i>	<i>8</i>
<i>South Boulder Road Widening – City of Lafayette.....</i>	<i>10</i>
<i>95th Street Reconstruction – Lafayette to Longmont.....</i>	<i>12</i>
<i>Hwy 42 Improvements – City of Louisville</i>	<i>13</i>
<i>Highway 7 / 119th Street Intersection.....</i>	<i>15</i>
<i>75th Street – Plateau Road Intersection.....</i>	<i>16</i>

SHOULDER PROJECTS.....	17
63 rd Street Bike Lanes – SH 119 to Lookout Road	18
Cherryvale Road Shoulders – Baseline to Arapahoe	19
Niwot/Neva Rd. Shoulders – Foothills Hwy to N. 63 rd	20
Highway 93 Shoulders – SH 170 to SH 128.....	21
Lee Hill Drive – 4 th Street to Olde Stage Road	23
71 st Street Shoulders – Lookout to Hwy 52	24
East County Line Road Shoulders.....	25
Niwot Road Shoulders – 95 th Street to US287.....	27
Arapahoe Road – N. 119 th St to East County Line Rd.....	28
Highway 170 (Eldorado Springs Dr.) – West of SH 93	29
120 th Street Shoulders – Lafayette to Dillon Rd.....	30
79 th Street Shoulders – Hwy 52 to Lookout Road.....	31
Hwy 7 Bike Lanes – 5 th Avenue to Broadway (Lyons)	32
Hygiene Rd. Shoulders – Foothills Hwy to N. 75 th St.....	33
TRANSIT / TDM PROJECTS AND PROGRAMS	35
Transit and Transportation Demand Management Projects	36
Special Transit Bus Barn	37
Route 96L (LYNX & JUMP XL).....	38
JUMP Transit.....	39
BOLT/J Transit Route	40
Lyons Transit Service Route Enhancements (“Y”, “YL”, Lyons Shuttle)	41
“L” Route – Longmont-to-Denver.....	42
ADDITIONAL TRANSIT SERVICES.....	43
FLEX Service – Fort Collins-to-Boulder.....	44
CLIMB – Gold Hill-to-Boulder	45
Bus Shelter and Stop Enhancements.....	46
Bus-then-Bike Shelters.....	46
Countywide Bus Stop Improvements.....	47
Real-Time Information Displays.....	48
Transit Education & Pass Support Programs	49
Town of Lyons Community Pass	50
Town of Nederland Community Pass	51

<i>Ride Free Longmont</i>	51
<i>Boulder County Mountain Community Transit Plan</i>	52
PEDESTRIAN IMPROVEMENTS	55
<i>SH 119 Pedestrian Underpass – Airport Road</i>	56
<i>Ped Connection to Gunbarrel Station</i>	57
<i>SH 119 Pedestrian Underpass – Hover Road</i>	58
<i>SH 42 Pedestrian Underpass – South of Paschal</i>	59
REGIONAL TRAILS PROJECTS	61
<i>ECL Road – St. Vrain Greenway Underpass</i>	62
<i>Coal Creek / Rock Creek Trail – 120th to Erie</i>	63
<i>US36 Bikeway</i>	64
<i>Coal / Rock Creek Trails – Coalton to Marshal Mesa & McCaslin Link</i>	65
<i>Longmont-to-Boulder (LOBO) Trail</i>	67
<i>St. Vrain Greenway Trail – Golden Pond to 61st St</i>	69
<i>St. Vrain Greenway Trail – 61st St. to US 36</i>	70
<i>CR 130 Trail – Town of Nederland</i>	71
<i>RTD Rail Trail – Boulder-to-Erie</i>	72
<i>Feeder Canal Trail – Boulder-to-Lyons</i>	73

APPENDIX “A” 2007 COUNTYWIDE SALES TAX BALLOT

APPENDIX “B” COLORADO DOT CONSTRUCTION COST INDEX, 2009-2016

APPENDIX “C” CURRENT PHASING PLAN FOR 2007 SALES TAX PROJECTS – MARCH 2017

2007 Countywide Transportation Sales Tax Seven-Year Update

**Draft for Public Review
March 29, 2017**

The year 2016 marks the seventh year of implementation of the fifteen-year Boulder County Countywide Transportation Sales Tax approved by voters in November 2007. The 2007 ballot issue officially began in June 2009, when an existing one-tenth-of-one percent sales tax expired and extended that period through June 30, 2024. The ballot issue funds a specific list of forty-four projects that includes ten roadway improvements; thirteen road shoulder projects; six transit projects; one Transportation Demand Management (TDM) program; five pedestrian improvement projects; and nine Countywide regional trail projects.

Project Types

The 2007 Ballot Issue lists five categories of projects in order to provide taxpayers with a wide range of improvements geographically and by mode type. Fifteen percent of the funds are fiscally separated out for use on Regional Trail connections. Another 15 percent were allocated to projects and programs that helped the regional transit and travel demand (TDM) for residents of the county. The remainder were distributed to road improvements, shoulder improvements, and pedestrian access and safety projects.

- **Road projects** are projects that involve a complete reconstruction of a county, state, or municipal roadway or intersection. Reconstructions can include re-grading and drainage improvements, widening efforts, safety enhancements, or the total reconstruction of the roadbed and other road components. Road projects greatly extend the lifetime of roadways when an overlay is no longer feasible and capacity upgrades are needed.
- **Shoulder projects** are the widening of high-traffic county, state, or municipal roads to accommodate shoulders and bring them up to the County or City standard. These projects are meant to create safe, on-road bicycle connections and enhance overall road safety.
- **Transit / TDM projects** are improvements to the regional transit system to provide high-quality multimodal infrastructure and services, and meet the mobility and access needs of all Boulder County residents. This is achieved by increasing transit frequency, developing new transit routes and services, or providing transit enhancements and other incentives to improve ridership and access.
- **Pedestrian projects** are multi-use pathway underpasses below high-use road corridors to facilitate safe crossings, and construction of pedestrian connections at two transit stops in Boulder.

- **Trail projects** are improvements to the Regional Trail Program, that provides off-street, soft-surface, multi-use path connections between communities within the county, serving as both transportation and recreational corridors.

PROGRAM OVERVIEW

Since 2009, Boulder County Transportation Department in partnership with the County Parks and Open Space Department; the ten Towns and Cities throughout the County; the Colorado DOT; Colorado State Parks; RTD; the Urban Drainage and Flood Control District (UDFCD); and Great Outdoors Colorado, has completed fifteen road/transit projects, two pedestrian projects, seven regional trails projects, four on-going transit support projects and begun planning and design for another ten projects. Projects are primarily located in the unincorporated county, however several improvements within the incorporated towns were included as they were deemed to have a “countywide benefit” to the multimodal system.

Since the 2007 vote, the list of projects has been reconfigured to meet the needs of the funding agencies and enable implementation and tracking. The 2007 Ballot Issue does contain some overlap with the original 2001 program and funds a number of “legacy” projects which were forecast to be complete at the time of the election but as of 2016 are still yet to be implemented. Some of the larger projects have been split into multiple segments and smaller projects have been combined with others to simplify implementation. The updated number of projects, including “Legacy” projects and sub-projects added under the larger partnership efforts includes 20 roadway improvements; 16 road shoulder projects; 12 transit projects and programs; five pedestrian improvements projects; and 17 countywide regional trail projects.

In some limited cases, projects have been added at the request of the Consortium membership if they were:

- 1) shown to meet the needs and intent of the original ballot issue;
- 2) have funding available from one of the other projects; and
- 3) presented to the Consortium of Cities Board and approved by the Board of County Commissioners as part of their annual review of the County’s Transportation Capital Improvement Program (CIP).

For the purposes of this report, the 2007 program started with construction of the 63rd Street Shoulders and design of the Coalton / McCaslin Intersection in 2009 and will continue until all projects are implemented or turn out to be infeasible due to engineering, financial, or other constraints.

Legacy Projects from 2001 Ballot Issue

The 2007 Ballot Issue extended an existing countywide sales tax dedicated to transportation improvements. In 2009, when the new tax took effect approximately \$5.1 million remained from the previous 2001 Ballot Issue revenue collections. This

“carryover” amount is assigned to four “legacy projects” that were carried over from the 2001 issue but were not yet implemented.

- ***State Highway 7 / 119th Street Intersection*** was on the original 2001 list of Sales Tax project but was held up as anticipated development was hampered by the 2001 recession and again with the 2008 economic downturn. The City of Lafayette is currently working with both the County and CDOT on the intersection improvements. If a funding plan is in place by 2020, the project is tentatively planned for construction in 2023.
- ***120th Street Shoulders – Lafayette to Dillon Road*** was originally scheduled for construction in 2007. The project is on-hold until a concept plan, funding strategy, and designs are discussed with local partners including the City and County of Broomfield. If a viable project is developed, the County may use Sales Tax funds for design and construction.
- ***Longmont-to-Boulder Trail*** (IBM connector and other connections) is still underway due to discussions with the railroad, stakeholder outreach and CDOT funding requirements. The railroad and highway underpasses are scheduled to be completed in 2017 with the final trail connections through Gunbarrel anticipated complete in 2017.
- ***State Highway 119 Bikeway (Four-Mile Underpass)*** was originally scheduled for construction in 2007, but negotiation with BNSF has slowed implementation. The underpass under Highway 119 was constructed in 2009 with the railroad underpass scheduled for completion in 2019.

Figure 2:
Summary of 2009 – 2016 Program Expenditures

- **Expenditures** through 2016 have totaled over \$33 million from the Countywide Sales Tax fund - approximately 35 percent of the estimated \$95 million in projected fund expenditures for the fifteen-year program.
- **Revenues** have totaled \$42 million to-date which is approximately 51 percent of the estimated \$82 million for the fifteen-year program.
- **Current forecasts** are for project costs to exceed revenues by \$13 million at the end of the program, a shortfall of 16 percent.
- **Expenditures** of Sales Tax funds have leveraged over \$26 million in federal / state funds and been matched by nearly \$11 million in contributions from our partner towns and cities.
- **Total contributions** of State and Federal Funds are anticipated to total \$57 million over the life of the program, which represents 30 percent of the total overall cost of the Countywide Sales Tax program and an increase over the \$34 million in other funding anticipated in the original ballot issue.

Projected Fund Balance

Current projections of sales tax collections, estimated project costs and updated forecasts of funding availability from non-sales tax sources indicate that not all of the forty-four projects identified in the ballot issue; the four legacy projects; and the added projects can be completed within the most current project cost, revenue and partner match projections. Successful completion of the program will therefore require some modifications to project scoping, timing, and federal, state and local partner contributions. The process of discussing scheduling projects has already begun, and will continue in collaboration with the funding partners.

Table 1 summarizes project expenditures from the Countywide Sale Tax for both costs to-date and estimated future costs. Cost projections include only the expenditure of Sales Tax funds, and *do not include* an estimated \$85 million in additional funding

Table 1
2007 Countywide Transportation Sales Tax
Expenditure of Sales Tax Funds by Category
(\$,000)

	Spent to Date* (2009 - 2016)	Estimated Remaining** (2017 - 2024)	Total
Roadway Improvements	\$ 7,530	\$ 28,440	\$ 35,970
Shoulder Improvements	\$ 11,260	\$ 18,670	\$ 29,930
Transit Projects and Programs	\$ 5,150	\$ 4,080	\$ 9,230
Pedestrian Improvements	\$ 2,270	\$ 1,320	\$ 3,590
Regional Trail Projects	\$ 6,950	\$ 9,490	\$ 16,440
TOTAL EXPENDITURES	\$ 33,160 (35%)	\$ 62,000 (65%)	\$ 95,160
Countywide Sales Tax Revenues ***			
Revenues – Road and Transit	\$ 33,780	\$ 34,230	\$ 68,010
Revenues – Regional Trails	\$ 7,735	\$ 6,030	\$ 13,765
TOTAL REVENUES	\$ 41,515* (51%)	\$ 40,260 (49%)	\$ 81,775
NET REVENUES - EXPENDITURES			\$ - 13,385 (-16.4%)

* All expenditures are in year-of-expenditure dollars.

** remaining expenditures are in 2017 dollars.

***revenues to-date include \$5.1 million in funding left over from the 2001 program and are being used to fund the "legacy" projects from that program

from grants, outside agencies, and project partnerships. Forecasts of both future revenues and project implementation costs are based on current-year-revenues and costs in an effort to provide realistic forecasts of program viability.

Partnerships / State and Federal Funding

The intent of the Countywide Sales Tax Fund is to provide Boulder County and its project partners a source of local funding that could be used to match state and federal transportation improvement grants and used to leverage partnerships with the Urban Drainage and Flood Control District (UDFCD), Great Outdoors Colorado (GOCO), and funding other agencies.

Table 2 lists both state and federal funds secured or anticipated for the Countywide Sales Tax-funded projects, along with “partnership” funds from our project partners who are either owners or co-owners of the improvements. As of 2017, Countywide Sales Tax projects have received close to \$27 million in state and federal funding and are anticipated to receive up to an additional \$31 million in federal / state funds. These federal and state grants along with over \$29 million in funding from our project partners should fund over 47 percent of the final overall program, currently estimated at \$182 million. These estimates exceed those of the 2007 ballot issue that assumed \$33.5 million in state, federal and partnership funding (33 percent of the total \$93 million in costs).

Table 2
2007 Countywide Transportation Sales Tax
State / Federal Funds and Partnerships by Category
(\$,000's)

	State and Federal Funds			
	To - Date (‘09 - ‘16)	Estimated (‘17 - ‘24)	Partner - ships*	Total Fed/State & Partnerships
Roadway Improvements	\$ 2,160	\$ 18,100	\$ 14,630	\$ 34,890
Shoulder Improvements	\$ 3,810	\$ 3,360	\$ 1,450	\$ 8,620
Transit Projects and Programs	\$ 15,000	\$ 1,665	\$ 6,370	\$ 23,030
Pedestrian Improvements	\$ 2,750	\$ 2,260	\$ 5,510	\$ 10,520
Regional Trail Projects	\$ 3,095	\$ 5,280	\$ 930	\$ 9,305
TOTAL OTHER FUNDS (% of total expenditures)	\$ 26,815 (15%)	\$ 30,665 (17%)	\$ 28,890 (16%)	\$ 86,365 (47%)

* funding from agency with ownership or partial ownership of project as opposed to a state or federal funding agency.

State and Federal Funding

A portion of the funding commitments for the Countywide Sales Tax program are contingent on state or federal grants for specific projects. In total, Boulder County and

its partners have used close to \$27 million in state and federal grants and are currently under contract for an additional \$12 million to leverage the funding supplied by the project sponsors.

Table 3 lists the transportation-related grants that have been awarded to support projects funded by the 2007 Countywide Transportation Sales Tax. Each grant amount is listed along with its year of award, amount received to-date (12/31/16) and the amount remaining to be received in support of the project.

Sales Tax Revenues

The Countywide Sales Tax program included a \$4.0 million per year revenue assumption over a fifteen-year span. Actual revenue has fluctuated over the past seven years, but has averaged \$4.25 million since the start of the program (not including the revenue remaining from the 2001-2008 program). In 2016, collections for the Countywide Transportation Sales Tax totaled \$5.35 million, 34 percent higher than the 2007 baseline and an overall increase in actual revenue compared to initial forecasts.

While revenues have exceeded initial assumptions, costs have also risen. **Figure 4** illustrates the rise in the Colorado Department of Transportation's Colorado Construction Cost Index (CDOT CCI), that shows a 57 percent rise in overall construction costs for transportation projects since 2009. RTD charges for transit services have risen 26 percent for local transit services and 63 percent for regional routes over the same time period.

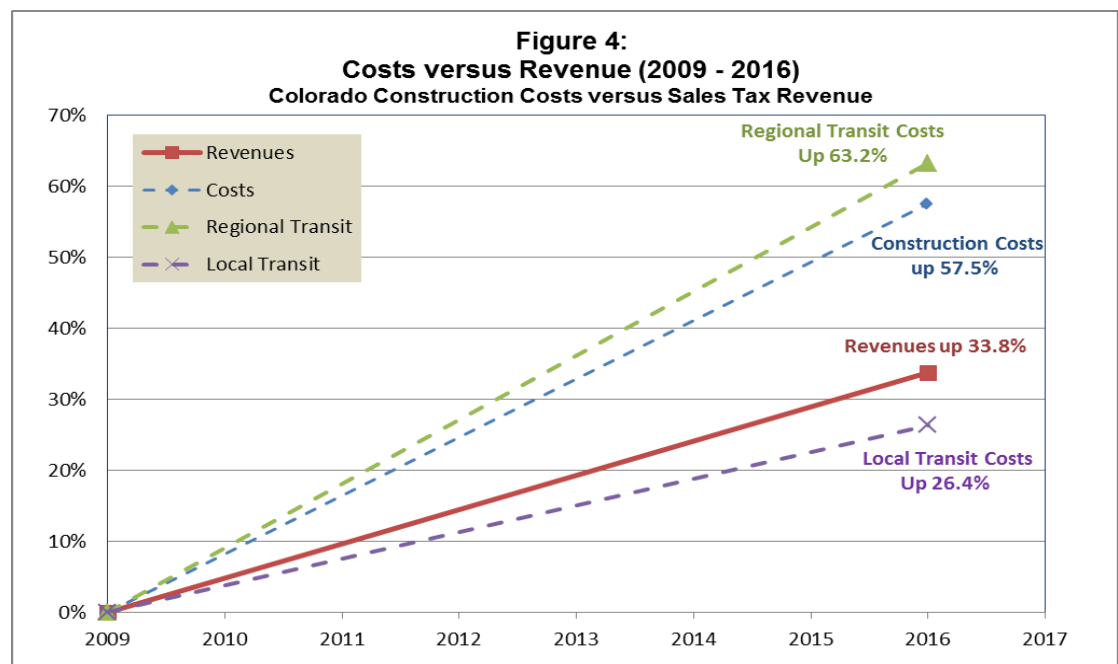


Table 3
Summary of Federal & State Transportation Grants
for Sales Tax Funded Projects

	Year of Award	Federal Funds Awarded	Fed Funds Received (12/31/16)	Fed Funds Remaining (12/31/16)
Road Projects		(\$,000's)		
Airport Road Underpass	2005	\$ 1,447	\$ 1,447	\$ --
63 rd Street Bridge Replace	2005	\$ 1,011	\$ 1,011	\$ --
SH 93 Shoulders	2010	\$ 3,870	\$ 3,870	\$ --
95 th Street Intersect	2012	\$ 950	\$ --	\$ 950
120 th Bridge	2013	\$ 1,460	\$ --	\$ 1,460
71 st Street Multi-use Path	2015	\$ 860	\$ --	\$ 860
South Boulder Road Widening	2016	\$ 2,200	\$ --	\$ 2,200
US287 / Isabelle Intersection	2017	\$ 2,625	\$ --	\$ 2,625
Total Road Projects		\$ 14,423	\$ 6,328	\$ 8,095
Transit Projects				
LYNX Transit Service	2003	\$ 1,275	\$ 1,275	\$ --
BOLT Transit Service	2003	\$ 740	\$ 740	\$ --
Regional Bus Stop Improvements	2015	\$ 129	\$ 129	\$ --
"L" Transit Service	2015	\$ 1,664	\$ --	\$ 1,664
"FLEX" Extension to Boulder	2015	\$ 1,156	\$ --	\$ 1,156
SH 7 BRT Study	2015	\$ 200	\$ --	\$ 200
Bus-then-Bike Shelters	2016	\$ 452	\$ --	\$ 452
Total Transit Projects		\$ 5,616	\$ 2,144	\$ 3,472
TDM Programs				
Diagonal Hwy Trip Reduction	2012	\$ 51	\$ 51	\$ --
Lyons Transit Service and Community Eco Pass	2012	\$ 519	\$ 519	\$ --
Nederland Eco Pass	2012	\$ 109	\$ 109	\$ --
Total TDM Programs		\$ 679	\$ 679	\$ --
Regional Trail Projects				
LoBo Trail Connections	2005	\$ 2,200	\$ 2,200	\$ --
Rock Creek Trail Connections	2012	\$ 645	\$ 645	\$ --
Williams Fork Multi-use Path	2015	\$ 632	\$ --	\$ 632
Total Regional Trails		\$ 3,477	\$ 2,845	\$ 632
Total State & Federal Funding		\$ 24,195	\$ 11,996 (50%)	\$ 12,199 (50%)

* "Local Match" includes funding from project partners (CDOT, cities and towns) and from previous years.

Cost Adjustments

In order to account for increased construction costs and revenues, the cost estimate for each of the 44 projects on the 2007 ballot has been adjusted based on the CDOT Construction Cost Index (CCI) at the year of construction, with Q2 of 2009 as the base year. All future project cost projections have been adjusted based on the latest CCI available.

Current estimates of both costs and revenues result in a gap between Countywide Sales Tax revenue and construction costs. As revenues have trended up approximately 33 percent above 2009 levels, construction costs have in-turn increased by over 57 percent. This uneven rise between revenues and expenditures creates the long-term projected shortfall that needs to be addressed for the remainder of the program.

Construction costs over the remaining years of the Ballot Issue are assumed to more closely rise and fall with revenues. As such forecasts of both costs and revenues are represented in current year values. To the degree that construction costs continue to increase faster than revenues, additional adjustments to the project phasing, scope and timing may be necessary.

Construction Costs

Because the Sales Tax program is revenue based, Boulder County has added a multiplier to each of the project cost estimates from the 2007 ballot issue in order to compare the 2007 estimates to current forecasts of project costs. Budgets for each project are based on the 2007 cost estimate multiplied by the CDOT Construction Cost Index (CCI) for the particular quarter in which the project was advertised. All estimated project costs beyond Q2 of 2016 (the final quarter for which the CCI is available) are multiplied by the most recent 2016 CCI (currently 1.575).

Table 4 lists the current forty-eight Road and Transit projects along with their year of implementation, cost-to-date, future estimated costs and original 2007 cost estimate adjusted to account for the annual change in the Colorado construction cost index. **Table 5** lists the same information for the 19 current and planned Regional Trail projects.

Funding from grants and/or project partners is included in the budget estimates. However, in cases where the County is contributing a small portion of the overall cost of the project, total project costs may not be available and are not included in the funding projections. Current projections indicate that over 45 percent of project costs are paid for from sources outside of the Sales Tax program.

Table 4
Countywide Sales Tax Expenditures by Project
(County Funds Only) 2009-2024

		Const. Year	Costs* (\$,000's)		Total Cost	2007 Estimate	Percent of Est.
			(thru '16)	('17-'24)	('09-'24)	(inflation adjusted)	
Road Projects							
1	McCaslin/Coalton Intersection	2010	\$ 540	\$ --	\$ 540	\$ 1,060	51%
2	SH 7 / ECL Road Intx. (Legacy)	2010	\$ 360	\$ --	\$ 360	\$ --	--
3	63 rd St. Bridge / S. of Monarch	2012	\$ 1,050	\$ --	\$ 1,050	\$ 1,040	101%
4	Stone Canyon/US 36 Intx	2016	\$ 1,105	\$ --	\$ 1,105	\$ 560	198%
5	Isabelle / Valmont Reconst.	2021	\$ 2,830	\$ 4,150	\$ 6,980	\$ 5,830	120%
6	95 th Street Reconstruction	2017	\$ 180	\$ 8,900	\$ 9,080	\$ 9,100	100%
7	Hwy 42 Improvements	2017	\$ 75	\$ 2,700	\$ 2,775	\$ 4,980	56%
8	South Boulder Rd Widening	2019	\$ 280	\$ 4,385	\$ 4,665	\$ 5,200	90%
9	Hwy 7 / 119 th St. Intx (Legacy)	2023	\$ --	\$ 300	\$ 300	\$ --	--
10	Hwy 66 Improvements	2024	\$ 125	\$ 3,025	\$ 3,150	\$ 3,130	101%
12	Program Admin	--	\$ 985	\$ 1,650	\$ 2,635	\$ --	--
13	SH42 – Hecla & Lock to Pine.	on-hold	\$ --	\$ 2,250	\$ 2,250	\$ --	--%
14	75 th Street/Plateau Rd. Intx.	on-hold	\$ --	\$ 1,100	\$ 1,100	\$ 1,270	87%
Total Road Projects			\$ 7,530	\$ 28,460	\$ 35,990	\$ 32,170	112%
Shoulder Projects							
1	63 rd Street Bike Lanes	2010	\$ 150	\$ --	\$ 150	\$ 620	24%
2	Lee Hill Drive Shoulders	2011	\$ 1,500	\$ 400	\$ 1,900	\$ 1,900	100%
3	Cherryvale Road Shoulders	2011	\$ 850	\$ --	\$ 850	\$ 820	103%
4	Neva/Niwot Road Shoulders	2013	\$ 3,175	\$ --	\$ 3,175	\$ 2,100	151%
5	Hwy 93 Shoulders	2014	\$ 3,600	\$ --	\$ 3,600	\$ 3,090	117%
6	US36 Bikeway	2016	\$ 1,400	\$ -	\$ 1,400	\$ --	--%
7	Arapahoe Rd. (Erie – 119 th)	2017	\$ 5	\$ 640	\$ 645	\$ 640	101%
8	71 st Street Shoulders	2019	\$ 220	\$ 1,110	\$ 1,330	\$ 700	190%
9	East County Line Shoulders	2022	\$ 275	\$ 6,580	\$ 6,855	\$ 6,220	110%
10	Hwy170 (Eldorado Springs)	2023	\$ 50	\$ 1,050	\$ 1,100	\$ 860	128%
11	Niwot Road (US287 to 95 th)	2023	\$ 35	\$ 1,520	\$ 1,555	\$ 970	160%
12	120 th Street Shoulders (Legacy)	on-hold	\$ --	\$ 1,600	\$ 1,600	\$ --	--%
13	79 th Street Shoulders	on-hold	\$ --	\$ 1,100	\$ 1,100	\$ 660	167%
14	SH 7 Bike Lanes (Lyons)	on-hold	\$ --	\$ 920	\$ 920	\$ 1,450	63%
15	Hygiene Road Shoulders	on-hold	\$ --	\$ 3,750	\$ 3,750	\$ 2,370	158%
Total Shoulder Projects			\$ 11,260	\$ 18,670	\$ 29,930	\$ 22,400	134%

* Costs are rounded to the nearest multiple of five

Table 4 (Cont.)

	Const. Year	Costs (\$,000)		Total Cost	2007 Estimate	Percent of Est.
		(thru '16)	('17-'24)	('09-'24)	(inflation adjusted)	
Transit Programs						
1 Special Transit Bus Barn	2010	\$ 500	\$ --	\$ 500	\$ 500	100%
2 "96L" Transit (LYNX / JUMP XL)	2010	\$ 940	\$ --	\$ 940	\$ 1,350	70%
3 JUMP (& Transit ITS)	2011	\$ 195	\$ --	\$ 195	\$ 1,200	16%
4 BOLT/J	2010	\$ 605	\$ --	\$ 605	\$ 1,540	39%
5 "Y" Route	2009	\$ 265	\$ 530	\$ 795	\$ 300	265%
6 "L" Route	2016	\$ 75	\$ 1,670	\$ 1,745	\$ 1,200	145%
Eco Pass Support Programs		\$ 2,110	\$ 1,195	\$ 3,305	\$ 3,750	88%
7 CTEPS program	--	\$ 1,020	\$ 365	\$ 1,385		
8 Bus-then-Bike (Final Mile)	2014	\$ 90	\$ 55	\$ 145		
10 Ride Free Longmont	2015	\$ 470	\$ --	\$ 470		
11 Program Admin	--	\$ 530	\$ 775	\$ 1,305		
Other Transit Routes		\$ 465	\$ 705	\$ 1,170		
12 CLIMB to Gold Hill	2011	\$ 240	\$ 200	\$ 440		
13 FLEX to Fort Collins	2016	\$ 130	\$ 455	\$ 585		
14 Bus Stop / Real-Time Display	2016	\$ 95	\$ 50	\$ 145		
Total Transit Programs		\$ 5,155	\$ 4,100	\$ 9,255	\$ 9,370	99%
Pedestrian Projects						
1 Hwy 119 Airport Underpass	2015	\$ 1,410	\$ --	\$ 1,410	\$ 750	188%
2 Hwy 119 Hover Rd Underpass	2016	\$ 265	\$ 225	\$ 490	\$ 1,580	31%
3 Hwy 42 Paschal Underpass	2020	\$ --	\$ 950	\$ 950	\$ 950	100%
Ped Connect to Gunbarrel		\$ 590	\$ 140	\$ 730	\$ 1,590	46%
4 Euclid Station Underpass	2012	\$ 590	\$ --	\$ 590		
5 Spine Trail (Proposed)	on-hold	\$ --	\$ 140	\$ 140		
Total Ped Projects		\$ 2,265	\$ 1,315	\$ 3,580	\$ 4,870	74%
Program Summary						
Total Road Projects		\$ 7.5 M	\$ 28.5 M	\$ 36.0 M	\$ 32.2 M	112%
Total Shoulder Projects		\$ 11.3 M	\$ 18.7 M	\$ 29.9 M	\$ 22.4 M	134%
Total Transit Programs		\$ 5.2 M	\$ 4.1 M	\$ 9.3 M	\$ 9.4 M	99%
Total Ped Projects		\$ 2.3 M	\$ 1.3 M	\$ 3.6 M	\$ 4.9 M	74%
TOTAL ROAD & TRANSIT		\$ 26.3 M	\$ 52.6 M	\$ 78.8 M	\$ 69.3 M	117%
REVENUE		\$33.8 M**	\$ 34.2 M	\$ 68.0 M		
Net Revenues - Expenditures						\$ - 10.8 M -15.8%

* Costs are rounded to the nearest multiple of five

** 2009-2016 Revenues include carryover from 2001 program to fund "legacy projects"

Table 5
Countywide Sales Tax Expenditures by Trails Projects
(County Funds Only) 2009-2024

		Const. Year	Costs* (\$,000's)		Total Cost	2007 Estimate	Percent of Est.
			(thru '16)	('17-'24)	('09-'24)	(inflation adjusted)	
	Regional Trails Projects						
1	Longmont-to-Boulder Trail		\$ 4,310	\$ 1,400	\$ 5,710	\$ 4,310	131%
2	83 rd to 95 th & 95 th Bridge	2010	\$ 865	\$ --	\$ 865		
3	SH 119 Underpass	2010	\$ 380	\$ --	\$ 380		
4	IBM Connector	2016	\$ 2,655	\$ 190	\$ 2,845		
5	Four Mile RR Underpass	2017	\$ 200	\$ 800	\$ 1,000		
6	Williams Fork Connection	2017	\$ 210	\$ 410	\$ 620		
7	US36 Bikeway (Maintenance)	2017	\$ 10	\$ 95	\$ 105	\$ 3,280	5%
8	Dyer Road Connector	2017	\$ --	\$ 60	\$ 60		
9	Coal & Rock Creek Trails		\$ 1,015	\$ 100	\$ 1,115	\$ 1,620	69%
10	RC/CC – Mayhoffer to Coalton & Marshall	2010	\$ 635	\$ --	\$ 635		
11	RC – 120 th to Erie	2012	\$ 380	\$ --	\$ 380		
12	CC – McCaslin Link	2023	\$ --	\$ 100	\$ 100		
13	Nederland Trail (CR 130)	2019	\$ 35	\$ 400	\$ 435	\$ 440	99%
14	RTD Trail	2019	\$ 40	\$ 2,200	\$ 2,240	\$ 1,560	144%
15	St. Vrain Greenway		\$ 565	\$ 2,440	\$ 3,005	\$ 3,110	97%
16	ECL Underpass.	2009	\$ 205	\$ --	\$ 205		
17	Golden Ponds to Pella	2020	\$ 360	\$ 700	\$ 1,060		
18	61 st to US 36	2023	\$ --	\$ 920	\$ 920		
19	Pella to 61 st	on-hold	\$ --	\$ 820	\$ 820		
20	Feeder Canal Trail	on-hold	\$ 235	\$ 1,750	\$ 1,985	\$ 2,860	69%
21	Program Admin	--	\$ 835	\$ 990	\$ 1,435	\$ --	--%
	TOTAL REGIONAL TRAILS		\$ 7.0 M	\$ 9.5 M	\$ 16.4 M	\$ 13.9 M	118%
	REVENUE		\$ 7.7 M**	\$ 6.0 M	\$ 13.8 M		
			Net Revenue - Expenditures		\$ - 2.6 M	- 18.8%	
			TOTAL SHORTFALL w/ ROADS		\$ - 13.4 M	- 16.4%	

* Costs are rounded to the nearest multiple of five

** 2009-2016 Revenues include carryover from 2001 program to fund "legacy projects"

PROGRESS REPORT

Boulder County tracks the status of each sales tax project and reports on annual progress each year to the Boulder and Broomfield Counties Consortium of Cities Board and at a public hearing for the Board of County Commissioners' review and approval of the Transportation Capital Improvement Program (CIP). The latest project "phasing plan" is available on the County website and is attached to this report as **Appendix "C"**.

To-date, Boulder County along with its project partners has completed 13 roadway projects with an additional seven in various forms of planning and design. Two pedestrian connection projects have been completed with one currently under construction and another set to begin design in 2017. Four ongoing transit routes are in operation, multiple support programs have been created, and four transit projects have been completed. Eight regional trails projects have been completed with two other projects currently under construction and an additional six currently in various forms of planning and design.

Implementation Challenges

Although current projections of project costs and sales tax revenues show an overall shortfall in funds available once all projects are complete, the greatest challenge to successfully completing this program remains the ability to plan, design and construct all of the planned projects by the end of the fifteen year timeline. Several large projects have neither an initial design plan nor a quantity-based cost estimate upon which to base a realistic estimate of cost. Until these estimates are completed, it will be difficult to develop a true assessment of the overall program shortfall or surplus.

To overcome this challenge, county staff proposes a four step implementation strategy to (1) complete currently-funded partnership projects and finalize project costs; (2) scope, plan, and design remaining priority partnership projects; (3) work to clarify county and partner support along with partner funding opportunities; and (4) move later scheduled- projects to an "on-hold" status until the viability of the more immediate projects can be identified.

Implementation Strategy

Consistent with the direction provided in previous discussions with the Consortium, and as approved by the Board of Commissioners (see graphic on page 14) staff has been working with our funding partners to develop an implementation strategy for the remaining projects identified in the ballot measure approved by the voters in 2007.

Additional Planning and Design Needs

Road Projects Requiring Scope, Concept Design, and Funding Plan

1. **East County Line Road Shoulders:** County to work with Weld County, Town of Erie, City of Longmont, and public to identify preferred alignment, refined scope, and estimated cost. A master planning process is currently underway.
2. **South 120th Street Shoulders:** County to work with City of Lafayette on location and alignment of shoulder improvements. May require a refined scope, cost estimate, and review by Consortium of Cities.
3. **SH 170 Shoulders:** County to work with CDOT to identify preferred alignment, scope, schedule, cost estimate and funding plan.
4. **120th Street Bridge over Coal Creek.** Work with City of Lafayette and Urban Drainage to clarify project scope and availability of partnership funding.
5. **SH 66 Widening:** County to work with City of Longmont to develop scope, cost estimates and funding plan.
6. **75th Street / Plateau Road Intersection:** County to work with City of Longmont on plans for the project. The city and county have identified it as a low-priority project.
7. **SH 7 Bikelanes (Lyons):** County to work with Town of Lyons on a plan for project. The Town and county have identified this as a low-priority project.
8. **Union Pacific / RTD Rail Trail:** County to work with RTD to figure out best approach to plan, design, and construct soft-surface trail along the RTD-owned rail corridor.
9. **St. Vrain Greenway Trail:** County to work with City of Longmont and Town of Lyons on re-structuring plan for the Greenway Trail between Golden Ponds in Longmont and the Town of Lyons Trail system at US 36.
10. **Feeder Canal Trail:** County to work with stakeholders on viability of future connection between Boulder and Lyons.

In order to ensure successful completion of the Countywide Sales Tax program, and after meeting with staff from each community in the county, staff is recommending focus on the following implementation strategies. These strategies will guide staff recommendations on implementation timelines, project scope, and funding plans for annual updates to the Consortium of Cities along with review and approval by the Board of County Commissioners.

- 1) ***Implement Current Funding Partnerships*** to leverage the sales tax funds and increase countywide benefits. These are projects that have existing funding commitments from the County in the form of IGAs and/or DRCOG or state funding commitments. Current partnership projects are listed below.

- 2) **Update costs, scope and preliminary planning options of remaining larger/complex road projects** through Master Planning that includes preliminary survey, design, project scoping, and coordination with program partners. Once master plans are complete, project costs, funding plans and schedules can be adjusted based on project timelines and other program priorities.
- 3) **Implement Remaining Projects** to maximize overall program effectiveness and to coordinate with local plans and priorities. Identify funds available for each individual project through discussions with city and town staff. Schedules will be based on the order listed in the figure below..



Enacting these strategies will enable the Transportation Department to efficiently implement the remaining elements of our program, maintain financial viability of the sales tax program by being able to respond to revenue and cost variations, and implement the projects identified in the approved ballot measure.

RECOMMENDATION

In order to ensure the successful completion of the 2007 Countywide Sales Tax program, Boulder County Transportation recommends the following:

- 1) **Prioritize partnerships.** Develop improved designs, scope-of-work and funding plan for each of eleven remaining projects that include partnerships with other jurisdictions and agencies. Locate federal or state funding for these partnerships within the 2019 TIP cycle or before.
- 2) **Re-evaluate Projects “On-Hold” in 2020.** Hold off on implementation of nine projects until 2020. In the meantime focus on the feasibility, scope, and review of funding available for the remaining projects. **Table 6** lists each of these projects along with projected cost-savings that could be incurred from each. In sum an estimated \$13 million in expenditures would be offset by placing the recommended projects on-hold.

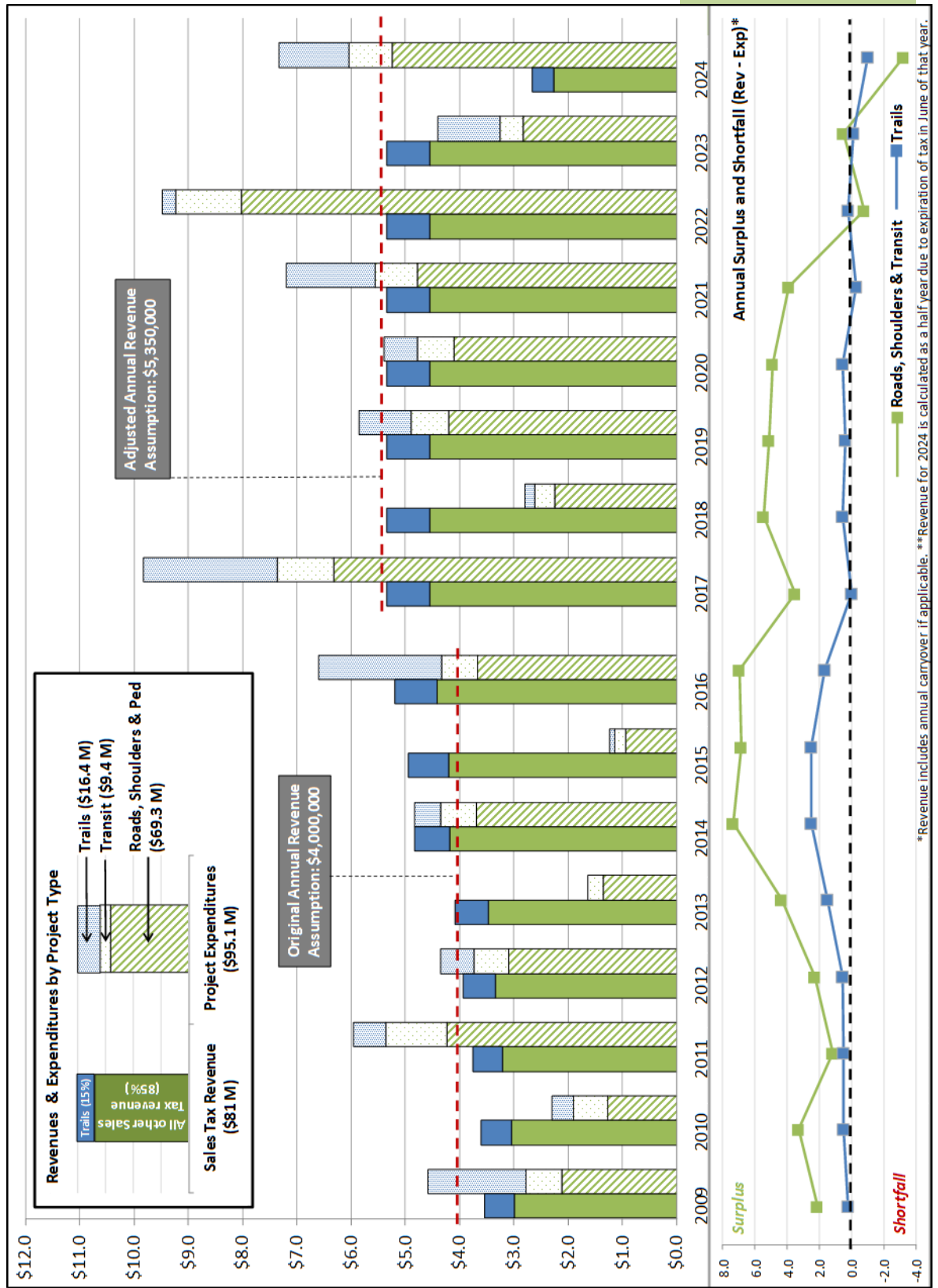
Table 6
Recommended Schedule of
2007 Countywide Sales Tax Projects

	Projected Remaining County Contribution (\$,000)
Projects Requiring Further Development before 2020	
East County Line Road Shoulders – <i>Longmont to Erie</i>	\$ 6,580
Highway 66 Improvements – <i>Main to Hover (Longmont)</i>	\$ 3,025
Isabelle Road Shoulders – <i>Erie to 95th Street</i>	\$ 2,600
120th Street Bridge over Coal Creek – <i>City of Lafayette</i>	\$ 2,455
Highway 42 Improvements – <i>Short to Pine (City of Louisville)</i>	\$ 2,200
Highway 170 Shoulders – <i>Highway 93 to Eldorado Springs</i>	\$ 1,050
Hwy 42 South of Pascal Underpass– <i>City of Louisville</i>	\$ 950
Hwy 7 / 119th Intersection – <i>City of Lafayette</i>	\$ 300
Trail Projects Requiring Further Development before 2020	
RTD Rail Trail – <i>Erie to Boulder</i>	\$ 2,190
St Vrain Greenway Trail – <i>61st Street to US36</i>	\$ 920
County Road 130 Trail – <i>Hwy 72 to High School (Nederland)</i>	\$ 400
Total Projects Requiring further development	\$ 22,670
Projects On-Hold Until 2020	
Hygiene Road Shoulders – <i>US36 to 75th Street</i>	\$ 3,750
Highway 42 – <i>Pine to Lock, Hecla intersection, and Roundabout at 96th</i>	\$ 2,205
120th Street Shoulders – <i>Lafayette to Dillon Road</i>	\$ 1,600
79th Street Shoulders – <i>SH 52 to Lookout Road</i>	\$ 1,100
75th Street / Plateau Road – <i>Intersection w. City of Longmont</i>	\$ 1,100
Highway 7 Bike Lanes – <i>5th Ave to Broadway (Lyons)</i>	\$ 920
Spine Road Trail – <i>63rd to Lookout Road (Boulder)</i>	\$ 140
Road Projects on Hold	\$ 10,815
Regional Trail Projects On-Hold Until 2020	
Boulder Feeder Canal Trail – <i>Boulder to Lyons</i>	\$ 1,750
St Vrain Greenway Trail – <i>Pella to 61st.</i>	\$ 820
Trail Projects on Hold	\$ 2,570

- 3) **Re-evaluate Projects in 2020.** If partnership or County shoulder projects have not developed to a reasonable point by the 2020 deadline, we recommend that these projects be reconsidered based on local support, scope, and funding availability.

By enacting the recommendations above, the County can increase the probability that all partnership and other prioritized projects are successfully completed.

FIGURE 7
2007 Countywide Transportation Sales Tax
Fund Revenues and Expenditures
(2009-2024)

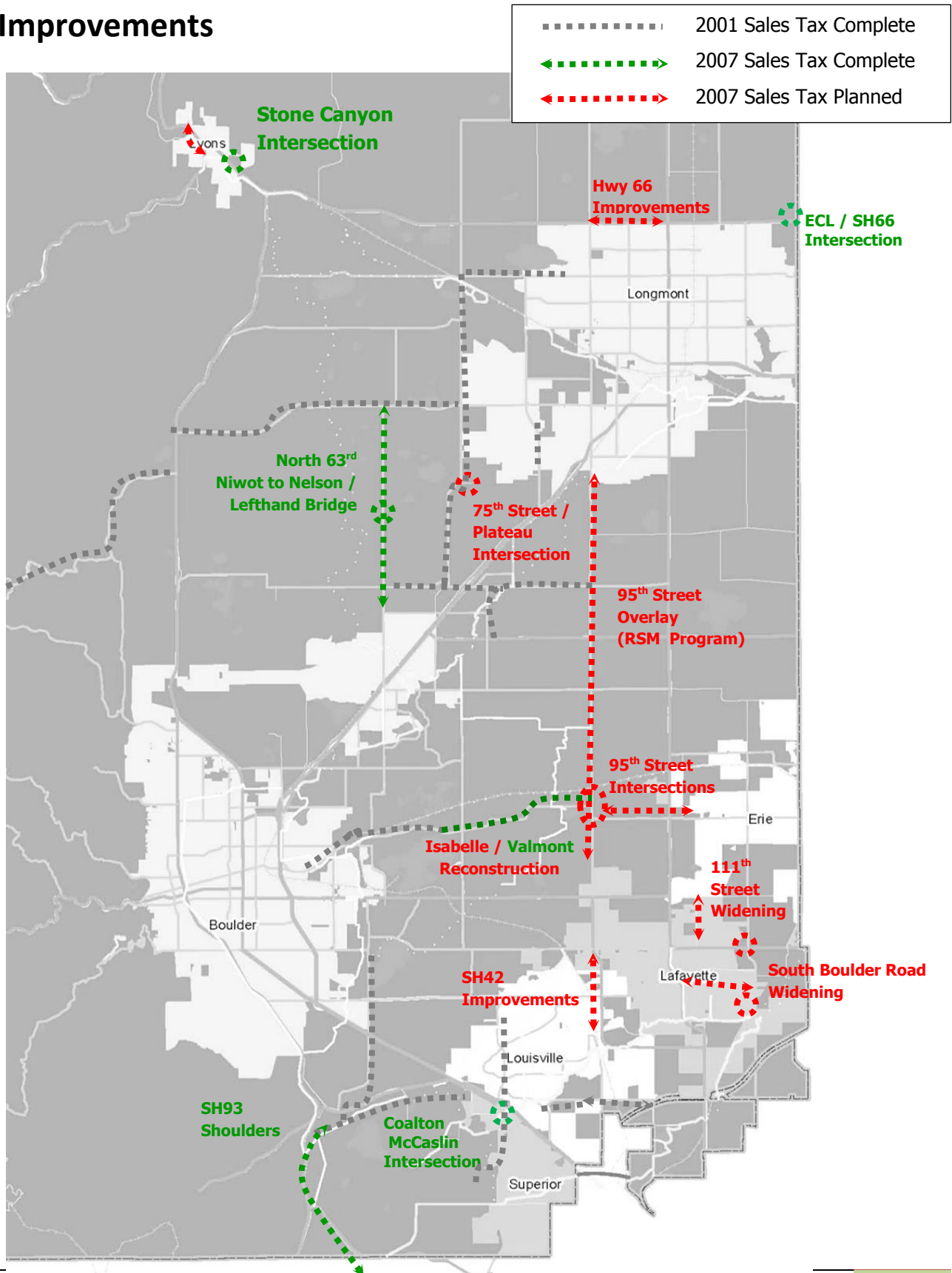


Countywide Sales Tax **Compendium of Projects**

Road Improvements
Shoulder Projects
Transit Projects and Programs
Pedestrian Improvements
Regional Trails Program

Road Projects

Improvements



McCaslin / Coalton Intersection Improvements

Status: 100% Complete (2010)

2007 Project Scope:

Reconstruct intersection for improved access to new trailhead at Coalton Road. Improve pedestrian crossings and signalization.

Design and reconstruct the intersection creating a roundabout, trail connections, and improved pedestrian crossings, lighting, and landscaping.



Progress since 2007:

The Town of Superior developed final site construction plans in spring 2009.

Construction of the roundabout and enhanced pedestrian crossings were finished in late 2009 in tandem with the County's adjacent trailhead improvements. Street lighting, landscaping, and drainage improvements were completed in 2010. This was the first completed project under the 2007 sales tax ballot measure.

Funding Plan:

The adjusted 2007 sales tax estimated the total capital costs of this project at \$1,060,000 with 100% of those costs covered by the countywide transportation sales tax fund. Design costs were split between Boulder County and the Town of Superior. Construction benefited with cost-efficiencies by the Town and a favorable contracting environment in 2009. Actual costs came well below the budgeted amount.

Project Costs Table
McCaslin / Coalton Intersection

	Spent to Date	Estimated Remaining	Total
Design (2008)	\$ 88,688	\$ --	\$ 88,688
Construction (2009 – 2010)	\$ 568,286	\$ --	\$ 568,286
TOTAL PROJECT COST	\$ 656,974	\$ --	\$ 656,974
<i>Town of Superior</i>	<i>\$ - 117,137</i>	<i>\$ --</i>	<i>\$ - 117,137</i>
Countywide Sales Tax	\$ 539,837	\$ --	\$ 539,837
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 1,060,000</i>
Percent of Estimate			51%

Hwy 7 / East County Line Road Intersection

Status: 100% Complete (2010)

2007 Project Scope:

This is a 2001 Legacy project.

Progress since 2007:

Boulder County, in partnership with CDOT, completed the project in 2010. The project both widened and reconfigured the intersection, adding a median to reduce traffic on the adjacent local street and other safety enhancements.



Funding Plan:

The 2007 sales tax estimated total capital costs for the project at \$380,000 (adjusted) with 100% of those costs covered by the countywide transportation sales tax fund. CDOT funding was secured to support construction of the project.

Project Costs Table
SH 7 / East County Line Road Intersection

	Spent to Date	Estimated Remaining	Total
Design (2008)	\$ 125,000	\$ --	\$ 125,000
Construction (2009 – 2010)	\$ 470,000	\$ --	\$ 470,000
TOTAL PROJECT COST	\$ 595,000	\$ --	\$ 595,000
<i>CDOT FASTER</i>	<i>\$ - 235,000</i>	<i>\$ --</i>	<i>\$ - 235,000</i>
Countywide Sales Tax	\$ 360,000	\$ --	\$ 360,000
	<i>2007 Sales Tax Estimate (adjusted)</i>		<i>\$ 380,000</i>
	Percent of Estimate		95%

N. 63rd Street – Nelson to SH 119 & Lefthand Bridge

Status: 100% Complete (2012)

2007 Project Scope:

Completion of roadway reconstruction and bikeway shoulders along 63rd Street. Includes bridge replacement over Lefthand Creek.

Reconstruction of North 63rd Street began under the 2001 Sales Tax program with the addition of shoulders north of Lefthand Creek.

The subsequent project within the 2007 ballot issue replaced the bridge over Lefthand Creek and continued the shoulder project in the City portion of the road south of Monarch Road.



Progress since 2007:

Boulder County received final project designs for the roadway and ditch in early 2007. Construction of the bridge project began in January 2012 and was completed in May 2012, with a new bridge, expanded shoulders, and roadway approaches. The portion of 63rd Street south of Monarch Road was completed shortly afterward.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the reconstruction of North 63rd Street from Monarch Road and the replacement of the Lefthand Creek Bridge, at \$1,040,000 with 100% of those costs covered by the countywide transportation sales tax fund.

Project Costs Table
North 63rd Street – Nelson to Hwy 119 & Lefthand Bridge

	Spent to Date	Estimated Remaining	Total
Design (2009-2011)	\$ 360,000	\$ --	\$ 360,000
63 rd South of Monarch Const. (2012)	\$ 250,000	\$ --	\$ 250,000
Bridge Construction (2011 – 2012)	\$ 1,452,000	\$ --	\$ 1,452,000
TOTAL PROJECT COST	\$ 2,062,000	\$ --	\$ 2,062,000
<i>Colorado State Bridge Funding</i>	<i>\$ - 1,011,000</i>	<i>\$ --</i>	<i>\$ - 1,011,000</i>
Countywide Sales Tax	\$ 1,051,000	\$ --	\$ 1,051,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 1,040,000</i>
Percent of Estimate			101%

Stone Canyon / US 36 Intersection Improvement

Status: 100% Complete (2016)

2007 Project Scope:

Work with CDOT to identify signalization needs and associated intersection improvements to improve safety and access.

Design and reconstruct the Stone Canyon / US 36 intersection providing a traffic light, enhanced pedestrian crossings, and other safety enhancements.



Progress since 2007:

Boulder County, in partnership with the Town of Lyons, received final design plans in December 2013. In 2010, the Town received a Federal Grant to enhance US36 (Lyons Main Street) and is using the planned improvements as part of the required local match. In 2014, the DRCOG Board voted to provide the Town with an additional \$147,000 to assist with the enhancement project.

Funding Plan:

The original cost estimate for the Stone Canyon / US 36 intersection improvements in the 2007 Ballot Issue was \$350,000 (\$560,000 in today's dollars) of which 100% could be allocated by the countywide transportation sales tax fund. Estimated costs of the intersection increased through design partially caused by disruptions due to the 2013 Flood but also property acquisition issues and additional structural concerns toward adding a sidewalk on the McConnell Avenue Bridge.

Project Costs Table
Stone Canyon / US 36 Intersection Improvement

	Spent to Date	Estimated Remaining	Total
Design (2013)	\$ 126,125	\$ --	\$ 126,125
Construction (2016)	\$ 980,000	\$ --	\$ 980,000
TOTAL PROJECT COST	\$ 1,106,125	\$ --	\$ 1,106,125
Countywide Sales Tax	\$ 1,106,125	\$ --	\$ 1,106,125
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 560,000
Percent of Estimate			198%

Isabelle / Valmont Reconstruction – 75th to 109th St.

Status: 27% Complete

2007 Project Scope:

Completion of roadway realignment, intersection improvements (including roundabout at 119th/Leon Wurl Parkway), and bikeway shoulders.

Design and reconstruct 2.8 miles of Valmont Road from 75th to 95th Street; the 95th Street intersections at Isabelle and Valmont; and 1.8 miles of Isabelle Road from 95th to 109th Street.

Progress since 2007:

The Isabelle / Valmont Reconstruction project extends from the City of Boulder to the Town of Erie. Boulder County completed a master plan for the corridor in 2007 to evaluate options to widen the road and to fix operational problems at the off-set intersections with 95th Street.

Boulder County completed the widening of Valmont Road in 2012, adding shoulders to both sides and improving the City of Boulder's trail connection along Teller Farm. Design of the 95th Street intersection improvements is complete and will begin construction in 2017. Boulder County is working with to figure out the best approach to tie the Isabelle shoulders in with their plans for the Erie Parkway east of US287.

Funding Plan:

In 2016, the Town of Erie requested that some of the funding currently allocated to Isabelle Road be used to help fund improvements to the intersection of Isabelle and US287. This State-owned signalized intersection is currently facing operational and safety issues. CDOT and the Town are looking at the problem as part of the Erie Parkway Planning and Environmental Linkages Study completed in 2016. Boulder County is awaiting a decision by CDOT for a possible award toward the intersection reconstruction effort through their Highway Safety Improvement Program (HSIP) grant.

The adjusted 2007 sales tax estimated total capital costs for the Isabelle/Valmont Reconstruction projects is \$6,520,000 of which \$5,830,000 could be allocated by the countywide transportation sales tax fund. The remainder is assumed to be funded by other Federal or local sources. Current estimates for all four phases of the project totals \$10.5 million of which \$6.9 million will be covered by the Countywide Transportation Sales Tax - 118 percent of the originally estimated total.



Project Costs Table
Isabelle / Valmont Reconstruction – 75th to 109th

	Spent to Date	Estimated Remaining	Total
Valmont Reconstruction – 75th to 95th			
Design (2011)	\$ 133,916	\$ --	\$ 133,916
Construction (2011-2012)	\$ 2,382,706	\$ --	\$ 2,382,706
TOTAL COST	\$ 2,516,622	\$ --	\$ 2,516,622
<i>Roofs-to-Roads Grant</i>	\$ - 35,000	\$ --	\$ - 35,000
Countywide Sales Tax	\$ 2,481,622	\$ --	\$ 2,481,622
95th Street Intersection Improvements			
Design (2016)	\$ 320,000	\$ --	\$ 320,000
Construction (2017)	\$ --	\$ 1,820,000	\$ 1,820,000
TOTAL COST	\$ 320,000	\$ 1,820,000	\$ 2,140,000
<i>Estimated CDOT – HES Fund</i>	\$ --	\$ - 950,000	\$ - 950,000
Countywide Sales Tax	\$ 320,000	\$ 870,000	\$ 1,190,000
Isabelle / US 287 Intersection			
Design (2018)	\$ 30,000	\$ 405,000	\$ 435,000
Construction (2019)	\$ --	\$ 2,900,000	\$ 2,900,000
TOTAL COST	\$ 30,000	\$ 3,305,000	\$ 3,335,000
<i>Estimated CDOT HSIP Fund</i>	\$ --	\$ - 2,625,000	\$ - 2,625,000
Countywide Sales Tax	\$ 30,000	\$ 680,000	\$ 710,000
Isabelle Reconstruction – 95th to 109th			
Design (2018)	\$ --	\$ 200,000	\$ 200,000
Construction (2022)	\$ --	\$ 2,400,000	\$ 2,400,000
TOTAL COST	\$ --	\$ 2,600,000	\$ 2,600,000
Countywide Sales Tax	\$ --	\$ 2,600,000	\$ 2,600,000
TOTAL PROJECT COST	\$ 2,866,622	\$ 7,725,000	\$ 10,591,622
TOTAL REVENUE	\$ - 35,000	\$ - 3,575,000	\$ - 3,610,000
TOTAL COUNTYWIDE SALES TAX	\$ 2,831,622	\$ 4150,000	\$ 6,981,622
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 5,840,000
Percent of Estimate			120 %

Hwy 66 Improvements – City of Longmont

Status: 18% Complete

2007 Project Scope:

Request from City of Longmont for a four-lane highway. Provide matching fund for future TIP funding. May include operational improvements or segments of projects.

Design and reconstruct 1.5 miles of SH 66 from Main to Hover Street, expanding the roadway to a four-lane, divided highway; and reconstruct the SH 66/East County Line Road intersection.



Progress since 2007:

Improvements to Highway 66 have been a long-term priority for the City. In 2011 CDOT widened the highway west of the Sales Tax project area, and in partnership with the City of Longmont and Boulder County improved the operations of the East County Line Road intersection, in 2014. The entire corridor is currently undergoing a Planning and Environmental Linkages (PEL) study that is due for completion in 2017.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for SH 66 improvements is \$6,240,000, of which \$3,130,000 could be funded by the countywide transportation sales tax fund. The ballot issue specifically mentioned federal transportation funding and depending on the outcome of the PEL, Boulder County will support the city's efforts to secure federal funds for this project.

Following the completion of the PEL study, Boulder County will work with the City to secure state or local funding during the 2019 TIP application process and based on the outcome of that funding cycle, proceed with design and construction of multimodal improvements to the highway corridor.

Project Costs Table
Hwy 66 Improvements – Longmont

	Spent to Date	Estimated Remaining	Total
SH 66/ECL Intersection Improvement			
Construction (2014)	\$ 1,337,411	\$ --	\$ 1,337,411
TOTAL COST	\$ 1,337,411	\$ --	\$ 1,337,411
CDOT	\$ - 838,118	\$ --	\$ - 838,118
City of Longmont	\$ - 376,293	\$ --	\$ - 376,293
Countywide Sales Tax	\$ 123,000	\$ --	\$ 123,000
SH 66 Improvements – Main to Hover			
Design (2020)	\$ --	\$ 750,000	\$ 750,000
Construction (2024)	\$ --	\$ 5,300,000	\$ 5,300,000
TOTAL COST	\$ --	\$ 6,050,000	\$ 6,050,000
Estimated Federal / other	\$ --	\$ - 3,025,000	\$ - 3,025,000
Countywide Sales Tax	\$ --	\$ 3,025,000	\$ 3,025,000
TOTAL PROJECT COST	\$ 1,337,411	\$ 6,050,000	\$ 7,387,411
TOTAL REVENUE	\$ - 1,214,411	\$ - 3,025,000	\$ - 4,239,411
TOTAL COUNTYWIDE SALES TAX	\$ 123,000	\$ 3,025,000	\$ 3,148,000
		2007 Sales Tax Estimate (adjusted)	\$ 3,130,000
		Percent of Estimate	101%

South Boulder Road Widening – City of Lafayette

Status: 4% Complete

2007 Project Scope:

Widen the eastern most section of South Boulder Road (0.6 miles) from two to four lanes. Reconstruct intersection of 120th to accommodate new cross section and reconstruct bridge over Coal Creek.

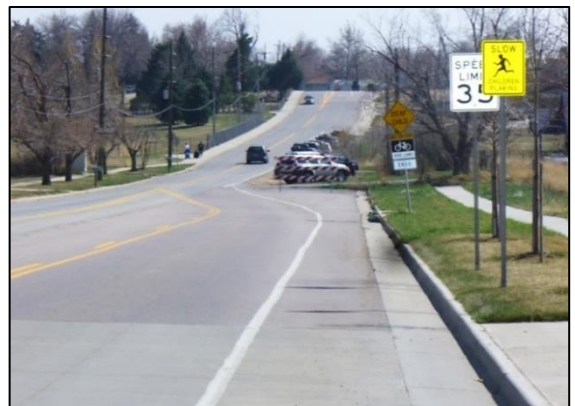
Current Scope:

Design and reconstruct South Boulder Road (SBR) from Malory to 120th Street; improve the SBR and 120th Street intersection; reconstruct the 120th Street Bridge over Coal Creek and improve the adjacent Coal Creek trail connection; add a multi-use path along the corridor; and widen 111th Street from Starline Avenue to Baseline Road.

Progress since 2007:

The South Boulder Road widening effort has been split into three separate projects:

- 1. South Boulder Road widening and Multi-modal Improvements.** Boulder County partnered with the City of Lafayette to widen South Boulder Road to three-lanes, signalize the intersection with 120th Street and add a 10-foot multi-use path along the south side of the roadway.
- 2. 111th Street widening – Starline Avenue to Baseline Road.** The City of Lafayette requested the 111th Street widening project to the Consortium of Cities in February 2011. Widen 111th Street between Starline Avenue and Baseline Road to accommodate a center-turn lane, bike shoulders, sidewalks, and transit stops.
- 3. 120th Street Bridge over Coal Creek:** Preliminary designs were completed in March 2012. Boulder County and the City have partnered with the Urban Drainage and Flood Control District (UDFCD) to provide additional funding for replacement of the bridge.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the South Boulder Road widening effort at \$13,240,000 in today's dollars, with an assumption that much of the project would be funded through state or local grants and the remainder split 50/50 between the City and the

County. As such, an estimated \$5,200,000 could be allocated toward the three projects by the countywide transportation sales tax fund.

Based on discussions with the City staff about the status of the four project elements, Boulder County is re-evaluating the priority of the 120th Street Bridge relative to the other project elements. In 2016, Boulder County worked with the City to seek and later secure Federal funding for the widening of South Boulder Road. Once the widening of SBR and SH7 / 119th Street intersection are fully funded, the County will work with the City of Lafayette and the UDFCD to complete design and construction of the bridge replacement project, as funding permits.

Project Costs Table
South Boulder Road Widening

	Spent to Date	Estimated Remaining	Total
South Boulder Road Widening			
Design (2017)	\$ 384,000	\$ 260,000	\$ 644,000
SBR / 120 th Intersection (2019)	\$ --	\$ 1,200,000	\$ 1,200,000
Multimodal Improvements (2019)	\$ --	\$ 5,300,000	\$ 5,300,000
TOTAL COST	\$ 384,000	\$ 6,760,000	\$ 7,144,000
<i>TIP Grant for Multi-use Path</i>	\$ --	\$ - 999,000	\$ - 999,000
<i>TAP Grant for Multimodal</i>	\$ --	\$ - 1,200,000	\$ - 1,200,000
<i>Estimated City of Lafayette</i>	\$ - 192,000	\$ - 2,280,500	\$ - 2,472,500
Countywide Sales Tax	\$ 192,000	\$ 2,280,500	\$ 2,472,500
111th Street Widening			
Construction (2018)	\$ --	\$ 500,000	\$ 500,000
TOTAL COST	\$ --	\$ 500,000	\$ 500,000
Estimated City of Lafayette	\$ --	\$ - 250,000	\$ - 250,000
Countywide Sales Tax	\$ --	\$ 250,000	\$ 250,000
120th Street Bridge			
Design (2022)	\$ 182,000	\$ 400,000	\$ 582,000
Construction (2024)	\$ --	\$ 4,900,000	\$ 4,900,000
TOTAL COST	\$ 182,000	\$ 5,300,000	\$ 5,482,000
<i>Estimated UDFCD Funding</i>	\$ --	\$ - 990,000	\$ - 990,000
<i>Estimated City of Lafayette</i>	\$ - 91,000	\$ - 2,455,000	\$ - 2,455,000
Countywide Sales Tax	\$ 91,000	\$ 1,855,000	\$ 1,946,000
TOTAL PROJECT COST	\$ 566,000	\$ 12,560,000	\$ 13,126,000
TOTAL REVENUE	\$ - 283,000	\$ - 8,174,500	\$ - 8,457,500
TOTAL COUNTYWIDE SALES TAX	\$ 283,000	\$ 4,385,500	\$ 4,668,500
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 5,200,000
Percent of Estimate			90%

95th Street Reconstruction – Lafayette to Longmont

Status: 2% Complete

2007 Project Scope:

\$385,000 per year for the overlay and reconstruction of county maintained roadways.

Progress since 2007:

In 2015, Boulder County requested that North 95th Street be placed on the Countywide Transportation Sales Tax list as a County Road Resurfacing Project due to its countywide multimodal benefit and deteriorating pavement condition.

95th Street is the largest and longest north-south, non-highway arterial road in the county, serving over 8,000 cars per day. The road also serves as the primary north-south bicycle route and has been gradually widened over time to better serve that purpose. Today the entire County section of road needs to be rebuilt and overlaid to improve the long-term life of the road and maintain this critical multimodal connection between Superior, Louisville, Lafayette, Longmont and all points in between.



Funding Plan:

In April 2015, Boulder County requested that the Consortium-of-Cities Board recommend the entire County portion of 95th Street be considered eligible for the County Road Resurfacing portion of the Countywide Sales Tax program. The adjusted 2007 estimated total capital costs for that program is \$9.1 million.

Current Schedule:

Final design work is planned for completion in 2017 and construction scheduled for 2017 through 2021.

Project Costs Table
95th Street Reconstruction – Lafayette to Longmont

	Spent to Date	Estimated Remaining	Total
Design (2016-2017)	\$ 178,000	\$ 232,000	\$ 410,000
Phase I - Lafayette to Blder Crk (2017)	\$ --	\$ 2,160,000	\$ 2,160,000
Phase II – Blder Crk to Longmont	\$ --	\$ 6,530,000	\$ 6,530,000
TOTAL PROJECT COST	\$ 178,000	\$ 8,922,000	\$ 9,100,000
Countywide Sales Tax	\$ 178,000	\$ 8,400,000	\$ 9,100,000
	2007 Sales Tax Estimate (adjusted)		\$ 9,100,000
	Percent of Estimate		100%

Hwy 42 Improvements – City of Louisville

Status: 1% Complete

2007 Project Scope:

This project is a high priority for the City. It is included in the Regional Transportation Plan, and has an assumed 75/25 match by Colorado DOT and participation by city and/or other parties.

Design and reconstruct Hwy 42 from Short to Lock Street which includes improving the Hwy 42 and Short Street intersection; the Hwy 42 and Hecla Drive intersection; reconstructing the roadway from Short to Lock Street; and constructing a roundabout at the Hwy 42 and Lock Street intersection.



Progress since 2007:

The SH 42 improvements effort has been split into four separate projects:

1. Short Street intersection improvements
2. Hecla Drive intersection improvements
3. SH 42 improvements from Short to Pine Street
4. SH 42 improvements from Pine to Lock Street including a roundabout

The City of Louisville received a 30 percent design plan in April 2013 and an alternative analysis master report of the highway corridor in June 2013. The master plan and report details initial design proposals and recommendations for the reconstruction of the highway between Lock Street and Baseline Road.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for Hwy 42 improvements at \$19,910,000 of which \$4,980,000 could be allocated by the countywide transportation sales tax fund. The remainder is assumed to be funded by other Federal or local sources.

Current Schedule:

- **Short Street intersection improvements:** Construction estimated in 2017.
- **Hwy 42 improvements from Short to Pine Street:** Design estimated for 2020 with construction proceeding in 2022.
- **Hecla Drive intersection improvements:** Design planned for 2023 with construction on-hold until a funding plan between the City and County is in place.
- **Hwy 42 improvements from Pine to Lock Street, including a roundabout at Lock Street:** Design work estimated for 2024 with construction on-hold until a funding plan between the City and the County is in place.

Project Costs Table
Hwy 42 Improvements – City of Louisville

	Spent to Date	Estimated Remaining	Total
SH 42 Master Plan (2013)	\$ 300,000	\$ --	\$ 300,000
TOTAL COST	\$ 300,000	\$ --	\$ 300,000
<i>CDOT</i>	\$ - 75,000	\$ --	\$ - 75,000
<i>City of Louisville</i>	\$ - 150,000	\$ --	\$ - 150,000
Countywide Sales Tax	\$ 75,000	\$ --	\$ 75,000
SH42 / Short Street Intersection			
Design (2016)	\$ --	\$ 125,000	\$ 125,000
Construction (2017)	\$ --	\$ 2,775,000	\$ 2,775,000
TOTAL COST	\$ --	\$ 2,900,000	\$ 2,900,000
<i>CDOT – FASTER Funds</i>	\$ --	\$ - 500,000	\$ - 500,000
<i>City of Louisville</i>	\$ --	\$ - 1,900,000	\$ - 1,900,000
Countywide Sales Tax	\$ --	\$ 500,000	\$ 500,000
SH42 – Pine to Short Improvements			
Design (2018)	\$ --	\$ 200,000	\$ 200,000
Construction (2020)	\$ --	\$ 3,800,000	\$ 3,800,000
TOTAL COST	\$ --	\$ 4,000,000	\$ 4,000,000
<i>Estimated Louisville, Federal / Other</i>	\$ --	\$ - 1,800,000	\$ - 1,800,000
Countywide Sales Tax	\$ --	\$ 2,200,000	\$ 2,200,000
SH42 / Hecla Drive Intersection			
Construction (on-hold)	\$ --	\$ 3,130,000	\$ 3,130,000
TOTAL COST	\$ --	\$ 3,130,000	\$ 3,130,000
<i>Estimated Developer Contribution</i>	\$ --	\$ - 18,000	\$ - 18,000
<i>Estimated City of Louisville or Other</i>	\$ --	\$ - 2,842,000	\$ - 2,842,000
Countywide Sales Tax	\$ --	\$ 270,000	\$ 270,000
SH42 – Pine to Lock, w/roundabout			
Construction (2025)	\$ --	\$ 4,575,000	\$ 4,575,000
TOTAL COST	\$ --	\$ 4,575,000	\$ 4,575,000
<i>Estimated Louisville, Federal / Other</i>	\$ --	\$ - 2,655,000	\$ - 2,655,000
Countywide Sales Tax	\$ --	\$ 1,920,000	\$ 1,920,000
TOTAL PROJECT COST	\$ 300,000	\$ 14,605,000	\$ 14,680,000
TOTAL REVENUE	\$ - 225,000	\$ 9,7010,000	\$ 9,925,000
TOTAL COUNTYWIDE SALES TAX	\$ 300,000	\$ 4,905,000	\$ 4,980,000
		<i>2007 Sales Tax Estimate (adjusted)</i>	<i>\$ 4,980,000</i>
		Percent of Estimate	100%

Highway 7 / 119th Street Intersection

Status: 0% Complete

2007 Project Scope:

This is a 2001 Legacy project that is still under design.

Funding Plan:

Boulder County has allocated \$300,000 from the countywide transportation sales tax fund, with remaining costs assumed to be funded by other Federal or local sources.

The City of Lafayette has completed a design and is seeking state or federal funding for construction.

Current Schedule:

Construction is estimated for 2023.



Project Costs Table
Hwy 7 / 119th Street Intersection

	Spent to Date	Estimated Remaining	Total
Design (2021)	\$ --	\$ 670,000	\$ 670,000
Construction (2023)	\$ --	\$ 6,700,000	\$ 6,700,000
TOTAL PROJECT COST	\$ --	\$ 7,370,000	\$ 7,370,000
<i>Estimated CDOT</i>	\$ --	\$ - 5,735,000	\$ - 5,735,000
<i>Estimated City of Lafayette / Other</i>	\$ --	\$ - 1,335,000	\$ - 1,335,000
Countywide Sales Tax	\$ --	\$ 300,000	\$ 300,000

75th Street – Plateau Road Intersection

Status: On-hold

2007 Project Scope:

Safety improvements to realign curves and reduce bottle-neck that transitions to 75th Street.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the 75th Street / Plateau Road Intersection project at \$1,270,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Current Schedule:

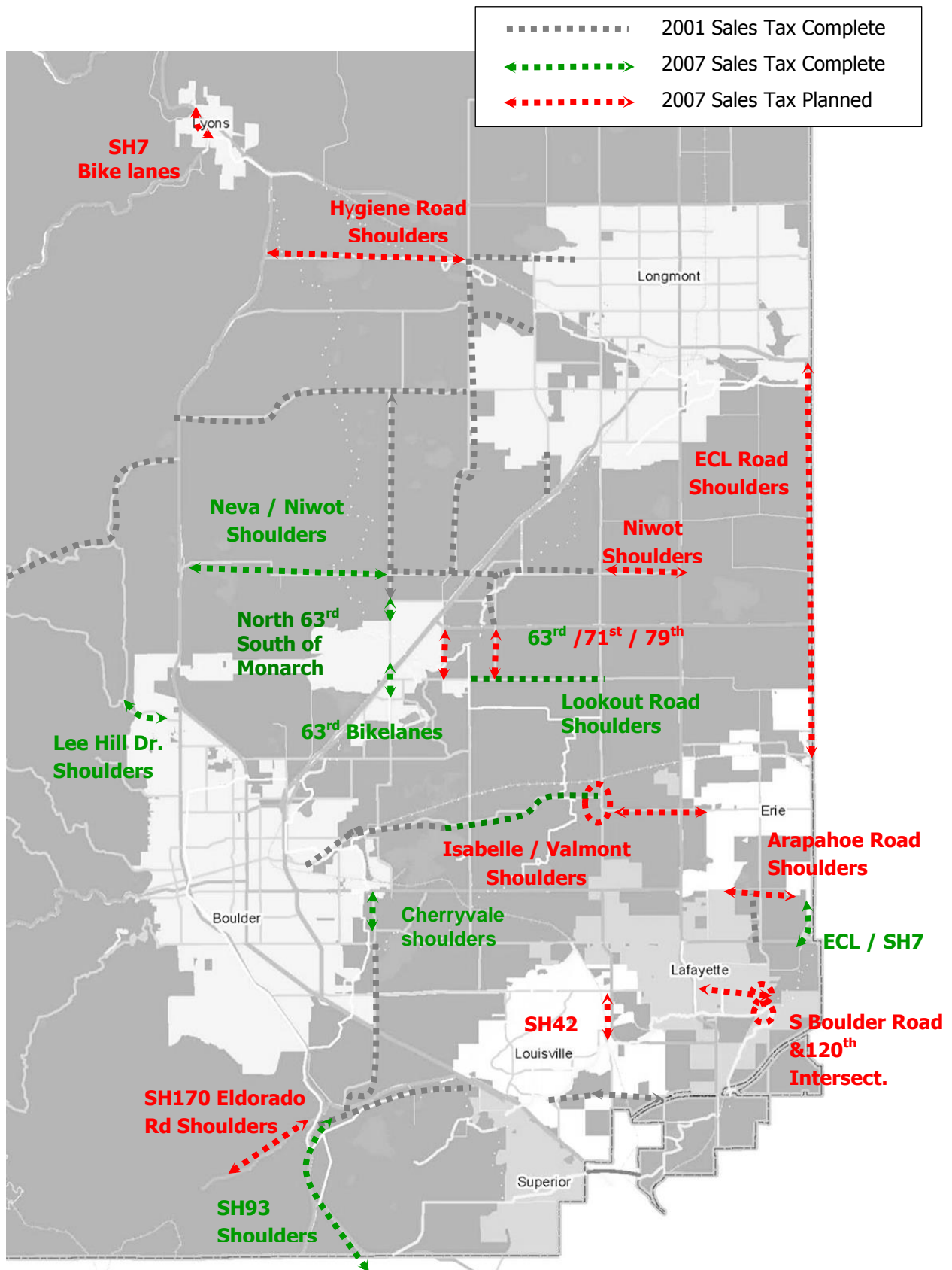
Improvements to the 75th / Plateau Road intersection were originally prompted by development plans directly adjacent to the project location. As development plans and access locations have changed, the city has requested that this project be added to the “low-priority” list of projects that will be built only if funding is available after the higher-priority projects are completed. Therefore this project is considered to be on-hold.



Project Costs Table
75th Street – Plateau Road Intersection

	Spent to Date	Estimated Remaining	Total
Design (2024)	\$ --	\$ 100,000	\$ 100,000
Construction (2025)	\$ --	\$ 1,000,000	\$ 1,000,000
TOTAL PROJECT COST	\$ --	\$ 1,100,000	\$ 1,100,000
Countywide Sales Tax	\$ --	\$ 1,100,000	\$ 1,100,000
2007 Sales Tax Estimate (adjusted)			\$ 1,270,000
Percent of Estimate			87%

Shoulder Projects



63rd Street Bike Lanes – SH 119 to Lookout Road

Status: 100% Complete (2010)

2007 Project Scope:

Add bike lanes for SB 63rd Street to intersection improvement project.

Provide funding for bike lanes and multi-use pedestrian path as a part of CDOT's intersection reconstruction project.

Progress since 2007:

Boulder County, in partnership with CDOT and the City of Boulder, provided additional project funding to ensure that pedestrian and bike enhancements were included within the larger intersection project.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the 63rd Street Bike Lanes project at \$620,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Project Costs Table
63rd Street Bike Lanes

	Spent to Date	Estimated Remaining	Total
Construction (2010)	\$ 150,000	\$ --	\$ 150,000
TOTAL PROJECT COST	\$ 150,000	\$ --	\$ 150,000
Countywide Sales Tax	\$ 150,000	\$ --	\$ 150,000
2007 Sales Tax Estimate (adjusted)			\$ 620,000
Percent of Estimate			24%

Cherryvale Road Shoulders – Baseline to Arapahoe

Status: 100% Complete (2011)

2007 Project Scope:

Design and reconstruct 0.8 miles of Cherryvale Road from Baseline Road to Arapahoe Avenue, adding 4-foot shoulders and other traffic calming improvements.

Progress since 2007:

Boulder County completed in-house design plans in August 2010 with construction commencing the following year. The largest challenge was right-of-way and mitigating the potential for increased speeds once the road was widened. The project was completed in September 2011 and included widened shoulders; improved drainage facilities; and a soft-surface multi-use pathway extending out to Highway 7 on the north side of the project.



Funding Plan:

The original estimated total cost for the Cherryvale Road shoulder project was \$800,000 in the 2007 sales tax list. That estimate has been adjusted upwards to \$820,000 based on the 2011 CCI, the year the project was completed. Total cost of the project was \$848,000 or three percent over the adjusted estimate.

Project Costs Table
Cherryvale Road Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2010)	\$ 52,000	\$ --	\$ 52,000
Construction (2011)	\$ 796,000	\$ --	\$ 796,000
TOTAL PROJECT COST	\$ 848,000	\$ --	\$ 848,000
Countywide Sales Tax	\$ 848,000	\$ --	\$ 848,000
2007 Sales Tax Estimate (adjusted)			\$ 820,000
Percent of Estimate			103%

Niwot/Neva Rd. Shoulders – Foothills Hwy to N. 63rd

Status: 100% Complete (2013)

2007 Project Scope:

Design and reconstruct 4.3 miles of Niwot/Neva Roads from the Foothills Highway to N. 63rd Street, adding 4-foot shoulders and a new bridge over the Feeder Canal.

Progress since 2007:

Boulder County received final design plans in September 2012 with construction commencing that fall and completion of the project in summer 2013.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Niwot/Neva Shoulders project at \$2,100,000 of which 100% could be allocated by the countywide transportation sales tax fund.



The original estimated total cost for the Neva / Niwot Shoulders project was \$1.7 million in the 2007 sales tax list. That estimate has been adjusted upwards to \$2.1 million based on the 2011 cost index. Total cost of the project was just under \$3.2 million, or approximately fifty-one percent over the adjusted estimate.

Project Costs Table
Niwot/Neva Shoulders – Foothills Hwy to N. 63rd

	Spent to Date	Estimated Remaining	Total
Design (2012)	\$ 140,000	\$ --	\$ 140,000
Construction (2013)	\$ 3,035,820	\$ --	\$ 3,035,820
TOTAL PROJECT COST	\$ 3,175,820	\$ --	\$ 3,175,820
Countywide Sales Tax	\$ 3,175,820	\$ --	\$ 3,175,820
	2007 Sales Tax Estimate (adjusted)		\$ 2,100,000
	Percent of Estimate		151%

Highway 93 Shoulders – SH 170 to SH 128

Status: 100% Complete (2014)

2007 Project Scope:

Expand roadbed, slopes, and add shoulders. Need to coordinate with CDOT.

Design and reconstruct two miles of State Highway 93 between Highway 170 and Highway 128. Add six-foot shoulders and build an underpass to accommodate the City of Boulder's Community Ditch Trail.

Progress since 2007:

Boulder County in partnership with CDOT and the City of Boulder, started working on Highway 93 in early 2008. CDOT was able to secure FASTER Funds for the project and the City of Boulder contributed funding for construction of the pedestrian underpass that now carries the Community Ditch Trail underneath the highway. Construction was completed in 2014.

Funding Plan:

The original cost estimate for the Highway 93 Shoulders Project was \$2.3 million in County funding. At the time, CDOT was planning to fund their portion with existing overlay funding and the County funding would pay for only the shoulder portion. Once the Master Plan was completed in 2009, it became evident that the highway itself required more than just an overlay and that the cost of additional improvements would exceed existing revenues.

Because of these factors, Boulder County and CDOT Region 4 agreed to proceed with a larger reconstruction of the highway with the County and State each paying half of the non-underpass cost of construction. CDOT was able to secure FASTER Funds from a statewide increase in vehicle registration fees.

Boulder County ended up funding approximately \$1.3 million over the original \$2.3 million budgeted for construction. This overrun will put the total Countywide Sales Tax contribution at \$3.6 million which is 17 percent over the cost adjusted estimate of \$3.09 million.



Project Costs Table
Highway 93 Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2013)	\$ 1,035,000	\$ --	\$ 1,035,000
Construction (2013-2014)	\$ 6,300,000	\$ --	\$ 6,300,000
CDOT Cost Overruns (2016)	\$ 1,175,000	\$ --	\$ 1,175,000
TOTAL PROJECT COST	\$ 8,510,000	\$ --	\$ 8,510,000
<i>CDOT – FASTER Funds</i>	<i>\$ - 3,810,000</i>	<i>\$ --</i>	<i>\$ - 3,810,000</i>
<i>City of Boulder</i>	<i>\$ - 1,100,000</i>	<i>\$ --</i>	<i>\$ - 1,100,000</i>
Countywide Sales Tax	\$ 3,600,000	\$ --	\$ 3,600,000
	<i>2007 Sales Tax Estimate (adjusted)</i>		<i>\$ 3,090,000</i>
	Percent of Estimate		117%

Lee Hill Drive – 4th Street to Olde Stage Road

Status: 79% Complete

2007 Project Scope:

Reconstruct roadway and add shoulders to road to improve bicycle access and safety to Wagon Wheel and Olde Stage Road.

Design and reconstruct one mile of Lee Hill Drive between 4th Street and Olde Stage Road adding four-foot shoulders and other roadway improvements.



Progress since 2007:

Boulder County received final design plans in 2010 with construction commencing in April 2011 and completion of the project by June of that year. A climbing lane on Olde Stage Road was identified has a suitable second phase to the project and will be completed in 2022.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Lee Hill Drive shoulder at \$1.9 million of which 100% could be allocated by the countywide transportation sales tax fund. Work to-date has cost \$1.5 million with an additional \$400,000 in expenses anticipated in 2022.

Project Costs Table
Lee Hill Drive Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2010)	\$ 190,000	\$ --	\$ 190,000
Construction (2011)	\$ 1,310,000	\$ --	\$ 1,310,000
Olde Stage Road Climbing Lane	\$ --	\$ 400,000	\$ 1,310,000
TOTAL PROJECT COST	\$ 1,500,000	\$ 400,000	\$ 1,900,000
Countywide Sales Tax	\$ 1,500,000	\$ 400,000	\$ 1,900,000
2007 Sales Tax Estimate (adjusted)			\$ 1,900,000
Percent of Estimate			100%

71st Street Shoulders – Lookout to Hwy 52

Status: 9% Complete

2007 Project Scope:

Add shoulders to one mile of roadway in city and county.

Design and reconstruct one mile of 71st Street from Lookout to SH 52.

Progress since 2007:

Boulder County, in partnership with the City of Boulder, has developed preliminary designs, applied for, and received federal funds to include a multi-use path along the west side of the roadway. The project is currently under design for a full reconstruction of the road by 2020.



Funding Plan:

The adjusted estimated cost for the 71st Street Shoulders project is \$700,000, included adding shoulders to both the City and County portion of the roadway. In 2014, Boulder County was awarded CDOT TAP funds to construct a multi-use path on the west-side of the road. These modifications brought the overall cost to just over \$2.6 million with 33 percent covered by the federal grant and an additional 13 percent paid for by the City of Boulder. The current proposal is to reconstruct the entirety of the County section and add shoulders to the City section (north of Winchester Circle), with the City of Boulder funding the asphalt overlay of the road as part of their annual overlay program.

Current Schedule:

71st Street is currently in design. The need to work on city-owned property; two ditch companies; an assessment of the current Longmont-to-Boulder Trail crossing; and substantial utility relocation work is anticipated to take much of 2017 with construction beginning in 2019.

Project Costs Table
71st Street Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2017)	\$ 219,000	\$ 240,000	\$ 459,000
Construction (2019)	\$ --	\$ 2,080,000	\$ 2,080,000
TOTAL PROJECT COST	\$ 219,000	\$ 2,320,000	\$ 2,539,000
<i>Estimated Federal TIP Grant</i>	\$ --	\$ - 860,000	\$ - 860,000
<i>Estimated City of Boulder</i>	\$ --	\$ - 350,000	\$ - 350,000
Countywide Sales Tax	\$ 219,000	\$ 1,110,000	\$ 1,329,000
		<i>2007 Sales Tax Estimate (adjusted)</i>	\$ 700,000
		Percent of Estimate	190%

East County Line Road Shoulders

Status: 4% Complete

2007 Project Scope:

Design and add four-foot shoulders to East County Line Road from SH 7 to SH 52, and reconstruct East County Line Road from SH 52 to SH 119, adding five-foot shoulders.

Project Status:

East County Line Road extends the length of Boulder County with the County section divided by the Town of Erie in the middle, and Longmont to the north. The ECL Shoulders project is a series of improvements that, once complete, will provide improved north-south travel and safety on this easternmost County road shared with Weld County.



1. **Highway 7 to Austin Ave. (Erie):** Boulder County, in partnership with the Town of Erie, received final design plans in early 2010 for the road section from SH 7, north two-thirds of a mile. The project was completed in July 2010, with the remainder of the shoulder project to Austin Ave. funded by the Town of Erie.
2. **Highway 52 to Highway 119 (Boulder/Weld Counties):** Boulder County is starting a master planning process to look at the reconstruction of East County Line Road between Highway 119 and Highway 52. The master plan will include coordination with property-owners, the City of Longmont, Town of Erie, as well as Weld County who owns exactly half the road.
3. **Highway 52 to Jasper Road (Erie):** South of Highway 52, East County Line Road is owned by the Town of Erie. Boulder County is working with the Erie to add shoulders to the Town-owned portion of road in coordination with other Town road projects.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for East County Line Road improvements at \$6,220,000 of which 100% could be allocated by the countywide transportation sales tax fund.

The County section of road between Longmont and Erie is a high-priority and work will begin on design as soon as the Master Planning process is completed. Discussions with the Town of Erie indicate that that the Town section of the road is a lower priority than other County-funded projects such as improvements to the Isabelle / US287 Intersection. All sections will be looked at and evaluated as part of the 2017 ECL Master Plan. Improvements to the Town section will happen on an as-needed basis.

Project Costs Table
East County Line Road Shoulders

	Spent to Date	Estimated Remaining	Total
SH 7 to Austin Avenue			
Design (2010)	\$ 22,000	\$ --	\$ 22,000
Construction (2010)	\$ 252,000	\$ --	\$ 252,000
TOTAL COST	\$ 274,000	\$ --	\$ 274,000
ECL Road Master Plan (2017)	\$ --	\$ 240,000	\$ 240,000
TOTAL COST	\$ --	\$ 240,000	\$ 240,000
SH 52 to Jasper Road			
Design (2019)	\$ --	\$ 100,000	\$ 100,000
Construction (2022)	\$ --	\$ 1,000,000	\$ 1,000,000
TOTAL COST	\$ --	\$ 1,100,000	\$ 1,100,000
SH 52 to SH 119			
Design (2019)	\$ --	\$ 740,000	\$ 740,000
Construction (2022)	\$ --	\$ 4,500,000	\$ 4,500,000
TOTAL COST	\$ --	\$ 5,240,000	\$ 5,240,000
TOTAL PROJECT COST	\$ 274,000	\$ 6,580,000	\$ 6,854,000
Countywide Sales Tax	\$ 274,000	\$ 6,580,000	\$ 6,854,000
		<i>2007 Sales Tax Estimate (adjusted)</i>	<i>\$ 6,220,000</i>
		Percent of Estimate	110%

Niwot Road Shoulders – 95th Street to US287

Status: 2% Complete

2007 Project Scope:

Add shoulders to two miles of roadway.

Progress since 2007:

Boulder County has begun work on a preliminary design for the widening of Niwot Road and will be working with property owners, utility companies, and the Regional Transit District on a preliminary design in 2017. Final design work is tentatively planned for 2019. Construction will depend largely on the condition of a 2-inch overlay that was put down in 2014 in order to preserve the rapidly deteriorating pavement until the road widening could be designed. Current schedule is to reconstruct the road in 2023, but it could be done earlier if funds are available.



Funding Plan:

The adjusted 2007 sales tax estimated the total cost of the Niwot Road Shoulders project to be \$970,000 of which 100% could be allocated by the countywide transportation sales tax fund. The current estimate for the entire road project that includes some property acquisition and the relocation of an irrigation ditch is \$1,520,000. That estimate will be further refined when design is complete.

Project Costs Table
Niwot Road Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2019)	\$ 33,000	\$ 20,000	\$ 20,000
Construction (2023)	\$ --	\$ 1,500,000	\$ 1,500,000
TOTAL PROJECT COST	\$ 33,000	\$ 1,520,000	\$ 1,520,000
Countywide Sales Tax	\$ 33,000	\$ 1,520,000	\$ 1,520,000
	2007 Sales Tax Estimate (adjusted)		\$ 970,000
	Percent of Estimate		160%

Arapahoe Road – N. 119th St to East County Line Rd

Status: 1% Complete

2007 Project Scope:

Add shoulders to one mile of roadway in city and county.

Design and reconstruct one mile of Arapahoe Road from N. 119th Street to the East County Line Road, adding five-foot shoulders.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Arapahoe Road Shoulders project at \$640,000 of which 100% could be allocated by the countywide transportation sales tax fund.



Current Schedule:

Arapahoe Road east of 119th Street has undergone some changes since 2007. Annexations into the Town of Erie have led to development of the northeastern section of the road and the signalization of the intersection with East County Line Road. Boulder County is in the process of designing a widening and reconstruction of Arapahoe Road to enable the road to carry the current traffic and provide a multimodal connection. Construction is estimated to take place in 2018.

Project Costs Table
Arapahoe Road Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2015)	\$ 4,000	\$ --	\$ 4,000
Construction (2017)	\$ --	\$ 640,000	\$ 640,000
TOTAL PROJECT COST	\$ 4,000	\$ 640,000	\$ 644,000
Countywide Sales Tax	\$ 4,000	\$ 640,000	\$ 644,000
2007 Sales Tax Estimate (adjusted)			\$ 640,000
Percent of Estimate			101%

Highway 170 (Eldorado Springs Dr.) – West of SH 93

Status: 1% Complete

2007 Project Scope:

(2.75 miles) Provide matching fund to CDOT for shoulders during future reconstruction.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the SH 170 (Eldorado Springs Dr.) Shoulders project at \$3,690,000 of which \$860,000 could be allocated by the countywide transportation sales tax fund. The remainder is assumed to be funded by other Federal or local sources.



Current Schedule

Boulder County has been discussing the need to widen Highway 170 west of Highway 93 with CDOT for many years. The feasibility of the project is based on the ability to find funds for the roadway reconstruction to match Boulder County funding and to accommodate the many needs and challenges of the highway section.

Boulder County hopes to start a preliminary design on the project in 2018 in order to find State or Federal funding for the highway reconstruction in the next federal funding cycle (2019). Once funding is identified, Boulder County will work with CDOT to design and construct the road project before 2024.

Project Costs Table
Highway 170 Shoulders

	Spent to Date	Estimated Remaining	Total
Ditch Crossing (2016-2017)	\$ 53,000	\$ 350,000	\$ 403,000
Concept Design (2018)	\$ --	\$ 200,000	\$ 200,000
Final Design / Construct (2023)	\$ --	\$ 3,000,000	\$ 3,000,000
TOTAL PROJECT COST	\$ 53,000	\$ 3,550,000	\$ 3,603,000
<i>Estimated CDOT Funds</i>	<i>\$ --</i>	<i>\$ - 2,500,000</i>	<i>\$ - 2,500,000</i>
Countywide Sales Tax	\$ 53,000	\$ 1,050,000	\$ 1,103,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 860,000</i>
Percent of Estimate			128%

120th Street Shoulders – Lafayette to Dillon Rd.

Status: On-hold

2007 Project Scope:

The 120th Street Shoulders is a 2001 “Legacy” project.

Design and reconstruct 1.5 miles of 120th Street from Dillon Road to Lafayette, adding five-foot shoulders.

Progress since 2007:

120th Street between Lafayette and Dillon Road serves as a critical north-south multimodal link between the industrial areas of Lafayette and Broomfield County. The project was on the original sales tax list from 2001 but was removed during the planning of the 2007 Ballot Issue.



Since that time, the City and County of Broomfield have developed plans to widen Dillon Road between Sheridan Boulevard and 120th Street. Preliminary designs were received in 2013 with further design work required prior to implementation of the project.

Funding Plan:

Because the 120th Street project is not included on the 2007 Ballot issue, the County is postponing implementation until funding of remaining high-priority projects.

Current Schedule:

Design is estimated for 2023 with construction on-hold until a conceptual design and funding plan is in place with project partners.

Project Costs Table
120th Street Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2023)	\$ --	\$ 100,000	\$ 100,000
Construction (2025)	\$ --	\$ 1,500,000	\$ 1,500,000
TOTAL PROJECT COST	\$ --	\$ 1,600,000	\$ 1,600,000
Countywide Sales Tax	\$ --	\$ 1,600,000	\$ 1,600,000

79th Street Shoulders – Hwy 52 to Lookout Road

Status: On-hold

2007 Project Scope:

Add shoulders to one mile of roadway in city and county.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the 79th Street Shoulders project at \$660,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Current Schedule:

The reconstruction of 79th Street to its full width of 30 feet will require extensive design, right-of-way acquisition and costly construction. As such, Boulder County has placed this project on-hold, until higher-priority projects have been scoped and their funding needs assessed. In the meantime the County will start discussions with the adjacent property owners to determine a more detailed viability of this project.



Project Costs Table
N. 79th Street Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2024)	\$ --	\$ 100,000	\$ 100,000
Construction (2025)	\$ --	\$ 1,000,000	\$ 1,000,000
TOTAL PROJECT COST	\$ --	\$ 1,100,000	\$ 1,100,000
Countywide Sales Tax	\$ --	\$ 1,100,000	\$ 1,100,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 660,000
Percent of Estimate			167%

Hwy 7 Bike Lanes – 5th Avenue to Broadway (Lyons)

Status: On-hold

2007 Project Scope:

Reconfigure intersections and striping to accommodate bike lanes through downtown Lyons.

Progress since 2007:

The need to improve bicycle facilities on Highway 7 as it enters the Town of Lyons from the west, was identified in the 2007 development process for the Sales Tax ballot issue. The adjusted 2007 sales tax estimated total capital costs for the SH 7 Bike Lanes project at \$1,450,000 of which 100% could be allocated by the countywide transportation sales tax fund. Since that time, new needs have arisen, including the expanded scope of the US36 / Stone Canyon intersection project and other bicycle / pedestrian projects in and around Lyons. In discussion with the Town, it was identified that this is a lower-priority project where completion of the Stone Canyon intersection and extension of the St. Vrain Trail to US36 are of higher-priority.



Current Schedule:

Based on an assessment of overall estimated needs for the Countywide Transportation funding, and on discussions with the Town of Lyons staff, Boulder County is focusing on the improvements to Stone Canyon Intersection and the costs associated with that project. The Hwy 7 Bike Lanes project will remain on the list until some of the larger partnership projects have been scoped and their funding needs assessed. Boulder County will continue to work with Town staff in the event that these funds could be used to add bicycle improvements to a state or Town project in that location.

Project Costs Table
Hwy 7 Bike Lanes (Lyons)

	Spent to Date	Estimated Remaining	Total
Design (2024)	\$ --	\$ 120,000	\$ 120,000
Construction (2025)	\$ --	\$ 800,000	\$ 800,000
TOTAL PROJECT COST	\$ --	\$ 920,000	\$ 920,000
Countywide Sales Tax	\$ --	\$ 920,000	\$ 920,000
2007 Sales Tax Estimate (adjusted)			\$ 1,450,000
Percent of Estimate			63%

Hygiene Rd. Shoulders – Foothills Hwy to N. 75th St.

Status: On-hold

2007 Project Scope:

Add shoulders to four miles of roadway.

Hygiene Road is a long, narrow paved road extending east/west across Boulder County between US36 and Hygiene. Because the road is narrower than the County's standard width of 30 feet, it was added as a multimodal need to the 2007 Project List for the Sales Tax Ballot Issue.



Funding Plan:

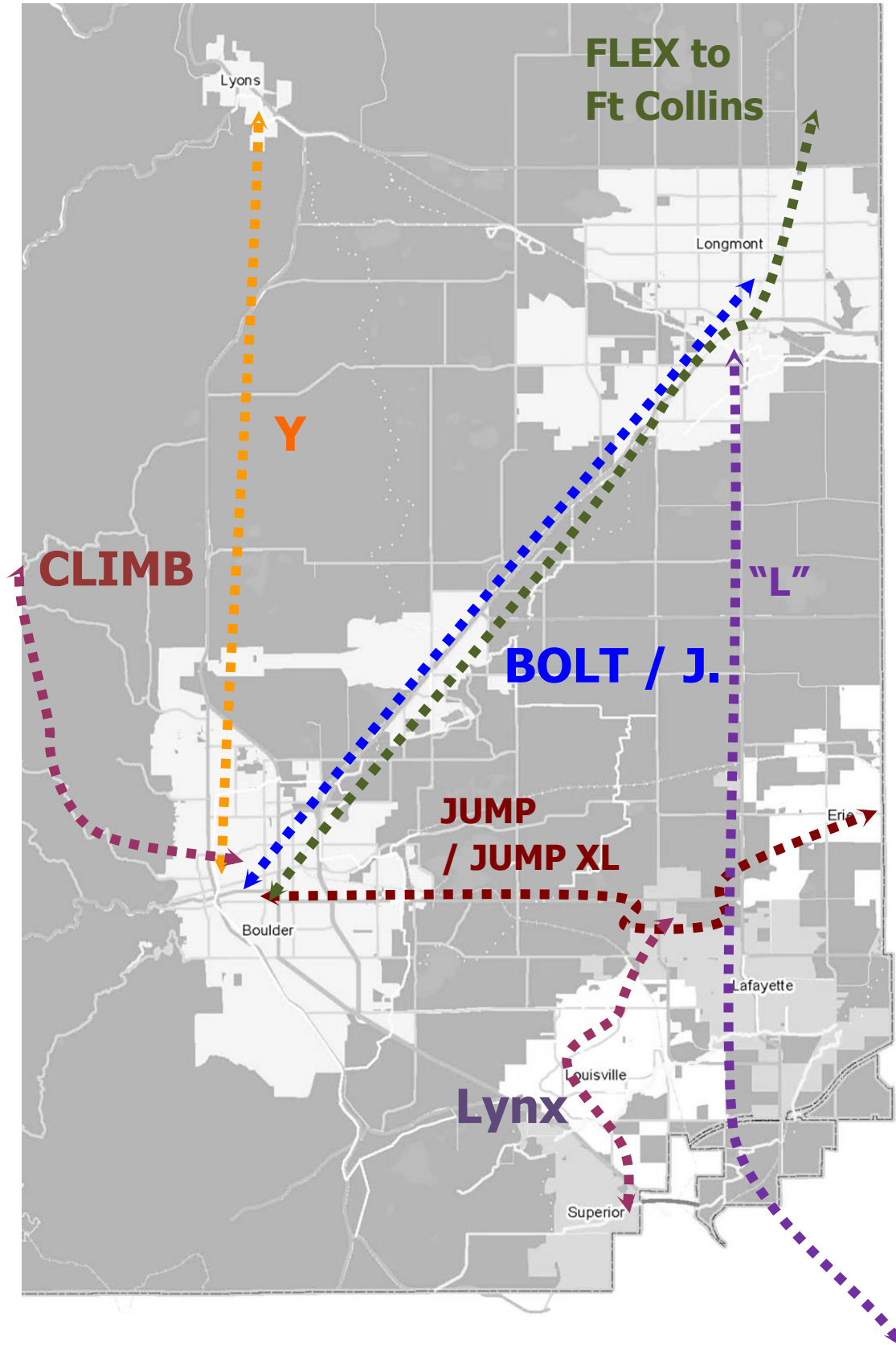
Originally estimated at \$1.5 million (\$2.37 in today's dollars), the projected cost of adding shoulders to Hygiene road has increased to over \$3.75 million, not including the cost of replacing three major drainage structures that would need to be reconstructed before the road could be widened.

Based on current projection for the Road Sales Tax program and on a re-examination of the cost-benefit of this project, Boulder County is recommending holding off on implementation of this project until after other higher priority projects are implemented. One option is for the County to focus funding on the first 1,000 feet of Hygiene Road which would provide cyclists and motorists an improved roadway width and enhanced safety between 75th Street and the BNSF railroad tracks.

Project Costs Table
Hygiene Road Shoulders

	Spent to Date	Estimated Remaining	Total
Design (2024)	\$ --	\$ 400,000	\$ 400,000
Interim Facility - 75 th to RR Tracks (2021)	\$ --	\$ 250,000	\$ 250,000
Construction (2025)	\$ --	\$ 3,100,000	\$ 3,100,000
TOTAL PROJECT COST	\$ --	\$ 3,750,000	\$ 3,750,000
Countywide Sales Tax	\$ --	\$ 3,750,000	\$ 3,750,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 2,370,000
Percent of Estimate			158%

Transit / TDM Projects



Transit and Transportation

Demand Management Projects

Boulder County utilizes the Countywide Transportation Sales Tax to improve the regional transit system within the County in various ways:

1. Funding increased frequency of transit service on routes with countywide significance.
2. Working with RTD to analyze service and develop annual costs to further enhance transit routes.
3. Creating new transit routes to serve new areas in the County.
4. Developing programs that encourage transit ridership through marketing, education, other information tools, and incentive programs.

Special Transit Bus Barn

Status: 100% Complete (2010)

2007 Project Scope:

Local match for FTA funding. Identified as a high-priority by special services sub-committee during the 2004 Transit Enhancement Plan.

VIA was established in 1979 as a private, nonprofit organization with initial funding from the Boulder County Commissioners to coordinate an efficient, cost-effective and accessible transportation system for seniors and people with disabilities residing in Boulder County. Via currently provides transportation and mobility options in 19 communities in five counties in Colorado.



VIA Mobility Services (formerly Special Transit) had undersized antiquated facilities in need of upgrade and modernization. Completion of the facility assisted VIA in providing additional transit mobility options to Boulder County residents, in particular those with limited mobility.

Progress since 2007:

The new 36,000-square-foot VIA Mobility Services Facility opened in 2010. The new site nearly doubles the size of the organization's previous facility and includes a maintenance facility and an operations center. In June 2013, VIA was awarded the Green Building Star Award in the area of Best Green Commercial New Construction in recognition of demonstrated excellence in sustainable construction and design for its facility.

Funding Plan:

The majority of funding for the facility came from contributions by the larger VIA community. Boulder County contributed \$500,000 from the Countywide Sales Tax fund to assist with this important county-wide resource.

Project Costs Table
Special Transit Bus Barn

	Spent to Date	Estimated Remaining	Total
Construction (2010)	\$ 11,433,844	\$ --	\$ 11,433,844
TOTAL PROJECT COST	\$ 11,433,844	\$ --	\$ 11,433,844
<i>VIA (Federal, State, & Local Grants / Donations)</i>	<i>\$ - 10,933,844</i>	<i>\$ --</i>	<i>\$ - 10,933,844</i>
Countywide Sales Tax	\$ 500,000	\$ --	\$ 500,000
	<i>2007 Sales Tax Estimate (adjusted)</i>		<i>\$ 500,000</i>
	Percent of Estimate		100%

Route 96L (LYNX & JUMP XL)

Status: 100% Complete (2010)

2007 Project Scope:

Continue support for north-south transit service to US36 from eastern county once federal funds run out.

Provide a local service route connecting Erie, Lafayette, and Louisville to the US36 corridor.

In 2005 Boulder County received a federal grant for a long-desired bus route to connect communities along 95th Street in Lafayette to downtown Louisville, Superior and Flatirons Crossing in an area spanning US36. That project eventually morphed into the "96L" and then after connections to Erie were included, the LYNX Transit Service. Half the funding was used to add service to the JUMP route that increased service from Boulder to Lafayette and sent half the trips out to Erie recreational area at East County Line Road.



Progress since 2007:

The LYNX ran for two years, 2008 through May 2010, and averaged daily ridership of 114 trips during its operation. Routes were revised in an effort to increase ridership, but ridership was never high enough to justify continued operations of the route. As such the LYNX route was discontinued once federal funding expired due to low ridership and lack of available funding.

The JUMP XL proved more feasible to operate, with RTD taking over funding of the route after the federal grant expired and the service to Erie continuing to this day.

Funding Plan:

The adjusted 2007 sales tax estimated annual operation at \$60,000 with 100% of those costs covered by the countywide transportation sales tax fund. A Federal TIP grant of \$764,994 (vehicles + route operations) was secured for 2008 through 2010, providing an 80/20 match with Boulder County.

Project Costs Table
LYNX (96L) & JUMP XL Routes

	Spent to Date	Estimated Remaining	Total
Planning	\$ 400,000	\$ --	\$ 400,000
Bus Purchases	\$ 540,000	\$ --	\$ 540,000
Operations (2008-2009)	\$ 1,250,000	\$ --	\$ 1,250,000
TOTAL PROJECT COST	\$ 2,190,000	\$ --	\$ 2,190,000
<i>Federal TIP Grant</i>	<i>\$ - 1,250,000</i>	<i>\$ --</i>	<i>\$ - 1,250,000</i>
Countywide Sales Tax	\$ 940,000	\$ --	\$ 940,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 900,000</i>
Percent of Estimate			104%

JUMP Transit

Status: 100% Complete (2011)

2007 Project Scope:

Continued annual support of local service between Boulder and Lafayette and Erie.

Provide increased local service between Boulder and Lafayette.

Progress since 2007:

Boulder County Transportation, in partnership with the Town of Erie, City of Lafayette, the City of Boulder, and the Regional Transportation District (RTD), bought up mid-day and off-peak trips to increase the service frequency for Boulder County between 2007 and 2011, and

ceased financial support in 2011 through the countywide sales tax due to the ridership on the route meeting service standards to justify additional financial support from RTD.

As a result, much of the service on the JUMP to Erie route remains in service as of 2016 during the mid-day period as part of the baseline RTD service. Service on the JUMP route has increased by over 15% since 2006.

In 2008 Boulder County received a grant to install a transit signal priority system at eight intersections along Highway 7. The project reduced intersection delays and decreased travel times on the route.



Project Costs Table
JUMP Transit Route

	Spent to Date	Estimated Remaining	Total
RTD Service Buy-Ups (2009-2010)	\$ 99,000	\$ --	\$ 99,000
Transit ITS Project (2009)	\$ 221,000	\$ --	\$ 221,000
TOTAL PROJECT COST	\$ 270,000	\$ --	\$ 270,000
<i>Federal TIP Grant</i>	<i>\$ - 103,000</i>	<i>\$ --</i>	<i>\$ - 103,000</i>
<i>City of Boulder</i>	<i>\$ - 24,000</i>	<i>\$ --</i>	<i>\$ - 24,000</i>
Countywide Sales Tax	\$ 193,000	\$ --	\$ 193,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 685,000</i>
Percent of Estimate			28%

BOLT/J Transit Route

Status: 100% Complete (2016)

2007 Project Scope:

Annual support for regional service between Longmont and Boulder. Based on proposed 2007 partnership buy-up.

Provide increased service for a regional bus route along SH 119 between Longmont and Boulder.

Progress since 2007:

Boulder County, in partnership with the City of Longmont, the City of Boulder, and the Regional Transportation District (RTD), has bought up mid-day and off-peak trips to increase service frequency on the critical route between Boulder, Gunbarrel, Niwot, and Longmont.



The additional transit service increased mid-day frequency on the BOLT route from hourly service to 30-minute frequency. Ridership on the BOLT increased by over 28% since 2006. The route now provides over 1,500 rides per day. Service on the route is so successful, RTD took over all funding and operations of mid-day service on the BOLT route as part of their baseline service since 2015.

Funding Plan:

A Federal TIP grant of \$552,000 was secured for 2012 through 2014, providing an 80/20 match with Boulder County.

Project Costs Table
BOLT Transit Route

	Spent to Date	Estimated Remaining	Total
2010-2011 (2001 Sales Tax extension)	\$ 442,000	\$ --	\$ 442,000
2012-2014 (includes TIP Funds)	\$ 683,000	\$ --	\$ 683,000
2015-2016 (RTD Continued Service)	\$ 12,678	\$ --	\$ 12,678
TOTAL PROJECT COST	\$ 1,137,678	\$ --	\$ 1,137,678
<i>Federal TIP Grant</i>	<i>\$ - 552,000</i>	<i>\$ --</i>	<i>\$ - 552,000</i>
Countywide Sales Tax	\$ 585,678	\$ --	\$ 585,678
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 1,540,000</i>
Percent of Estimate			38%

Lyons Transit Service Route Enhancements

("Y", "YL", Lyons Shuttle)

Status: 38% Complete

2007 Project Scope:

Support increased regional service between Lyons and Boulder. Add one additional AM and PM trip.

Transit service between Lyons and Boulder has been a commuter service for many years. Local citizens felt that the two trips in the morning and two trips back at night did not meet the route's potential demand for mid-day and weekend service, and additional services during Lyons summertime festivals and weekend events.



Progress since 2007:

Boulder County started funding additional mid-day and off-peak trips to the previous "commuter only" service. As a result, ridership on the Y route has tripled in the past decade, increasing by over 280% from 2006 to 2015, and now accounting for over 50,000 rides per year. Ridership increases were also due to the Countywide Sales Tax-supported Lyons Community Eco Pass that is part of the Transit Education and Pass Support (CTEPS) program.

Funding Plan:

In 2009 Boulder County secured \$414,000 in federal transit funds to provide increased local service between Lyons and Boulder via US36. The grant also created a new bus route from Lyons-to-Longmont on weekdays to test demand for Lyons-to-Longmont bus service (the route was discontinued in 2014). Boulder County has secured close to \$600,000 in federal transportation and health funds to help cover the cost of improved transit service between Lyons and Boulder.

Project Costs Table
Lyons Transit Service Operations

	Spent to Date	Estimated Remaining	Total
RTD Service Buy-Ups (2009-2011)	\$ 78,000	\$ --	\$ 78,000
Expanded Service w/ TIP Grant ('12-14)	\$ 705,000	\$ --	\$ 705,000
Continued Buy-Ups – '15-24 (\$66k/yr)	\$ 73,000	\$ 530,000	\$ 603,000
TOTAL PROJECT COST	\$ 856,000	\$ 530,000	\$ 1,386,000
<i>Federal TIP Grant</i>	\$ - 414,000	\$ --	\$ - 414,000
<i>CDPHE – SEP Grant</i>	\$ - 177,000	\$ --	\$ - 177,000
Countywide Sales Tax	\$ 264,000	\$ 530,000	\$ 794,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 340,000
Percent of Estimate			234%

“L” Route – Longmont-to-Denver

Status: 8% Complete

2007 Project Scope:

Annual support of regional service between Longmont and US36 Corridor. Extend peak-hour service and improve schedule consistency on Local route.

Provide increased service for RTD's “L” route between Longmont and Denver.

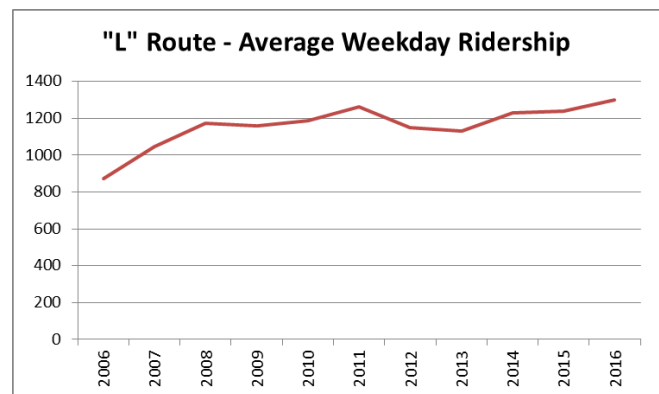
Progress since 2007:

Boulder County Transportation, in partnership with the City of Longmont and the Regional Transportation District (RTD), began supplementing transit service along the “L” route in early 2016.

The expanded service includes mid-day and weekday service to an hourly frequency and Saturday service to 90 minute frequency, as a building block towards implementation of the US 287 Bus Rapid Transit (BRT) in the future.

Funding Plan:

The adjusted 2007 sales tax estimated annual operation at \$80,000 over the course of the program. Boulder County assisted RTD in securing a total of \$1,664,000 in federal transit funds through 2018. Ridership on the “L” has increased to nearly 1,300 rides per day since implementation of the enhanced schedule in early 2016.



Project Costs Table
“L” Route

	Spent to Date	Estimated Remaining	Total
2016-2018 (includes TIP Funds)	\$ 140,000	\$ 1,940,000	\$ 2,080,000
2019-2024 (\$320,000k/year)	\$ --	\$ 1,750,000	\$ 1,750,000
TOTAL PROJECT COST	\$ 140,000	\$ 3,690,000	\$ 3,830,000
<i>Federal TIP Grant</i>	<i>\$ -\$65,000</i>	<i>\$ - 1,600,000</i>	<i>\$ - 1,665,000</i>
<i>City of Longmont</i>	<i>\$ --</i>	<i>\$ - 420,000</i>	<i>\$ - 420,000</i>
Countywide Sales Tax	\$ 75,000	\$ 1,670,000	\$ 1,745,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 1,310,000</i>
Percent of Estimate			133%

ADDITIONAL TRANSIT SERVICES

Project Scope:

The 2007 Ballot Issue included a list of transit enhancements that were the highest priority and appeared most feasible to implement. Since 2007, the need for additional services that may or may not have been identified at the time of the Ballot Issue have become available and in many cases implemented with very high success in terms of expanding the geographic scope of service and increasing transit ridership throughout the County.

- **FLEX bus route** from Fort Collins to Boulder provides commuters a one-seat ride between the two cities, connects Loveland and Longmont, and provides direct service to two major universities of Colorado State and the University of Colorado.
- **CLIMB bus route** from Boulder to mountain Communities (Gold Hill and Salina); providing alternative transportation for mountain residents commuting to Boulder.
- **Countywide Bus Stop Enhancements**; adding bus shelters, benches, garbage cans, bike racks, and in certain high-capacity corridors – real-time information displays that provide users with up-to-the-minute countdown for the next identified bus.
- **Bus-then-Bike Shelters**; are bicycle storage facilities developed by the County to provide cyclists with secure storage at major transit stops with the objective of encouraging broader multimodal access to transit.

FLEX Service – Fort Collins-to-Boulder

Status: 12% Complete

Project Scope:

Provide additional transit options from Larimer County to Boulder County.

Additional Project Information:

Boulder County has been a funding partner of the FLEX route from Ft. Collins to Longmont since the route began in 2010, and is one of multiple funding partners for communities along the route. The FLEX is operated by TransFort (City of Ft. Collins).

Starting in early 2016, the route began the first ever one-seat ride from Boulder to Fort Collins, stopping in Longmont and Loveland in between. The service expansion is partially paid through a Federal TIP grant that is being handled by TransFort – Fort Collins transit organization - that will run from 2016 to 2018. Boulder County provides reimbursement for all trips on the FLEX route for Eco Pass and College Pass users in order to increase route ridership and build a larger ridership base.



Progress since 2007:

The FLEX Route began service to Boulder in early 2016, with six additional trips beyond existing service levels. In 2015, the service provided over 150,000 rides and is currently on pace to exceed that number in 2016.

**Project Costs Table
FLEX Transit Route**

	Spent to Date	Estimated Remaining	Total
Annual Route Contribution ('10-'15)	\$ 127,000	\$ --	\$ 127,000
2016-2021 (Includes federal funds)	\$ 45,000	\$ 1,057,000	\$ 1,102,000
2022-2024 (\$140,000k/year)	\$ --	\$ 220,000	\$ 220,000
TOTAL PROJECT COST	\$ 172,000	\$ 1,277,000	\$ 1,449,000
<i>Federal TIP Grant</i>	\$ --	\$ - 490,000	\$ - 490,000
<i>TransFORT</i>	\$ -\$45,000	\$ - 332,000	\$ - 377,000
Countywide Sales Tax	\$ 127,000	\$ 455,000	\$ 582,000

CLIMB – Gold Hill-to-Boulder

Status: 69% Complete

Project Scope:

Provide additional transportation options from the mountain communities to the eastern half of Boulder County.

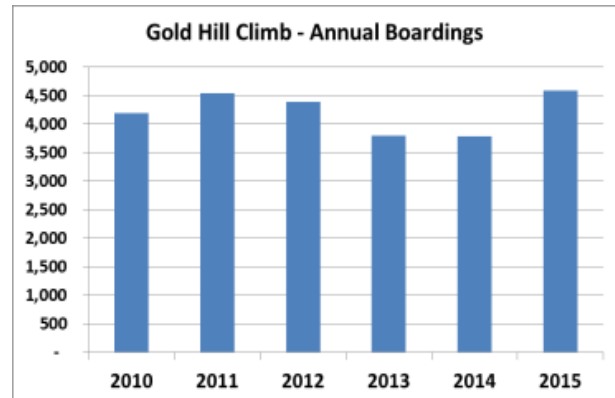
The Gold Hill community has contributed towards a community-wide pass for the CLIMB route since 2010 when the CLIMB route from Gold Hill to Boulder was created (the route originally went to Ward, but was later truncated to Gold Hill). Boulder County also contributes to the CLIMB route by leasing the County-owned vehicles that were purchased as buses of the LYNX route.



Progress since 2007:

A second version of the route from Jamestown to Boulder was created in 2012 but was discontinued after 18 months due to low ridership and community financial support for the service.

Ridership on the CLIMB to Gold Hill route averages 4,000 to 4,500 boarding's annually over the past six years.



Project Costs Table
CLIMB Route

	Spent to Date	Estimated Remaining	Total
CLIMB to Gold Hill (2011)	\$ 135,000	\$ --	\$ 135,000
Addition of Jamestown (2012-2014)	\$ 55,000	\$ --	\$ 55,000
2015-2024 (\$50k/year, BOCO/VIA split)	\$ 50,000	\$ 400,000	\$ 450,000
TOTAL PROJECT COST	\$ 210,000	\$ 400,000	\$ 640,000
<i>VIA Transportation Services</i>	\$ --	\$ - 200,000	\$ - 200,000
Countywide Sales Tax	\$ 240,000	\$ 200,000	\$ 440,000

Bus Shelter and Stop Enhancements

Status: 67% Complete

Bus-then-Bike Shelters

Progress since 2007

Boulder County implemented its first Bus-then-Bike program in 2011 and has since constructed an additional three along several high-capacity transit corridors within the County. Bus-then-Bike Shelters provide long-term, secure, and weather-protected bicycle storage for commuters making connections to and from local or regional transit routes and enables them to better combine a bus trip and bike ride providing a location to store their bicycles.



Funding Plan

Funding for these shelters includes a \$114,000 Congestion Mitigation and Air Quality Improvement (CMAQ) grant, as well support from other communities and agencies.

Shelter Locations

Existing Bus-then-Bike Shelters

1. Downtown Boulder Station – Boulder
2. Iris Avenue / 30th Street – Boulder
3. Westbound Table Mesa Station – Boulder
4. Coffman Street / 8th Avenue – Longmont

Shelters in Process:

5. SH 119 / Hover Street (2017) – Longmont
6. Eastbound US 36 / McCaslin Station (2017) – Superior
7. Westbound Us 36 / McCaslin Station (2017) – Louisville
8. Eastbound Table Mesa Station (2017) – Boulder
9. Boulder Junction (2018) – Boulder

Project Costs Table
Bus-then-Bike Shelters

	Spent to Date	Estimated Remaining	Total
Shelter Construction	\$ 167,000	\$ 440,000	\$ 607,000
TOTAL PROJECT COST	\$ 167,000	\$ 440,000	\$ 607,000
<i>CMAQ Grant</i>	<i>\$ - 114,000</i>	<i>\$ - 440,000</i>	<i>\$ - 564,000</i>
Countywide Sales Tax	\$ 53,000	\$ --	\$ 53,000

Countywide Bus Stop Improvements

Status: 100% Complete

Project Scope

Add shelters, benches, and bike racks at twenty high-use bus stops across Boulder County.

Locations included:

1. 28th Street / Glenwood Drive (Boulder)
2. Arapahoe Avenue / 28th Street (Boulder)
3. Baseline Road / Mohawk Drive (Boulder)
4. Broadway / Table Mesa Drive (Boulder)
5. Arapahoe Road / US 287 (Erie)
6. North Public Road / East Geneseo Street [EB & NB] (Lafayette)
7. North 111th Street / Beacon Hill Drive (Lafayette)
8. South Boulder Road / Ceres Drive (Lafayette)
9. Arapahoe Road / North 95th Street [EB & WB] (Lafayette)
10. Main Street / 3rd Avenue (Longmont)
11. Front Range Community College (Longmont)
12. Main Street / Spruce Street (Louisville)
13. Pine Street / Jefferson Avenue (Louisville)
14. SH 119 / Big Springs Drive (Nederland)
15. Arapahoe Road / Vo Tech Drive [EB & WB] (County)
16. South Boulder Road / North 76th Street [EB & WB] (County)
17. US 287 / Niwot Road (County)
18. South Boulder Road / Eds Way (County)
19. SH 119 / Niwot Road PnR (County)
20. Nevin J. Platt Jr High School (County)



Funding Plan

Funding for these improvements is provided by a \$129,000 CDOT FASTER grant, as well as sales tax funds.

Project Costs Table
Countywide Bus Stop Improvements

	Spent to Date	Estimated Remaining	Total
Bus Stop Construction	\$ 164,000	\$ --	\$ 164,000
TOTAL PROJECT COST	\$ 164,000	\$ --	\$ 164,000
<i>CDOT FASTER</i>	<i>\$ - 129,000</i>	<i>\$ --</i>	<i>\$ - 129,000</i>
Countywide Sales Tax	\$ 35,000	\$ --	\$ 35,000

Real-Time Information Displays

Status: 0% Complete

Project Scope

Installation and marketing of Public Information Displays (PID) at multiple bus stop locations throughout Boulder County to display real-time arrival information for buses serving each location.

This project will install and market new commercial-grade, fully weather-resistant PID signage displaying real-time arrival information at bus stops throughout Boulder County.

The following locations are anticipated to receive real-time PIDs (but not limited to):

1. 8th & Coffman P-n-R - Longmont
2. Broadway & College (both sides) – Boulder
3. Lafayette P-n-R – Lafayette
4. Main Street and Spruce Street (both sides) – Louisville
5. Broadway & Canyon (southbound) - Boulder

Stop locations chosen represent highest ridership stops within each municipality. Other locations may be considered as funding allows.



Funding Plan

Total budget \$362,000: \$ 300,000 FASTER grant, \$62,000 CTEPS

Project Costs Table
Real-Time Information Displays

	Spent to Date	Estimated Remaining	Total
Display Purchase and Installation	\$ --	\$ 362,000	\$ 362,000
TOTAL PROJECT COST	\$ --	\$ 362,000	\$ 362,000
<i>CDOT FASTER</i>	<i>\$ -</i>	<i>\$ - 300,000</i>	<i>\$ - 300,000</i>
Countywide Sales Tax	\$ -	\$ 62,000	\$ 62,000

Transit Education & Pass Support Programs

2007 Project Scope:

Continue CTEPS program to support Eco Pass distribution. Include directed marketing and incentives for all types of alternative modes use. Boulder County also provides a business and neighborhood Eco Pass

Since 2008, Boulder County has implemented an Eco Pass support program that helps remove barriers for businesses and neighborhoods wanting to join the RTD Eco Pass program. To do this, the CTEP program provides education to the businesses and neighborhoods along with a multi-year subsidy to help new Eco Pass programs become established before becoming self-sustaining and self-funded. The program is based on one started by the City of Boulder and complements that program by helping businesses and neighborhoods outside of the City of Boulder.

Progress since 2007:

The Eco Pass partnerships with the CTEPS program grew every year from 2008-2014.

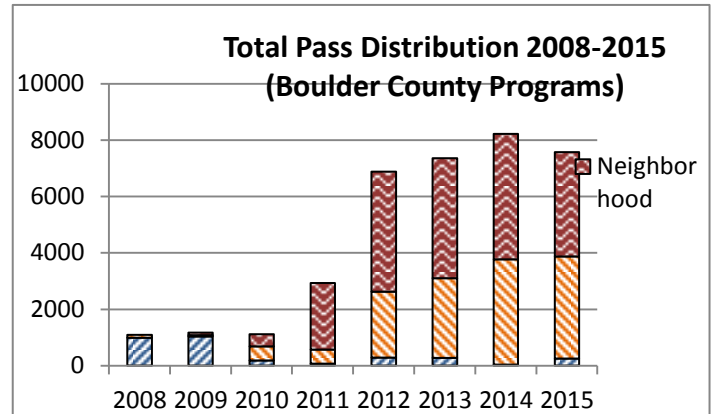
Boulder County helped to provide Eco Passes to over 7,000+ people for the past three years through the Eco Pass Support program with Boulder County funding and partnerships with other local government agencies including Boulder Valley School District, and the Town of Nederland and Town of Lyons, where both municipalities enjoy community-wide passes.

Funding Plan:

The adjusted 2007 sales tax estimated annual costs at \$250,000 with 100% of that covered by the countywide transportation sales tax fund. Boulder County secured a CMAQ grant to help fund the Nederland Community Eco Pass in 2012 and 2013. That initial grant ultimately led to the Nederland Area approving creation of a Public Improvement District in 2013 to fully fund the Eco Pass there for a period of 10 years.

Boulder County also helped 36 Commuting Solutions to procure a TDM Pool grant to provide Eco Passes along the US 36-corridor starting in 2014. Since the start of the program, it has provided Eco Pass to an additional 700 employees along the U.S. 36 corridor. This program helped to mitigate traffic along the corridor during a period of heavy construction as part of the U.S. 36 Express Lane project construction.

In recent years, Boulder County has shifted the approach and thinking of the program to put staff efforts towards establishing larger scale transit pass programs, such as the BVSD district-wide employee pass program and the community-wide Eco Pass. Such programs have proven to be more effective to achieve the goals of the CTEPS program, community impacts, and staff time allocation.



TSEP Participation (past & present)

<u>Eco Pass Businesses</u>		
1 Earth Future Foundation	Great Basin Scientific	Symbiotic Engineering
36 Commuting Solutions	Intrado Human Resources	Thermo Fisher Scientific
Affygitly Solutions	Natural Capitalism	Teens Inc
Alexander Dawson School	Nexan	Third Dancer Productions
Alpine Urology	Maruca Designs	Town of Lyons
Boulder Labs	Miles Weaver	Town of Nederland
Cannondale Sports Group	Oskar Blues Brewery	Treppada's Italian Market
Carolina's Alterations	Plexus	Wiland
CHB Products	Pro's Closet	Wild Bear Mtn Ecology Ctr
City of Louisville	Secure World Foundation	Wild Mountain Brewery
Garlin Driscoll	SHiFT	
GE Healthcare Dharcom	Sporian Microsystems	
<u>Eco Pass Neighborhoods</u>		
Aspen Family Services	Gold Hill Community	San Lanzaro Park Properties
Boulder County Neighborhoods(3)	Jamestown Community	Via Appia Neighborhood
<u>Eco Pass Schools</u>		
Boulder Valley School District	Centaurus High School	Nederland Elementary

Town of Lyons Community Pass**Project Scope:**

In 2011, Boulder County and the Town of Lyons created a community-wide Eco Pass program. The Program provides every Lyons Town resident with a free Regional Transportation District (RTD) Eco Pass that can be used on any route within the RTD district.

The program is currently in its sixth full year of implementation. Originally the program was entirely grant funded from 2011-2015 paid for with a combination of a DRCOG Transportation Improvement Project (TIP) grant and an EPA grant. Since 2015, the program has been funded in combination by Boulder County and the Town of Lyons.

Since its inception, the program has increased ridership and expanded transportation options for Town residents, particularly benefitting those residents for which the cost of transit serves as a barrier to its use. Since the beginning of the program, ridership on the RTD Y route between Lyons and Boulder increased over 50%.

Boulder County is currently working with the Town of Lyons residents to help create a long-term funding mechanism to continue the program and keep it operating with a sustainable funding source.

Town of Nederland Community Pass

Project Scope:

The Nederland Area Eco Pass Program is available to all full-time residents within the program boundaries (the same boundary as the Nederland Library District- about twice as large an area as just the town proper), including its low-income and elderly residents who often have difficulty accessing adequate transportation. Over 2,000 Nederland area residents have received an RTD-issued Eco Pass that allows for unlimited transit use on all RTD services throughout the RTD district (over 3,200 people in total are eligible to receive the pass).

Boulder County secured a federal Congestion Mitigation and Air Quality (CMAQ) grant from DRCOG in 2011 to fund the program. As a result, the Nederland Eco Pass program was able to be provided to all eligible residents free of charge in 2012 and 2013 to help increase community usage of the pass and built support for it in advance of a long-term funding mechanism.

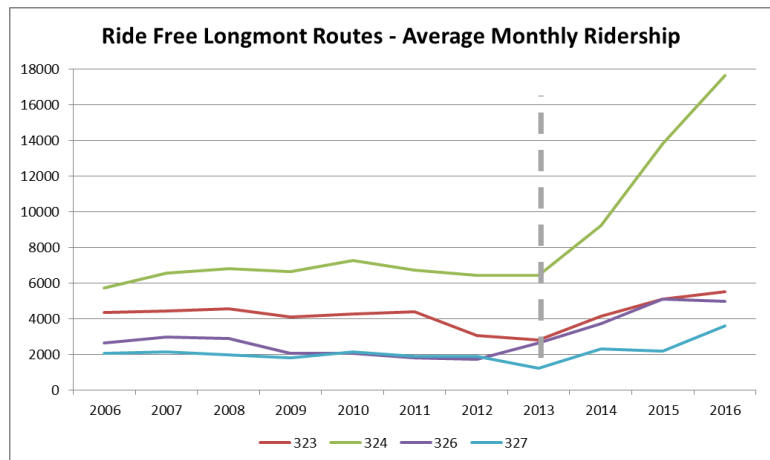
The pass has been incredibly successful, even becoming a tool to attract young adults and families to the Town that wish to use alternative transportation. Since its inception, the Nederland Community Eco Pass program has increased ridership and expanded transportation options for Town residents, with ridership on the N bus route (from Nederland to Boulder) increasing by over 40% since 2010, largely as a result of the Eco Pass program (at a time when ridership in the rest of the region increased by 1% to 3%).

Ride Free Longmont

Project Scope:

Ride Free Longmont was developed by the City of Longmont, Boulder County, and RTD to provide free Local bus service (300 series routes). This innovative program provides affordable transportation for people to get to work, medical appointments, personal business, shopping and school.

A long term goal of the project is to increase ridership on local routes to an extent where the local Longmont transit network can stabilize and stop a downward trend of service cuts that were due to budget effort in 2014.



Since the program's inception in July 2014, ridership on all four local routes has increased dramatically. The latest data from RTD has shown that the number of trips made on the Longmont local bus system have nearly tripled since the start of the program. Because of this success, the program has been extended through 2016. Starting in 2017, the program will be entirely funded by the City of Longmont.

Funding Plan:

Funding for this program comes from the Federal Transit Administration, with local matching funds from Boulder County.

Boulder County Mountain Community Transit Plan

Project Scope:

The study was tasked with providing a comprehensive evaluation and recommendations for transit service in the western part of Boulder County to gauge potential for transit service to mountain communities.

The report was developed in partnership with a stakeholder group of residents, municipal representatives, and partners such as RTD and Special Transit.

The study assesses the demand for and viability of new and expanded transit service to Boulder County's mountain communities and connections to Boulder, Longmont, and destinations in Gilpin and Larimer counties.



Among its recommendations:

- Strengthen transit service from the mountain communities to Boulder and Nederland; the two primary destinations for mountain town residents
- Maintain and/or enhance service on the Climb route from Gold Hill to Boulder
- Examine creation of a transit service from Jamestown to Boulder
- Enhancements to the RTD route-Y service from Lyons to Boulder

Since its completion in 2011, the study has served as an advisory document to Boulder County, aiding with decision making regarding future transit investments and grant proposals. The study was also incorporated into the Boulder County Transportation Master Plan and led to the creation of multiple Boulder County transit routes and multimodal programs, including: the Gold Hill and Jamestown Climb bus routes, the Hessie Trail Shuttle, the YL (Lyons to Longmont) bus route, the Lyons and Nederland Eco Pass programs, the Peak to Peak Climb route.

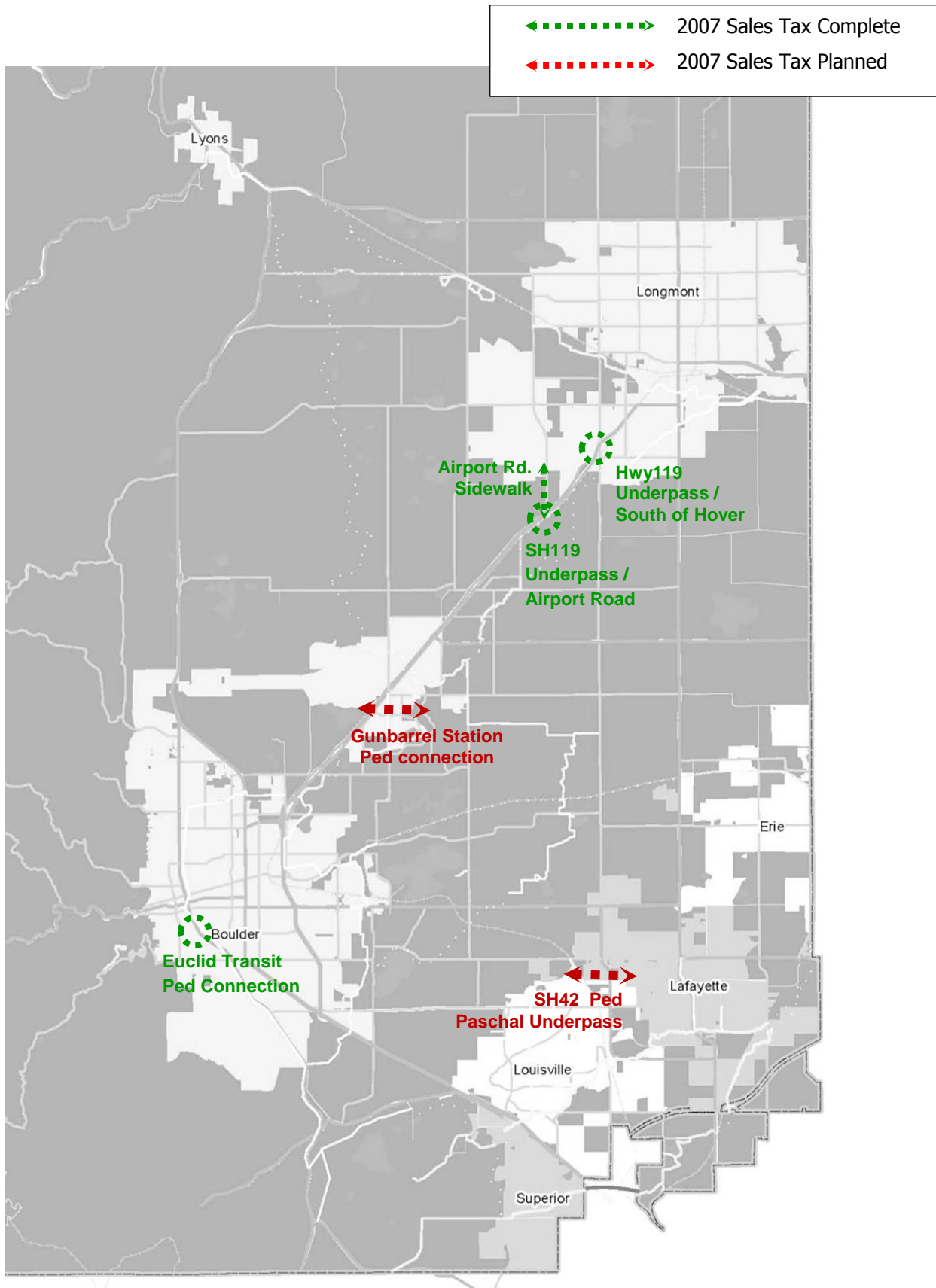
Funding Plan:

Total budget \$35,000: \$28,000 CDOT 5304 funds, \$7,000 CTEPS

Project Costs Table
Transit Education and Pass Support Programs

	Spent to Date	Estimated Remaining	Total
Business / Neighborhood Programs	\$ 2,005,000	\$ 2,820,000	\$ 4,825,000
Town of Lyons Community Pass	\$ 220,000	\$ --	\$ 220,000
Program Administration	\$ 420,000	\$ 780,000	\$ 1,200,000
Town of Nederland Community Pass	\$ 430,000	\$ --	\$ 430,000
Mountain Community Transit Plan	\$ 35,000	\$ --	\$ 35,000
Ride Free Longmont	\$ 600,000	\$ --	\$ 600,000
TOTAL PROJECT COST	\$ 3,710,000	\$ 3,600,000	\$ 7,310,000
<i>Contributions by Businesses</i>	<i>\$ - 1,305,000</i>	<i>\$ - 1,000,000</i>	<i>\$ - 2,305,000</i>
<i>Other Local Sources</i>	<i>\$ - 820,000</i>	<i>\$ - 2,200,000</i>	<i>\$ - 3,020,000</i>
Countywide Sales Tax	\$ 1,585,000	\$ 400,000	\$ 1,985,000
	<i>2007 Sales Tax Estimate (adjusted)</i>		<i>\$ 3,500,000</i>
	Percent of Estimate		57 %

Pedestrian Improvements



SH 119 Pedestrian Underpass – Airport Road

Status: 100% Complete (2015)

2007 Project Scope:

Underpass to improve transit stop safety and improve bicycle access to LOBO Trail.

Design and construct an underpass south of Airport Road to facilitate a multi-use trail crossing of SH 119.



Progress since 2007:

Boulder County, in partnership with the City of Longmont, received final project designs in fall 2013. The City of Longmont applied for a Federal Transportation Improvement Program grant to provide additional funding resources in 2011. A \$1,057,000 TIP grant was secured toward the underpass in April 2014, as well as an additional \$610,000 from CDOT. The underpass was completed in late 2015.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the SH 119 Pedestrian Underpass – Airport Road at \$1,230,000 of which \$750,000 could be allocated by the countywide transportation sales tax fund.

Project Costs Table
SH 119 / Airport Road Underpass

	Spent to Date	Estimated Remaining	Total
Design (2012)	\$ 340,000	\$ --	\$ 340,000
Construction (2015)	\$ 2,740,000	\$ --	\$ 2,740,000
TOTAL PROJECT COST	\$ 3,080,000	\$ --	\$ 3,080,000
<i>Federal TIP Grant</i>	<i>\$ - 1,057,000</i>	<i>\$ --</i>	<i>\$ - 1,057,000</i>
<i>CDOT – FASTER Funds</i>	<i>\$ - 610,000</i>	<i>\$ --</i>	<i>\$ - 610,000</i>
Countywide Sales Tax	\$ 1,413,000	\$ --	\$ 1,413,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 750,000</i>
Percent of Estimate			188%

Ped Connection to Gunbarrel Station

Status: 88% Complete

2007 Project Scope:

Provide pedestrian connection to Gunbarrel Fastracks Station. Cost share with city/RTD.

The City of Boulder requested that funding from this project be redirected towards the Euclid / Broadway Underpass.

Progress since 2007:

The Ped Connection to Gunbarrel Station project has been split into two separate projects:

1. Boulder County assisted the City of Boulder in providing funding toward a pedestrian bridge and other enhancements to connect the new Euclid Transit Station with the surrounding neighborhood and University of Colorado - Boulder campus.
2. Trail connection along Spine Road in the City of Boulder. Design is planned for 2024 with construction on-hold until funding is in place with local partners.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Ped Connection to Gunbarrel Station at \$1,590,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Project Costs Table
Ped Connection to Gunbarrel Station

	Spent to Date	Estimated Remaining	Total
Ped Connection to Euclid Station			
Construction (2010-2012)	\$ 4,590,000	\$ --	\$ 4,590,000
TOTAL COST	\$ 4,590,000	\$ --	\$ 4,590,000
<i>City of Boulder</i>	\$ - 4,000,000	\$ --	\$ - 4,000,000
Countywide Sales Tax	\$ 590,000	\$ --	\$ 590,000
Spine – Williams Fork to Lookout			
Design (2024)	\$ --	\$ 60,000	\$ 60,000
Construction (2025)	\$ --	\$ 550,000	\$ 550,000
TOTAL COST	\$ --	\$ 610,000	\$ 610,000
<i>Estimated Federal / other</i>	\$ --	\$ - 440,000	\$ - 440,000
<i>Estimated City of Boulder</i>	\$ --	\$ - 30,000	\$ - 30,000
Countywide Sales Tax	\$ --	\$ 140,000	\$ 140,000
TOTAL COUNTYWIDE SALES TAX	\$ 590,000	\$ 140,000	\$ 730,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 1,590,000
Percent of Estimate			46%

SH 119 Pedestrian Underpass – Hover Road

Status: 54% Complete

2007 Project Scope:

Underpass to improve transit stop safety and intersection operations at Hover Road.

Design and construct an underpass south of Hover Drive in Longmont to facilitate a multi-use trail crossing of SH 119.

Progress since 2007:

Boulder County, in partnership with the City of Longmont, received final project designs in 2015. The City of Longmont applied for a Federal Transportation Improvement Program grant to provide additional funding resources in 2011. A \$965,000 grant was secured toward the underpass in April 2015. The project will be completed in 2017.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the SH 119 Pedestrian Underpass – Hover Road at \$3,160,000 of which \$1,580,000 could be allocated by the countywide transportation sales tax fund. The remainder is funded in part by a Federal TIP grant and the City of Longmont.

Project Costs Table
SH 119 / Hover Road Underpass

	Spent to Date	Estimated Remaining	Total
Design (2015)	\$ 238,354	\$ --	\$ 238,354
Construction (2016-2017)	\$ 1,300,000	\$ 565,000	\$ 1,865,000
TOTAL PROJECT COST	\$ 1,538,354	\$ 565,000	\$ 2,103,354
<i>Federal TIP Grant</i>	\$ - 965,000	\$	\$ - 965,000
<i>CDOT – FASTER Funds</i>	\$ - 120,000	\$ --	\$ - 120,000
<i>City of Longmont</i>	\$ - 188,354	\$ - 340,000	\$ - 528,354
Countywide Sales Tax	\$ 265,000	\$ 225,000	\$ 490,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 1,580,000
Percent of Estimate			31%

SH 42 Pedestrian Underpass – South of Paschal

Status: 0% Complete

2007 Project Scope:

Pedestrian underpass under SH 42 south of Paschal to improve safety and access.

Design and construct an underpass south of Paschal Drive to facilitate a multi-use trail crossing of SH 42.

Progress since 2007:

Boulder County Transportation, in partnership with the City of Louisville, received a 30% design plan in April 2013 and an alternative analysis report of the highway corridor in June 2013.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the SH 42 Pedestrian Underpass at \$1,900,000 of which \$950,000 could be allocated by the countywide transportation sales tax fund. The remainder is assumed to be funded by other Federal or local sources.

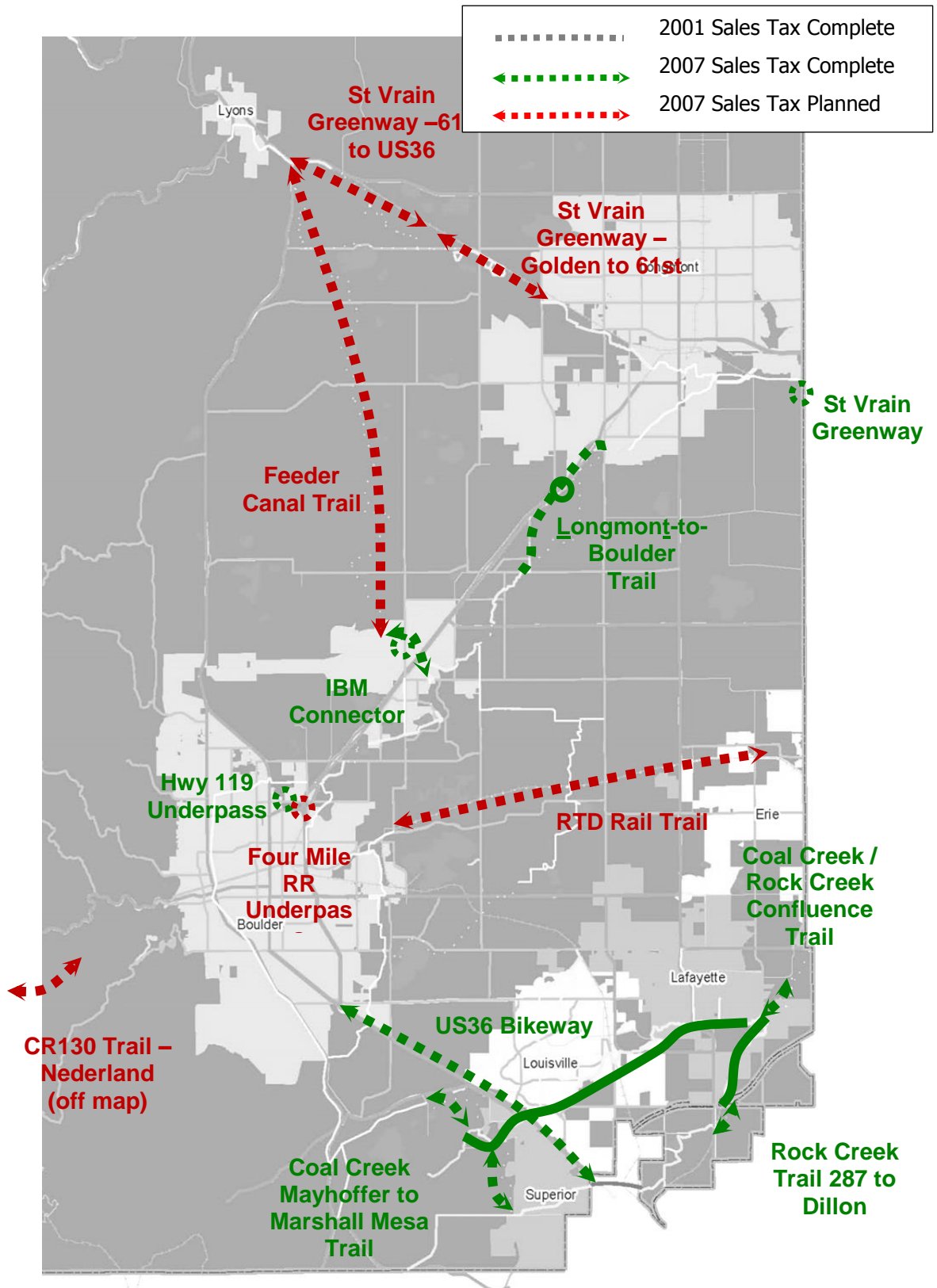
Current Schedule:

Boulder County Transportation and the City of Louisville will continue to partner on final design work and construction for the underpass project. Design work is anticipated for 2017 with construction planned for 2020.

Project Costs Table
SH 42 / Paschal Drive Underpass

	Spent to Date	Estimated Remaining	Total
Design (2017)	\$ --	\$ 320,000	\$ 320,000
Construction (2020)	\$ --	\$ 3,400,000	\$ 3,400,000
TOTAL PROJECT COST	\$ --	\$ 3,720,000	\$ 3,720,000
<i>Estimated State / Federal</i>	<i>\$ --</i>	<i>\$ - 1,820,000</i>	<i>\$ - 1,820,000</i>
<i>Estimated City of Louisville</i>	<i>\$ --</i>	<i>\$ - 950,000</i>	<i>\$ - 950,000</i>
Countywide Sales Tax	\$ --	\$ 950,000	\$ 950,000
		<i>2007 Sales Tax Estimate (adjusted)</i>	<i>\$ 950,000</i>
		Percent of Estimate	100%

Regional Trails Projects



ECL Road – St. Vrain Greenway Underpass

Status: 100% Complete (2010)

2007 Project Scope:

Needed for extension of Longmont Trail.

Construct a multi-use trail underpass at East County Line Road for the St. Vrain Greenway Trail to connect to a planned City of Longmont trailhead on the east side of the road south of Quicksilver Road.

Progress since 2007:

Boulder County, in partnership with the City of Longmont, provided project funding for construction. The project was completed in 2010.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the East County Line Road – St. Vrain Greenway Underpass regional trail project at \$995,000 of which \$422,000 could be allocated by the countywide transportation sales tax fund.

Project Costs Table
ECL Road / St. Vrain Greenway Underpass

	Spent to Date	Estimated Remaining	Total
Construction (2009)	\$ 206,000	\$ --	\$ 206,000
TOTAL PROJECT COST	\$ 206,000	\$ --	\$ 206,000
Countywide Sales Tax	\$ 206,000	\$ --	\$ 206,000
2007 Sales Tax Estimate (adjusted)			\$ 422,000
Percent of Estimate			49%

Coal Creek / Rock Creek Trail – 120th to Erie

Status: 100% Complete (2013)

2007 Project Scope:

Completion of eastern connection of Coal Creek Trail and Rock Creek Trail and connection of both to Flagg Park Trailhead.

Design and construction of four miles of soft surface trail from Majestic Drive in Lafayette to Spine Trail near Vista Parkway in Erie with bridges over Coal and Rock Creeks and an underpass at SH7.



Progress since 2007:

Boulder County Transportation worked with the Town of Erie, City of Lafayette, Boulder County Parks and Open Space Foundation, and Great Outdoors Colorado to secure funding to complete the trail connection in 2013. The Town of Erie was a major partner in this project, allowing the scope of the project to increase from a terminus at Flagg Park to the Town trail system.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Coal Creek/Rock Creek Trail 120th to Flagg Park regional trail project at \$887,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Project Costs Table
Coal Creek / Rock Creek Trail – 120th to Erie

	Spent to Date	Estimated Remaining	Total
Design (2012)	\$ 150,000	\$ --	\$ 150,000
Construction (2013)	\$ 1,372,000	\$ --	\$ 1,372,000
TOTAL PROJECT COST	\$ 1,522,000	\$ --	\$ 1,522,000
<i>CDOT – TAP Funds</i>	<i>\$ - 500,000</i>	<i>\$ --</i>	<i>\$ - 500,000</i>
<i>Town of Erie</i>	<i>\$ - 644,000</i>	<i>\$ --</i>	<i>\$ - 644,000</i>
Countywide Sales Tax	\$ 378,000	\$ --	\$ 378,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 887,000</i>
Percent of Estimate			43%

US36 Bikeway

Status: 100% Complete (2016)

2007 Project Scope:

Construct bikeway from Table Mesa Drive to Rock Creek Trail. Local match for federal funds.

Provide funding for paved 12-foot bikeway adjacent to US36 as part of CDOT's highway project.

Progress since 2007:

Boulder County, in partnership with CDOT and communities along US36, provided project funding that specifically enhanced bicycle and pedestrian accommodations as part of the larger highway project.



A 0.5 mile connection via Dyer Road is planned to connect the bikeway to the Louisville street-network. Construction for this is tentatively planned for 2017 pending support from the City of Louisville.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the US36 Bikeway project at \$14,470,000 of which \$3,280,000 could be allocated by the countywide transportation sales tax fund. Part of that money is for annual maintenance, averaged at \$5,000 per year. Originally funded under the trails program, construction expenses were moved to the road and shoulders program in 2015.

Project Costs Table
US 36 Bikeway

	Spent to Date	Estimated Remaining	Total
Construction (2013-2016)	\$ 1,400,000	\$ --	\$ 1,400,000
Annual Maintenance (2017-2024)	\$ 12,000	\$ 95,000	\$ 107,000
Dyer Rd. Connection – Louisville (2017)	\$ --	\$ 90,000	\$ 90,000
TOTAL PROJECT COST	\$ 1,412,000	\$ 185,000	\$ 1,597,000
<i>Estimated City of Louisville</i>	<i>\$ --</i>	<i>\$ - 30,000</i>	<i>\$ - 30,000</i>
Countywide Sales Tax	\$ 1,412,000	\$ 155,000	\$ 1,567,000
	2007 Sales Tax Estimate (adjusted)		\$ 3,280,000
	Percent of Estimate		48%

Coal / Rock Creek Trails – Coalton to Marshal Mesa & McCaslin Link

Status: 84% Complete

2007 Project Scope:

Western-most section of Coal Creek Trail. Connection to City of Boulder trail network. Two ditch crossings, trailhead. Project includes design creation.

The Rock Creek Trail portion from Mayhoffer to Coalton was a “Legacy” project remaining from the 2001 Sales Tax program, and included construction of 1.5 miles of trail, completing the 13 mile Marshall-Superior-Coalton loop trail, and connecting to the greater City of Boulder, Town of Superior, and Boulder County trail systems.

The Coal Creek portion included construction of 1.5 miles of soft-surface trail from the City of Boulder’s Cowdrey Draw Trail to the Town of Superior’s Mayhoffer-Singletree Trail.

The Coal Creek Trail – McCaslin Link is a “Legacy” project remaining from the 2001 Sales Tax program, and includes construction a half-mile soft-surface trail connecting the Town of Superior, with the Mayhoffer-Singletree Trail via McCaslin Boulevard.



Progress since 2007:

Boulder County Transportation worked with the Boulder County Parks and Open Space Foundation, City of Boulder, Town of Superior, Boulder Area Trails Coalition, and Great Outdoors Colorado to secure funding to complete the trail connections in 2010. Without project partner support, the Rock Creek Trail portion was not planned to be completed until 2015.

The McCaslin Link of the Coal Creek Trail is currently a concept only and requires additional scoping, design, and a funding plan with the Town of Superior before proceeding.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Coal Creek Trail – Mayhoffer to Marshal Mesa regional trail project at \$500,000 of which 100% could be allocated by the countywide transportation sales tax fund. A \$245,000 TAP grant was secured for the project.

In 2008, Boulder County received a \$150,000 GOCO Special Opportunity Trails grant, which provided critical funding support toward the Rock Creek Trail from Mayhoffer to Coalton portion.

The McCaslin Link project is estimated to cost approximately \$200,000 for design and construction.

Project Costs Table
Coal / Rock Creek Trails – Coalton to Marshal Mesa & McCaslin Link

	Spent to Date	Estimated Remaining	Total
Design (2008)	\$ 187,000	\$ 25,000	\$ 212,000
Construction (2009-2010)	\$ 843,000	\$ 175,000	\$ 1,018,000
TOTAL PROJECT COST	\$ 1,030,000	\$ 200,000	\$ 1,230,000
<i>CDOT – TAP Funds</i>	\$ - 245,000	\$ --	\$ - 245,000
<i>GOCO Funds</i>	\$ - 150,000	\$ --	\$ - 150,000
<i>Town of Superior</i>	\$ --	\$ - 100,000	\$ - 100,000
Countywide Sales Tax	\$ 635,000	\$ 100,000	\$ 735,000

Longmont-to-Boulder (LOBO) Trail

Status: 70% Complete

2007 Project Scope:

The LOBO Trail is a “Legacy project” remaining from the 2001 sales tax program.

Design and construct “missing links” along the 12-mile Longmont-to-Boulder Trail connecting Gunbarrel, Niwot, City of Boulder open spaces and Boulder County open spaces.



Progress since 2007:

Work on the Longmont-to-Boulder Trail has occurred when opportunities for new connections and funding become available. The effort has been divided into four projects:

SH 119 / Four Mile Connection: Connection of the City of Boulder Four Mile Trail to SH 119 and to the City of Boulder’s Cottonwood Trail which is the beginning of the LOBO trail. The SH 119 connection was completed in 2010, with the Four Mile connection planned for 2017.

83rd to 95th Street Connection / 95th Street Bridge: Soft-surface trail connection between Niwot and Longmont completed in 2011. The trail included replacement of the 95th Street Bridge over Lefthand Creek to allow the trail to be placed underneath the roadway.

IBM Connector Trail: A connection between Gunbarrel and the Boulder Reservoir trail system has been identified as a need since IBM was constructed in the late-1970s. The trail connection will cross under the BNSF railroad and SH 119 (Diagonal Highway). The westernmost section has been designed and began construction in early 2016. The eastern segment (SH 119 to south of Dry Creek) has been designed and is waiting on BNSF Railway’s construction of a railroad bridge before the project can move forward. The entire connection will be complete in 2017.

William’s Fork Trail Connection – Twin Lakes Trail to Lookout Road: Boulder County is working on a new multi-use trail connection along Twin Lakes Road, Williams Fork Trail, and Spine Road to connect the existing Twin Lakes Trail to the commercial and residential center of Gunbarrel. Construction of the connection is planned for 2017.

Funding Plan:

The 2001 sales tax program ended in 2007 with a little under \$3.2 million remaining for design and construction of several new trail connections along the Longmont-to-Boulder Trail. Based on current cost estimates, those trail connections now require about \$5.7 million in Sales Tax revenues to complete.

Current Schedule:

Completion of the entire LOBO Trail is estimated for 2018.

Project Costs Table
Longmont-to-Boulder (LOBO) Trail

	Spent to Date	Estimated Remaining	Total
83rd to 95th Street Connection			
Design (2009)	\$ 224,000	\$ --	\$ 224,000
83 rd to 95 th Multi-use Trail (2011)	\$ 871,000	\$ --	\$ 871,000
95 th Street Bridge (2011)	\$ 1,485,000	\$ --	\$ 1,485,000
TOTAL COST	\$ 2,580,000	\$ --	\$ 2,580,000
Federal TIP Grant	\$ - 1,720,000	\$ --	\$ - 1,720,000
Countywide Sales Tax	\$ 860,000	\$ --	\$ 860,000
IBM Connector Trail			
Design (2010-2015)	\$ 730,000	\$ --	\$ 730,000
Construction (2016-2017)	\$ 1,926,000	\$ 640,000	\$ 2,621,000
TOTAL COST	\$ 2,656,000	\$ 640,000	\$ 3,296,000
Federal TIP Grant	\$ --	\$ - 431,000	\$ - 431,000
OSMP	\$ --	\$ - 20,000	\$ - 20,000
Countywide Sales Tax	\$ 2,656,000	\$ 189,000	\$ 2,845,000
Four Mile / SH 119 Connection			
SH 119 Connection (2010)	\$ 382,000	\$ --	\$ 382,000
Four Mile Railroad Underpass (2017)	\$ 200,000	\$ 800,000	\$ 1,000,000
TOTAL COST	\$ 582,000	\$ 800,000	\$ 1,382,000
Federal Tip Funds	\$ - 50,000	\$ --	\$ - 50,000
Countywide Sales Tax	\$ 532,000	\$ 800,000	\$ 1,332,000
William's Fork Connection			
Design (2016)	\$ 212,000	\$ --	\$ 212,000
Construction (2017)	\$ --	\$ 1,175,000	\$ 1,170,000
TOTAL COST	\$ 212,000	\$ 1,170,000	\$ 1,382,000
Estimated Federal TIP Grant	\$ --	\$ - 632,000	\$ - 632,000
Estimated City of Boulder	\$ --	\$ - 132,000	\$ - 132,000
Countywide Sales Tax	\$ 212,000	\$ 410,000	\$ 622,000
TOTAL PROJECT COST	\$ 6,030,000	\$ 2,615,000	\$ 8,645,000
TOTAL REVENUE	\$ - 1,770,000	\$ - 1,216,000	\$ - 2,986,000
TOTAL COUNTYWIDE SALES TAX	\$ 4,260,000	\$ 1,399,000	\$ 5,659,000
	2007 Sales Tax Estimate (adjusted)		\$ 4,310,000
	Percent of Estimate		131%

St. Vrain Greenway Trail – Golden Pond to 61st St.

Status: 19% Complete

2007 Project Scope:

Complete section from Longmont to 61st Street.

Design and construct trail connection between Boulder County's Golden Pond open space and 61st Street in Longmont.

Progress since 2007:

Boulder County Transportation, in partnership with the City of Longmont and Boulder County Parks and Open Space, completed 30% design plans prior to the 2013 floods. The trail project was placed on-hold as local funding was re-routed to flood recovery projects. Portions of Boulder County open space along the trail alignment were damaged in the floods and repairs will be necessary before proceeding with the trail project.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the St. Vrain Greenway regional trail project at \$2,860,000 of which \$2,230,000 could be allocated by the countywide transportation sales tax fund.

Current Schedule:

The trail project will be phased into two projects, Phase I – Golden Ponds to Pella and Phase II – Pella to 61st Street. Phase I design is projected for 2017 with construction in 2020 and Phase II following with design 2023 and construction in 2024 respectively.

Project Costs Table
St. Vrain Greenway – Golden Pond to 61st Street

	Spent to Date	Estimated Remaining	Total
Design (2017)	\$ 360,000	\$ 320,000	\$ 680,000
Phase I – Golden to Pella (2018)	\$ --	\$ 1,500,000	\$ 1,500,000
Phase II – Pella to 61st (on-hold)	\$ --	\$ 700,000	\$ 700,000
TOTAL PROJECT COST	\$ 360,000	\$ 2,520,000	\$ 2,880,000
<i>Estimated GOCO</i>	\$ --	\$ -1,000,000	\$ -1,000,000
Countywide Sales Tax	\$ 360,000	\$ 1,520,000	\$ 1,880,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 2,230,000
Percent of Estimate			84%

St. Vrain Greenway Trail – 61st St. to US 36

Status: 0% Complete

2007 Project Scope:

Complete section from 61st Street to Lyons trails network.

Design and construct trail connection between 61st Street and the Lyons trail network.

Progress since 2007:

Boulder County Transportation, in partnership with Boulder County Parks and Open Space, completed the St. Vrain Greenway Master Plan in 2004. The plan identifies the most viable alternative for a recreational trail adjacent to the St. Vrain Creek corridor between Longmont and Lyons. Boulder County is working with private property owners on the necessary river and railroad crossings. The trail project was placed on-hold as local funding was re-routed to flood recovery projects. Portions of Boulder County open space along the trail alignment were damaged in the floods and repairs will be necessary before proceeding with the trail project.



Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the St. Vrain regional trail project at \$1,081,000 of which \$451,000 could be allocated by the countywide transportation sales tax fund.

Current Schedule:

This is Phase III of the St. Vrain Greenway Trail with the project planned for 2024, at which time the St. Vrain Greenway trail is projected for completion.

Project Costs Table
St. Vrain Greenway – 61st Street to US 36

	Spent to Date	Estimated Remaining	Total
Design (2023)	\$ --	\$ 120,000	\$ 120,000
Construction (2024)	\$ --	\$ 1,200,000	\$ 1,200,000
TOTAL PROJECT COST	\$ --	\$ 1,320,000	\$ 1,320,000
<i>Estimated GOCO</i>	<i>\$ --</i>	<i>\$ - 400,000</i>	<i>\$ - 400,000</i>
Countywide Sales Tax	\$ --	\$ 920,000	\$ 920,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 451,000
Percent of Estimate			204%

CR 130 Trail – Town of Nederland

Status: 5% Complete

2007 Project Scope:

Design and construct trail to high school as per Nederland Trails Plan.

Design and construction of 0.6 miles of soft-surface trail from Pine Street, along CR130/Eldora Road, ending at Nederland Middle-Senior High School.



Progress since 2007:

Boulder County, in partnership with the Town of Nederland, Boulder Valley School District, and the United States Forest Service has completed conceptual design plans for the trail. The plans identify a small area where a trail easement on private property will be needed prior to construction. Boulder County and the Town of Nederland continue to work towards obtaining the easement so the project may proceed. Once complete the town, school district, or combination of both will handle maintenance responsibilities.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the CR 130 Trail regional trail project at \$440,000 of which 100% could be allocated by the countywide transportation sales tax fund.

Current Schedule:

Construction is estimated for 2019.

Project Costs Table
CR 130 Trail - Nederland

	Spent to Date	Estimated Remaining	Total
Design (2018)	\$ 35,000	\$ 50,000	\$ 85,000
Construction (2019)	\$ --	\$ 600,000	\$ 600,000
TOTAL PROJECT COST	\$ 35,000	\$ 650,000	\$ 685,000
<i>SRTS Funds</i>	\$ --	\$ - 250,000	\$ - 250,000
Countywide Sales Tax	\$ 35,000	\$ 400,000	\$ 435,000
<i>2007 Sales Tax Estimate (adjusted)</i>			\$ 440,000
Percent of Estimate			99%

RTD Rail Trail – Boulder-to-Erie

Status: 1% Complete

2007 Project Scope:

Environmental inventory and potential construction of high-priority sections.

Construct a 9 mile soft surface trail between the City of Boulder and Town of Erie with a grade-separated crossing at US287, potentially utilizing the former Union Pacific rail bed, now owned by RTD.



Progress since 2007:

RTD purchased the railroad right-of-way from Union Pacific in 2009. Boulder County and RTD have been negotiating the use of the rail bed as a potential trail alignment, as well as long-term operation and design impacts should RTD ever begin rail service along the corridor. A master planning process is currently underway to illustrate various options and impacts for the project as RTD's buy-in of the project is critical.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Union Pacific Trail regional trail project at \$2,670,000 of which \$1,560,000 could be allocated by the countywide transportation sales tax fund.

Current Schedule:

The trail project will be phased into two projects, Phase I – Erie to Teller and Phase II – Teller to City of Boulder. Phase I design is projected for 2017 with construction in 2019 and Phase II following with construction in 2021, with completion of the entire project by 2022. This schedule is contingent on RTD's support in 2017 and could be affected due to the tentative partnership.

Project Costs Table
RTD Rail Trail – Boulder-to-Erie

	Spent to Date	Estimated Remaining	Total
Design (2016-2017)	\$ 40,000	\$ 160,000	\$ 200,000
Phase I – Construction (2019)	\$ --	\$ 2,000,000	\$ 2,000,000
Phase II – Construction (2021)	\$ --	\$ 1,500,000	\$ 1,500,000
Maintenance (2020-2024)	\$ --	\$ 40,000	\$ 40,000
TOTAL PROJECT COST	\$ 40,000	\$ 3,700,000	\$ 3,740,000
<i>Estimated Federal / other sources</i>	\$ --	\$ - 1,500,000	\$ - 1,500,000
Countywide Sales Tax	\$ 40,000	\$ 2,200,000	\$ 2,240,000
		<i>2007 Sales Tax Estimate (adjusted)</i>	\$ 1,560,000
		Percent of Estimate	144%

Feeder Canal Trail – Boulder-to-Lyons

Status: On-Hold

2007 Project Scope:

Trail construction including 13 miles of soft-surface trail, grade-separated crossing at Nelson Road, bridges over Lefthand Creek and the supply canal, and environmental protections.

Design and construct a multi-use regional trail connection between Boulder and Lyons along the Northern Colorado Water Conservancy District's Boulder Feeder Canal.



Progress since 2007:

Throughout 2009, Boulder County Transportation and Parks and Open Space staff worked diligently to identify a trail alignment that would provide for the best recreational and scenic experience for trail users, taking into account the breadth of neighborhood, environmental, cost, management and agricultural concerns and challenges of constructing a trail through this area. All of the proposed alignment options include the use of substantial parts of the right-of-way along the Boulder Feeder Canal. At this time, Northern Water has made it clear that permission from them to use the canal for any part of the trail is unlikely to be forthcoming. Construction of the trail is not feasible at this time and Boulder County has temporarily suspended planning efforts.

Funding Plan:

The adjusted 2007 sales tax estimated total capital costs for the Feeder Canal Trail regional trail project at \$5,380,000 of which \$2,860,000 could be allocated by the countywide transportation sales tax fund.

Current Schedule:

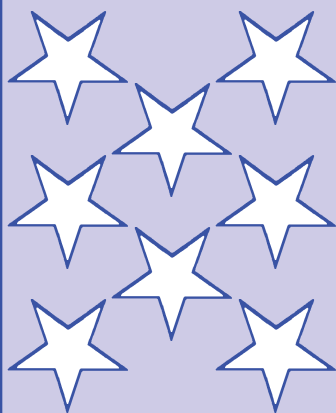
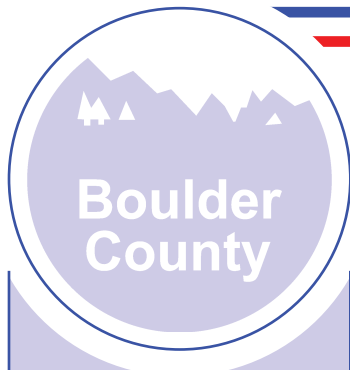
This project is on-hold until further notice.

Project Costs Table
Feeder Canal Trail – Boulder-to-Lyons

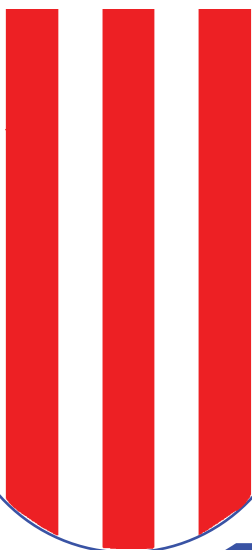
	Spent to Date	Estimated Remaining	Total
Master Plan (2010)	\$ 235,000	\$ --	\$ 235,000
Design (2024)	\$ --	\$ 450,000	\$ 450,000
Construction (2025)	\$ --	\$ 2,800,000	\$ 2,800,000
TOTAL PROJECT COST	\$ 235,000	\$ 3,250,000	\$ 3,485,000
<i>Estimated Federal / other sources</i>	<i>\$ --</i>	<i>\$ -1,500,000</i>	<i>\$ -1,500,000</i>
Countywide Sales Tax	\$ 235,000	\$ 1,750,000	\$ 1,985,000
<i>2007 Sales Tax Estimate (adjusted)</i>			<i>\$ 2,860,000</i>
Percent of Estimate			69%

APPENDIX “A”
2007 Countywide Sales Tax Ballot Issue





VOTE!
Return
your ballot
no later than
7:00 P.M., Tues.
Nov. 6, 2007



Clerk and Recorder

1750 33rd Street, Suite 200 Boulder, Colorado 80301-2546

Hillary Hall, County Clerk

COORDINATED ELECTION

TO BE HELD AS A MAIL BALLOT ELECTION

ELECTION DAY: TUESDAY, NOVEMBER 6, 2007

Mail ballot information appears on
the back cover

New: Permanent Mail-In Status,
information and application - back
inside cover

NOTICE OF ELECTION

**TO INCREASE TAXES/TO INCREASE DEBT
ON A CITIZEN PETITION AND/OR ON
A REFERRED MEASURE**

THIS PAMPHLET CONTAINS
SUMMARY STATEMENTS
FOR BALLOT PROPOSITIONS
AS REQUIRED BY THE
STATE OF COLORADO
CONSTITUTION,
ARTICLE X, SECTION 20.

A 'YES' vote on any ballot issue
is a vote IN FAVOR OF
changing current law or existing
circumstances, and
a 'NO' vote on any ballot issue
is a vote AGAINST
changing current law or existing
circumstances.

BOULDER COUNTY (Continued)

Summary of statements submitted in opposition to County Issue 1A:

After 89,000 acres purchased, three sales taxes and nearly \$200 million debt, it's time to put the brakes on Boulder County's runaway open space program. The commissioners have devoted far too many resources toward open space, resulting in money being siphoned away from vital county services such as infrastructure, public safety and social services. Excessive open space in Boulder County has proved to have many unintended consequences, most notably unaffordable housing in Boulder. The average sale price of a 3-bedroom home in Boulder is more than \$525,000. Boulder also has a weak business climate due to high sales taxes and stifling environmental restrictions. The new Twenty Ninth Street retail center performed poorly in its first year. Broomfield formed its own county several years ago to allow dynamic projects like Flatirons Crossing and the Broomfield Event Center to flourish. Defeat of Issue 1A would allow this portion of open space sales taxes to expire at the end of 2009 and help to reduce the stranglehold that open space madness has on the county economy.

The County wants us to pay \$33,000,000 in interest to borrow \$40,000,000. That means that \$33,000,000 of our hard-earned tax dollars will not be invested in open space, but instead will end up in the pockets of bond investors. The County should not be given the authority to use revenue from the County's General Fund (which is funded mostly from property taxes) to pay off bonded indebtedness contracted through sales and use taxes.

It is not fair to them to burden our children and grandchildren with long-term debt of this kind.

NOTICE OF ELECTION ON A REFERRED MEASURE

County Issue 1B (Transportation Sales and Use Tax Extension and Revenue Change):

Ballot Title:

WITH NO INCREASE IN ANY COUNTY TAX, SHALL THE COUNTY'S EXISTING 0.10% SALES AND USE TAX FOR TRANSPORTATION IMPROVEMENTS BE EXTENDED TO AND INCLUDING JUNE 30, 2024 FOR THE PURPOSES OF ROAD IMPROVEMENTS, INTERSECTION SAFETY IMPROVEMENTS, BIKE PATHS AND TRAILS, TRANSIT EQUIPMENT, TRANSIT OPERATIONS AND MAINTENANCE, AND TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; AND SHALL THE EARNINGS ON THE INVESTMENT OF THE PROCEEDS OF SUCH TAX CONSTITUTE A VOTER-APPROVED REVENUE CHANGE; ALL IN ACCORDANCE WITH BOARD OF COUNTY COMMISSIONERS' RESOLUTION NO. 2007-79?

Text of Ballot Issue Proposal:

RESOLUTION NO. 2007-79*

[*With revised Exhibit A as approved in Resolution No. 2007-97.]

A RESOLUTION DESCRIBING A PROPOSAL FOR THE EXTENSION OF THE 0.10% COUNTYWIDE TRANSPORTATION SALES AND USE TAX; PROVIDING FOR THE USE OF PROCEEDS OF SUCH TAX FOR TRANSPORTATION IMPROVEMENTS; AND A VOTER-APPROVED REVENUE CHANGE.

WHEREAS, Article 2, Title 29, C.R.S., (hereinafter the "Article") as amended, provides for the imposition of a county-wide sales and use tax upon approval of a majority of the registered electors of the County voting on such question; and

WHEREAS, there is a continuing need for capital improvements to the transportation system in Boulder County, including improvements in public roads within the County for traffic congestion reduction and safety enhancements, as well as alternative transportation mode improvements, including projects to accommodate public transit, for bicycle/pedestrian routes and trails, and for transportation demand management programs; and

WHEREAS, on November 6, 2001, the voters of Boulder County approved a 0.10% countywide sales and use tax for transportation improvements and alternative transportation modes projects, as described in Resolution No. 2001-128; and WHEREAS, said county-wide sales and use tax in the amount of 0.10% is effective for a period of seven (7) years up to and including June 30, 2009; and

WHEREAS, this Board desires to refer an extension of the 0.10% countywide sales and use tax to be effective through June 30, 2024, for such transportation improvements and projects to the registered electors of the County of Boulder, State of Colorado, to be determined by a majority voting thereon; and

WHEREAS, certain projects are critically needed and it is more cost-effective to utilize bond proceeds in the early years of the program rather than wait until additional revenues are realized from currently approved sources, since those needs will predate the receipt of funds from the extended tax and the price inflation of construction costs is greater than the financing costs through tax-exempt bonds; and

WHEREAS, proposing to extend said 0.10% county-wide sales and use tax for fifteen (15) additional years from its current expiration, to expire June 30, 2024, with revenues from said extended period to be expended for the transportation improvements and projects in accordance with the purposes set forth herein, is a cost-effective method of obtaining additional revenues which can be used for said purposes as well as a revenue bond issue, the proceeds of which will be used for said purposes, without an increase in the total cumulative countywide sales and use tax rate; and

BOULDER COUNTY (Continued)

WHEREAS, if such extension is approved, revenues collected from the imposition of said 0.10% countywide sales and use tax up to and including June 30, 2009 would continue to be expended for the purposes and in accordance with the limitations of Resolution No. 2001-128, and Resolution No. 2001-128 would be superseded by this Resolution effective for revenues collected from the imposition of said 0.10% countywide sales and use tax on and after July 1, 2009; and

WHEREAS, this Board finds that the extension of the existing countywide sales and use tax in the existing amount of 0.10% for an additional period of fifteen (15) years from the current expiration date of June 30, 2009, to be effective to and including June 30, 2024, with proceeds of such extension to be utilized for transportation purposes in accordance with the provisions of this Resolution, and the exemption of such tax revenues and the interest thereon from the fiscal year spending limitations of article X, section 20 of the Colorado Constitution, would permit additional revenues to be utilized now to further accomplish Boulder County's transportation goals to meet both critical and long-range needs at lower cost to the public than if such improvements and projects were all postponed to future years; and

WHEREAS, it is the intent of the Board of County Commissioners that, should the proposal to extend the existing countywide 0.10% sales and use tax, issue new bonds, and obtain a voter-approved revenue change for such tax, bond and earnings proceeds, not be approved by the electorate in November, the existing tax and existing voter-approved revenue change, shall not in any way be affected by such failed amendment and shall continue in full force and effect as if this Resolution had not been adopted; and

WHEREAS, said Article provides for the submission of such a sales and use tax proposal to the registered electors of the County at an election called by resolution of the Board of County Commissioners; and Section 104 (3) of said Article provides that if no general election is scheduled within 120 days after adoption of such resolution, the Board of County Commissioners shall submit the sales and use tax proposal to the registered electors at a special election, and therefore it is appropriate to refer this proposal to the odd-year coordinated election to be held on November 6, 2007, as required by Colo. Const., Art. X, Section 20(3)(a); and

WHEREAS, the said Article provides that the County Clerk and Recorder shall publish the text of such tax proposal four separate times, a week apart, in the official newspaper of the County and of each city and incorporated town within the County; and

WHEREAS, Colo. Const., Art. X, Section 20(3)(b), requires certain election notices to be mailed to all registered voters of the County; and

WHEREAS, the said Article provides that the proposal shall contain certain provisions concerning the amount, levying and scope of said tax.

NOW, THEREFORE, BE IT RESOLVED that the existing countywide 0.10% sales and use tax and revenue change proposal as originally stated in Resolution No. 2001-128 shall be amended as set forth below upon the approval of a majority of registered electors voting thereon.

BE IT FURTHER RESOLVED that there shall be referred to the registered electors of the County of Boulder at the coordinated election to be held on Tuesday, November 6, 2007, the following proposal:

1. (a) A countywide one tenth of one percent (0.10%) sales tax in accordance with the provisions of article 2, title 29, C.R.S., as amended, is imposed on the sale of tangible personal property at retail or the furnishing of services in the County of Boulder as provided in paragraph (d) of subsection (1) of section 29-2-105, C.R.S., as amended, and as is more fully hereinafter set forth. (b) For the purposes of this sales tax proposal, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to a destination outside the limits of the County of Boulder or to a common carrier for delivery to a destination outside the limits of the County of Boulder. The gross receipts from such sales shall include delivery charges when such charges are subject to the state sales and use tax imposed by article 26 of title 39, C.R.S., as amended, regardless of the place to which delivery is made. If a retailer has no permanent place of business in the County of Boulder or has more than one place of business, the place or places at which the retail sales are consummated for the purpose of a sales tax imposed by this proposal shall be determined by the provisions of article 26 of title 39, C.R.S., as amended, and by rules and regulations promulgated by the Colorado Department of Revenue.

(c) The amount subject to tax shall not include the amount of any sales or use tax imposed by article 26 of title 39, C.R.S., as amended.

(d) The tangible personal property and services taxable pursuant to this proposal shall be the same as the tangible personal property and services taxable pursuant to section 39-26-104, C.R.S., as amended, and subject to the same sales tax exemptions as those specified in part 7 of article 26 of title 39, C.R.S., as amended, and further subject to the exemption for sales of food (as defined in section 39-26-102(4.5), C.R.S., as amended) specified in section 39-26-707 (1) (e), C.R.S., as amended, the exemption for purchases of machinery and machine tools specified in section 39-26-709 (1), C.R.S., as amended, and the exemption of sales and purchases of those items in section 39-26-715(1)(a)(II), C.R.S., as amended.

(e) All sales of personal property on which a specific ownership tax has been paid or is payable shall be exempt from the sales tax imposed by the County of Boulder when such sales meet both of the following conditions:

(1) The purchaser is a non-resident of or has his principal place of business outside of the County of Boulder; and
(2) Such personal property is registered or required to be registered outside the limits of the County of Boulder under the laws of the State of Colorado.

(f) The countywide sales tax shall not apply to the sale of construction and building materials, as the term is used in section 29-2-109, C.R.S., as amended, if such materials are picked up by the purchaser and if the purchaser of such materials presents to the retailer a building permit or other documentation acceptable to the County evidencing that a local use tax has been paid or is required to be paid.

BOULDER COUNTY (Continued)

(g) The countywide sales tax shall not apply to the sale of tangible personal property at retail or the furnishing of services if the transaction was previously subjected to a sales or use tax lawfully imposed on the purchaser or user by another statutory or home rule county equal to or in excess of that sought to be imposed by the County of Boulder. A credit shall be granted against the sales tax imposed by the County of Boulder with respect to such transaction equal in amount to the lawfully imposed local sales or use tax previously paid by the purchaser or user to the previous statutory or home rule county. The amount of the credit shall not exceed the sales tax imposed by the County of Boulder.

(h) The sales tax imposed shall be collected, administered and enforced by the Executive Director of the Department of Revenue in the same manner as the collection, administration and enforcement of the Colorado state sales tax, as provided by article 26 of title 39, C.R.S., as amended.

2. A countywide one tenth of one percent (0.10%) use tax in accordance with the provisions of article 2 of title 29, C.R.S., as amended is imposed for the privilege of using or consuming in the County of Boulder any construction and building materials purchased at retail and for the privilege of storing, using, or consuming in the County of Boulder any motor and other vehicles, purchased at retail on which registration is required. The use tax shall not apply:

(a) To the storage, use, or consumption of any tangible personal property the sale of which is subject to a retail sales tax imposed by the County of Boulder;

(b) To the storage, use, or consumption of any tangible personal property purchased for resale in the County of Boulder either in its original form or as an ingredient of a manufactured or compounded product, in the regular course of a business;

(c) To the storage, use, or consumption of tangible personal property brought into the County of Boulder by a non-resident thereof for his own storage, use, or consumption while temporarily within the County; however, this exemption does not apply to the storage, use, or consumption of tangible personal property brought into this state by a non-resident to be used in the conduct of a business in this state;

(d) To the storage, use, or consumption of tangible personal property by the United States government, or the State of Colorado, or its institutions, or its political subdivisions in their governmental capacities only or by religious or charitable corporations in the conduct of their regular religious or charitable functions;

(e) To the storage, use, or consumption of tangible personal property by a person engaged in the business of manufacturing or compounding for sale, profit, or use any article, substance, or commodity, which tangible personal property enters into the processing of or becomes an ingredient or component part of the product or service which is manufactured, compounded, or furnished and the container, label, or the furnished shipping case thereof;

(f) To the storage, use, or consumption of any article of tangible personal property the sale or use of which has already been subjected to a legally imposed sales or use tax of another statutory or home rule county equal to or in excess of that imposed by the County of Boulder. A credit shall be granted against the use tax imposed by the County of Boulder with respect to a person's storage, use, or consumption in the County of Boulder of tangible personal property purchased in another statutory or home rule county. The amount of the credit shall be equal to the tax paid by the person by reason of the imposition of a sales or use tax of the other statutory or home rule county on the purchase or use of the property. The amount of the credit shall not exceed the tax imposed by this resolution;

(g) To the storage, use, or consumption of tangible personal property and household effects acquired outside of the County of Boulder and brought into it by a nonresident acquiring residency;

(h) To the storage or use of a motor vehicle if the owner is or was, at the time of purchase, a nonresident of the County of Boulder and purchased the vehicle outside of the County of Boulder for use outside of the County of Boulder and actually so used it for a substantial and primary purpose for which it was acquired and registered, titled, and licensed said motor vehicle outside of the County of Boulder;

(i) To the storage, use or consumption of any construction and building materials and motor and other vehicles on which registration is required if a written contract for the purchase thereof was entered into prior to November 6, 2001, or, where applicable to such storage, use or consumption after June 30, 2009, pursuant to a written contract for the purchase thereof entered into prior to November 6, 2007;

(j) To the storage, use or consumption of any construction and building materials required or made necessary in the performance of any construction contract bid, let, or entered into any time prior to November 6, 2001, or, where applicable to such storage, use or consumption after June 30, 2009, pursuant to a construction contract bid, let, or entered into prior to November 6, 2007.

3. Except as provided by section 39-26-208, C.R.S., as amended, any use tax imposed shall be collected, enforced and administered by the County of Boulder. The use tax on construction and building materials will be collected by the County building inspector or as may be otherwise provided by intergovernmental agreement, based upon an accurate estimate of building and construction materials costs submitted by the owner or contractor at the time a building permit application is made.

4. If the majority of the registered electors voting thereon vote for approval of this 0.10% countywide sales and use tax extension proposal, such 0.10% countywide sales and use tax shall be effective throughout the incorporated and unincorporated portions of the County of Boulder to and including June 30, 2024.

5. The cost of the election shall be paid from the general fund of the County of Boulder.

BOULDER COUNTY (Continued)

6. The County Clerk and Recorder shall publish the text of this sales and use tax proposal four separate times, a week apart, in the official newspaper of the County of Boulder and each city and incorporated town within this County.

7. The County Clerk and Recorder, as election officer, shall undertake all measures necessary to comply with the election provisions set forth in Colo. Const., Art. X, Section 20(3), including but not limited to the mailing of required election notices and ballot issue summaries.

8. The conduct of the election shall conform so far as is practicable to the general election laws of the State of Colorado.

9. Beginning July 1, 2009, the net proceeds from the 0.10% county-wide sales and use tax received by the County of Boulder shall be expended by the County of Boulder for the purpose of funding transportation improvements, including improvements to public roads within the County for traffic congestion reduction and safety enhancements, as well as alternative transportation mode improvements, including capital acquisitions, improvements, and projects to accommodate public transit and for bicycle/pedestrian routes and trails, and transportation demand management projects. Projects to be funded through the proceeds of the sales and use tax may include projects such as those set forth on the attached Exhibit A, and/or for similar projects for public roads within the County, for accommodation of public transit, and for bicycle/pedestrian routes and trails, and transportation demand management projects.

10. A special fund, known as the "Boulder County Transportation Projects Fund" (the "Transportation Projects Fund") exists in the Boulder County Road and Bridge Fund, into which eighty-five percent (85%) of the net proceeds of this sales and use tax shall be deposited, and expenditures from which shall be made solely for the purposes of the improvements to public roads within the County, for commuter bikeways and expanded road shoulders to accommodate bikes and other legal road uses, for capital acquisitions, improvements, maintenance, operations, and other projects for the accommodation of public transit, for transportation demand management projects. Interest generated from the revenues so deposited shall also be deposited in the Transportation Projects Fund and used for the purposes set forth herein.

11. A special fund, known as the "Boulder County Alternative Transportation Projects Fund" (the "Alternative Transportation Fund") exists in the Boulder County General Fund, into which all proceeds of the extended sales and use tax except those deposited in the Transportation Projects Fund shall be deposited, and expenditures from which shall be made solely for the purposes of capital acquisitions, improvements, and other projects for off-road bicycle/pedestrian routes and trails. Interest generated from the revenues so deposited shall also be deposited in the Alternative Transportation Fund and used for the purposes set forth herein.

12. Monies deposited in the Transportation Projects Fund and Alternative Transportation Fund will be appropriated annually as determined by the Boulder County Board of County Commissioners in its sole discretion. Prior to determination of its annual budget and appropriations, the Board of County Commissioners shall hold a public hearing on proposed expenditures for transportation improvement projects to be funded in the next fiscal year from the Transportation Projects Fund, for which public hearing each city and town in the County shall have been given notice. In addition, a public hearing on the question of such funding shall also have been held by the Boulder County Consortium of Cities. However, nothing contained herein shall be construed as creating a claim by any group or entity for receipt of such funds.

13. For purposes of Colo. Const., Art. X, Section 20, the receipt and expenditure of revenues of the sales and use tax together with earnings on the investment of the proceeds of the tax shall constitute a voter-approved revenue change.

14. The existing county-wide total sales and use tax rate of 0.65%, a portion of which would be extended under this proposal, when added to existing state and municipal sales and use tax rates which are non-exempt under the provisions of section 29-2-108, C.R.S., as amended, and cumulated with the contemporary extended open space sales and use tax results in a total sales and use tax rate in excess of the 6.9 percent limit stated in said statute as follows: Boulder: 7.11%; Boulder (retail food service): 7.26%; Erie: 7.05%; Lafayette: 7.05%; Louisville: 6.925%; Nederland: 7.30%; Superior: 7.01%.

15. If any provision of this resolution or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of this resolution which can be given effect without the invalid provision or applications and to this end, the provisions of this resolution are declared to be severable.

16. The proposal as described in this Resolution shall take effect immediately upon the approval of the electorate.

17. The sales and use tax shall expire at 12:00 a.m. on July 1, 2024, and all monies remaining may continue to be expended for the purposes set forth herein until completely exhausted.

18. A notice of the adoption of this county-wide sales and use tax addition proposal by a majority of the registered electors voting thereon shall be submitted by the County Clerk and Recorder to the Executive Director of the Department of Revenue, together with a certified copy of this Resolution, prior to November 16, 2007.

19. The Board of County Commissioners of Boulder County shall take action to set a ballot title for this issue.

IT IS HEREBY DECLARED by the Board of County Commissioners of the County of Boulder and State of Colorado that this resolution is necessary for the immediate preservation of the public health, safety and welfare, and that it shall become effective immediately upon its adoption.

ADOPTED this 14th day of August, 2007 by the Board of County Commissioners of the County of Boulder, State of Colorado.

EXHIBIT "A"

TRANSPORTATION SALES TAX EXTENSION – PROPOSED PROJECT LIST**SEPTEMBER 4, 2007**

<u>FINAL</u> Project	INITIAL COST ASSUMPTION (1, 2)			15
	Total Capital Cost	Oper-ations	Fed or other Match	Net County
Listed by category and cost (highest to lowest)	(\$,000)	(\$,000/yr)	(\$,000)	
ROADWAY PROJECTS				
1 SG42 Improvements – Empire Road to Baseline Road. High priority for City. On Regional Transportation Plan. Assumes 75/25 match by Colorado DOT and participation By city and/or other parties	12,650		9,488	3,163
2 Isabelle/Valmont Reconstruction 75th to 119th. Completion of roadway realignment, intersection improvements (including roundabout at 119 th /Leon Wurl Parkway), and bikeway shoulders.	4,500		500	4,000
3 SH66 Improvements – Main to Hover. Request from City of Longmont to Four-lane highway. Provide matching funds for future TIP funding. May include operational improvements or segments of project such	4,080		2,040	2,040
4 South Boulder Road Widening – Mallory Drive to 120th. Widen eastern most section of S. Boulder Road (0.6 miles) from 2 lanes to 4 lanes. Reconstruct intersection of 120 th to accommodate new cross section and reconstruct bridge over Coal Cr.	8,400		5,100	3,300
5 McCaslin/Coalton Intersection Reconstruct intersection for improved access to new trailhead at Coalton Road. Improve pedestrian crossing and signalization.	1,200			1,200
6 75th Street – Plateau Road Intersection. Safely improvements to realign Curves and reduce bottle-neck That transitions to 75 th .	800			800
7 North 63rd Street – Niwot	893			893

BOULDER COUNTY (Continued)

	to Nelson.		
	Completion of roadway		
	Reconstruction and bikeway		
	Shoulders along 63 rd . Would		
	Include bridge replacement		
	Over Lefthand Creek.		
8	Stone Canyon / SH 07 Intersection Improvements.	350	350
	Work with CDOT to identify		
	signalization needs and		
	associated intersection improvements		
	to improve safety and access.		
9	Dillon Road Widening – 96th to 104th.	250	250
	Intersection and roadway capacity.		
	County cost-share with city. Final		
	phase of 2001 Sales Tax project.		
10	Roadway Surface Maintenance.	385	
	Overlay and reconstruction of		
	county maintained roadways.		

SHOULDER PROJECTS

11	East County Line Road Shoulders - SH119 to Jasper Rd. and Austin Ave. to State Highway 7.	4,000	4,000
	Add shoulders to roadway.		
12	State Highway 93 Shoulders – SH170 to SH128.	2,,300	2,300
	Expand roadbed, slopes, and add		
	shoulders. Need to coordinate with CDOT		
13	Lee Hill Drive – 4th Street to Olde Stage Road.	1,800	1,800
	Reconstruct roadway and add		
	shoulders to road to improve		
	bicycle access and safety to		
	Wagon Wheel and Olde Stage Rd.		
	Replaces previous plan to add		
	shoulders on Olde Stage Co		
14	Niwot/Neva Shoulders – Foothills Highway to N. 63rd.	1,700	1,700
	Add shoulders to roadway.		
15	Hygiene Shoulders – Foothills Highway to 75th Street.	1,500	1,500
	Add shoulders to roadway.		
16	Cherryvale Road Shoulders - Baseline to Arapahoe.	800	800
	Add shoulders to County		
	section of roadway.		
17	SH170 (Eldorado Springs Dr.) - West of SH93.	2,340	540
		1,800	
18	SH7 Bike Lanes – 5th Avenue to Broadway.	920	920

BOULDER COUNTY (Continued)

19	63rd Street Bike Lanes – SH119 to Lookout Road.	700		700
	Add bike lanes for SB 63 rd Street to intersection improvement project.			
20	Niwot Road Shoulders - 95th to SH287.	Add 615		615
	Shoulders to roadway. 2.0 miles			
21	71st Street – Lookout Road to Niwot Road.	443		443
	add shoulders to roadway. 1.0 miles in city and county.			
22	79th Street – SH52 to Lookout Road.	414		414
	Add shoulders to roadway. 1.0 miles In city and county.			
23	Arapahoe Rd. – N. 119th to E. County Line Rd.	400		400
	Add shoulders to roadway. 1.0 miles In city and county.			

TRANSIT PROJECTS

24	Eco Pass Support Programs.	250		
	Continue CTEPS program to support Eco Pass distribution. Include directed marketing and incentives for all types of alternative modes use.			
25	96L Transit Route (Erie, Lafayette, Louisville, Superior).	90		
	Continue support for north-south transit Service to US36 from eastern county Once federal funds run o.			
26	BOLT/J.		110	
	Annual support for regional service between Longmont and Boulder. Based on proposed 2007 partnership buy-up.			
27	“L” Route.		80	
	Annual support of regional service between Longmont and US36 Corridor. Extend peak-hour service and improve schedule consistency on Local route.			
28	JUMP.		80	
	Continued annual support of local service between Boulder And Lafayette.			
29	Special Transit Bus Barn.	1,000	500	500
	Local match for FTA funding. Identified as high priority for special services sub-committee During TEP process.			
30	“Y” Route.		20	
	Support increased regional service Between Lyons and Boulder. Add One additional AM and one			

BOULDER COUNTY (Continued)

Additional PM trip.

PEDESTRIAN PROJECTS

31 SH119 Pedestrian Underpass - Hover Road.	3,000		2,000	1,000
Underpass to improve transit Stop safety and intersection Operations at Hover Road.				
32 Ped Connection to Gunbarrel Station.	1,150			1,150
Provide pedestrian connection to Gunbarrel Fastracks Station. Cost share with city/RTD.				
33 SH42 Pedestrian Underpass - S. of Paschal.	1,200		600	600
Pedestrian underpass under SH42 south of Paschal to improve Safety and access.				
34 SH119 Pedestrian Underpass - Airport Road.	Underpass 900		600	300
To improve transit stop safety And improve bicycle access to LoBo Trail.				
35 Airport Road Sidewalk.	250			250
Completion of Airport Road Widening project from 2001 Sales Tax project.				

TRAILS PROJECT

36 US36 Bikeway.	8,900	20	7,120	2,080
Construct bikeway from Table Mesa Drive to Rock Creek Trail. Local match for				
37 Feeder Canal Trail - Boulder Reservoir to SH66.	3,410		1,500	1,910
Trail construction including 11 miles of soft-surface trail, grade-separated crossing of Nelson Road, bridges over Lefthand Creek and the supply canal, and environmental pro				
38 St Vrain Greenway Trail - Golden Ponds to 61st.	1,815		400	1,415
Complete section from Longmont to 61 st Street				
39 Union Pacific Rail Trail - Boulder to Erie.	1,690		700	990
Environmental inventory and potential construction of high priority sections.				

BOULDER COUNTY (Continued)

40 Coal Creek / Rock Creek Trail - 120th to Flagg Park.	828	828
Completion of eastern connection of Coal Creek Trail and Rock Creek Trail and connection of both to Flagg Park Trailhead.		
41 Coal Creek Trail - Mayhoffer to Marshall Mesa Trail.	570	570
Western most section of Coal Creek Trail. Connection to City of Boulder trail network. Two ditch crossings, trailhead. Start with design.		
42 ECL Road – St. Vrain Needed Greenway Underpass.	960	480
For extension of Longmont trail.		
43 St. Vrain Greenway Trail - 61st to US36.	686	400
Complete section from 61 st Street to Lyons trails network		
44 CR130 Trail – Nederland.	276	276
Design and construct trail to high school as per Nederland Trails Plan.		

	77,689	1,035	33,528	59,687	%
	Capital Cost *	Oper-ations (annual) *	Fed or other match *	Net County	
Roadway Reconstruction/Safety Projects	33,123	385	17,128	21,770	36%
Road / Bike Shoulders Projects	17,931		1,800	16,131	27%
Transit Projects	1,000	630	800	9,650	16%
Pedestrian Facilities Projects	6,500		3,200	3,300	6%
Trails Projects	19,136	20	10,600	8,836	15%
	77,689	1,035	33,528	59,687	
	total estimated benefit (local & fed/other)			93,214	
	estimated years of funding at \$4.0 M per year			<u>14.9</u> years	

1 NOTE: Cost assumptions are for program feasibility purposes only and denote neither budgetary amounts nor allocation to specific projects. They reflect best available information and will be updated as additional information is received.

2 NOTE: Allocated costs subject to future reevaluation due to actual circumstances and need based on availability of matching funds.

BOULDER COUNTY (Continued)

Issue 1B is a proposal for an extension of an existing sales and use tax, and as such, no fiscal year information is required to be supplied here. However, for voter edification only, the following fiscal year spending information is supplied. The estimated total of Boulder County fiscal year spending for the current year and actual total for each of the past four years and the overall percentage and dollar change for the period are as follows:

<u>YEAR</u>	<u>FISCAL YEAR SPENDING</u>
2007	\$ 211,392,769*
2006	\$205,141,036*
2005	\$184,874,487*
2004	\$171,569,894*
2003	\$166,516,930*

Total Percentage Change from 2003 to 2007: 27 %*

Total Dollar Change from 2003 to 2007: \$44,875,839*

*Figures for 2003 through 2007, include actual and estimated revenues from a 0.25% county-wide open space sales and use tax, from a 0.10% county-wide open space sales and use tax, and from grants, intergovernmental revenues, interest, fines and other exempted revenues, which voters authorized in 1993, 1994, 1997, 1998, and 2000, respectively, to be exempt from the County's general fiscal year spending limit. The figures for 2003 through 2007 include actual and estimated revenues from a 0.10% county transportation projects sales and use tax; and, for 2003 and 2004, a 0.05% fire training centers sales and use tax, both of which were approved and exempted from the County's general fiscal year spending limit by voters in 2001. The figures from 2003 onwards include an ad valorem property tax mill levy increase authorized and exempted by voters in 2002. The actual and estimated revenues for 2004 through 2007 include estimated revenues from a 0.05% county-wide sales and use tax approved by voters in 2003 for non-profit human services, which is also exempt from the County's general fiscal year spending limit. The actual and estimated revenues for 2005 through 2007 also include revenues from a 0.05% county-wide sales and use tax approved in 2003 for offender management capital construction and equipment, programs for alternatives to jail incarceration, and construction and equipping of a new addiction recovery center, which is also exempt from the County's general fiscal year spending limit; and a 0.1% county-wide sales and use tax approved by voters in 2004 for the acquisition and maintenance of open space, which is also exempt from the County's general fiscal year spending limit. All estimates for 2007 are based on the TABOR definition of fiscal year spending and limited revenues, although the County's fiscal year spending, revenues, and property tax revenues have been exempted from the TABOR limits by action of the voters in 2005.

County estimates for the 2010 revenues from the sales and use tax involved here (first full fiscal year of the tax extension) and for fiscal year spending in 2010 excluding revenues from the extended sales and use tax involved here are as follows:

<u>2010 0.10% OPEN SPACE SALES AND USE TAX REVENUES</u>	<u>MAXIMUM FISCAL YEAR 2010 SPENDING WITHOUT THE SALES AND USE TAX REVENUES**</u>
\$4,800,000	\$237,014,893**

**The maximum fiscal year spending for 2010 is calculated excluding the following taxes which are due to expire prior to 2010: Revenues from a 0.10% county transportation projects sales and use tax which was approved and exempted from the County's general fiscal year spending limit by voters in 2001; revenues from a 0.10% county-wide open space sales and use tax approved by voters to be exempt from the County's general fiscal year spending limit in 2000; and estimated revenues from a 0.05% county-wide sales and use tax approved by voters in 2003 for non-profit human services, which is also exempt from the County's general fiscal year spending limit. All estimates for 2010 are based on the TABOR definition of fiscal year spending and limited revenues, although the County's fiscal year spending, revenues, and property tax revenues have been exempted from the TABOR limits by action of the voters in 2005.

Statement submitted in favor of County Issue 1B:

Boulder County Ballot Issue 1B – .10% Transportation Sales and Use Tax Extension will provide better roads, safer pedestrian crossings, an expanded network of regional trails, and continued high quality transit service for Boulder County – all key components of a balanced, well-maintained transportation system that offers residents and visitors safe and convenient travel choices throughout Boulder County.

Voting Yes on ballot issue 1B will not increase the current sales tax rate. 1B re-authorizes an existing one-tenth of a cent sales tax for fifteen years to allow construction, maintenance and operation of our vital transportation system to continue.

In 2001, the citizens of Boulder County approved the .10% Transportation Sales and Use Tax (equal to one cent on every \$10 purchase) to fund improvements to the County's transportation system. Using those funds, the County has:

- Constructed more than 50 miles of road shoulders and numerous intersection improvements;

BOULDER COUNTY (Continued)

- Re-built Valmont Road outside of Boulder and Airport Road outside of Longmont – providing wider shoulders and safer travel for drivers and cyclists;

- Funded new transit routes such as the BOLT, JUMP and DASH;

- Begun work on the regional trail system, including the completion of the new pedestrian and bike underpass beneath Highway 52.

If we are to sustain the high quality of life that makes Boulder County such a desirable place to live, work and play, we need to continue to invest in our first class transportation system. Approving ballot issue 1B will help pay for the following projects and services:

- Roadway Reconstruction, Road Safety and Maintenance Projects (40% of funds). Ten critical roadway and intersection improvements around the County, plus ongoing maintenance of our roadway system and the construction of key pedestrian underpasses and sidewalks in areas that present barriers to safe crossings by foot or by bike.

- Road/Bike Shoulder Projects (30%). Adding shoulders to 13 state and county roads to improve safety for both drivers and cyclists.

- Transit Projects (15%). Support for Senior Transportation programs, Eco Pass programs for neighborhoods and businesses, and continued transit routes throughout the county.

- The completion of our Regional Trails system (15%). Funding to complete the final sections of the Coal Creek and Rock Creek Trail system, implement the planned St. Vrain Greenway Trail between Longmont and Lyons, continue work on the Feeder Canal Trail and the UP Rail Trail, and provide Nederland and Lyons with additional trail connections. The trails fund would also pay for the Boulder County sections of the U.S. 36 Bikeway to link Boulder with Superior and Louisville, continuing on to Westminster and Denver.

These investments are critical. For only a penny on every ten-dollar purchase, 1B will provide for significant transportation projects throughout the County. And, by leveraging 1B funds with state and federal dollars, the County can complete an even greater number of projects than could otherwise be implemented.

Vote Yes on Ballot Issue 1B. Keep Boulder County on track to provide a safe, effective, efficient, and well-maintained transportation system.

Summary of statements submitted in opposition to County Issue 1B:

Issue 1B is an unneeded extension of a redundant transportation tax. A hefty 1.0% Regional Transportation District (RTD) sales tax is already assessed in Boulder County for transit needs. Road projects are also funded from state and federal sources. In the 2007 Boulder County budget, the commissioners granted a disproportionate \$46.2 million for Open Space Funds compared to only \$15.2 million for the Road Fund. County voters soundly defeated a similar “transit and trails” sales tax a year ago. The same should be done for this unnecessary sales tax extension.

There should be several strong objections to this tax. Perhaps first and foremost is that the money being requested is for purposes so vague that it can be spent on anything. For instance, the Commissioners are asking money for “Transportation Demand Management”. Is this code for “we’ll promise to spend your money on roads but we’ll really spend it on forcing you out of your car”?

Transportation, like funding for police and fire, should come from the general fund first. It should be in the general fund rather than an earmarked tax for transportation. In effect, the Commissioners are using this transportation tax to free up money for their other pet projects rather than going to the citizens asking for money for their more controversial schemes.

The Commissioners promised that this tax would sunset. Instead, they are now asking for a tripling of the length of the tax before it sunsets again.

There is no emergency need to approve this relatively-permanent and ill-conceived tax. The old tax has two more years to expire. We have plenty of time for the Commissioners to propose a far more palatable tax.

This tax is, in effect, a permanent increase of almost 18% over the county’s 2000 budget (from 0.55% to 0.65%). It is a double-whammy increase because it is tied to the sales tax which will be going up each year with both inflation and new residents coming into the county. In other words, the county should have plenty of money in the general fund to pay for roads.

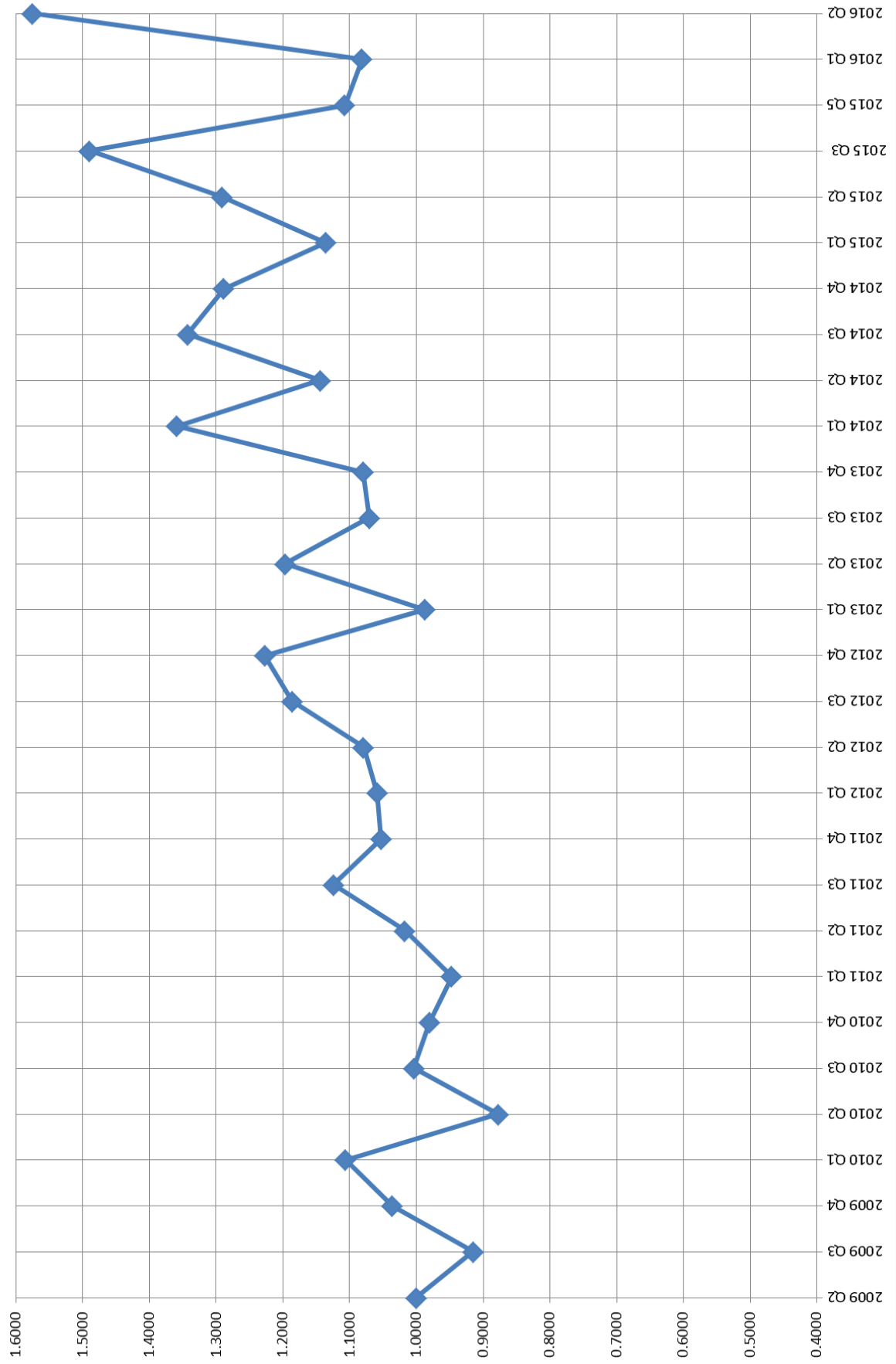
This tax is unnecessary. Our money should be more carefully spent.

APPENDIX “B”
Colorado DOT Construction Cost Index,
2009-2016

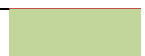


Colorado Construction Cost Index (CCI)

Base year = 2009 Q2



APPENDIX “C”
Current Phasing Plan for 2007 Sales Tax
Projects – March 2017



APPENDIX "C"
BOULDER COUNTY CIP - 2007 Sales Tax
CURRENT PHASING PLAN

DRAFT

		ESTIMATED TIMELINE					CURRENT STATUS
		Pre-2017	2017	2018	2019 - 2021	2022 - 2024	
CURRENT ROAD/SHOULDER SAFETY PROJECTS							
1	SH 7 / E. County Line Road Intx. *	*****					Completed
2	McCaslin / Coalton Intersection *	*****					Completed
3	SH 119 / N. 63rd St. Intersection Construction *	*****					Completed
4	East County Line Shoulders - Austin to SH 7	*****					Completed
5	Lee Hill Drive - 4th Street to Olde Stage Road	*****					Completed
6	Cherryvale Road Shoulders - Baseline to Arapahoe	*****					Completed
7	Ped Connection to City of Boulder Euclid Station *	*****					Completed
8	N. 63rd Bridge over Lefthand Creek *	*****					Completed
9	Valmont Reconstruction - 75th to 95th	*****					Completed
10	Neva/Niwot Shoulders - Foothills Highway to N. 63rd	*****					Completed
11	SH 66 / East County Line Road Intersection *	*****					Completed
12	SH 93 Shoulders - SH 170 to SH 128 *	*****					Completed
13	SH119 Pedestrian Underpass -Airport Road *	*****					Completed
14	US 36 Bikeway *	*****					Completed
15	Stone Canyon / US 36 Intersection Improvements	*****					Completed
16	SH119 Pedestrian Underpass - Hover Road *	*****	***				In Construction
17	Isabelle / Valmont Reconstruction - 95th St. Intx.		*****				In Construction
18	95th Street Reconstruction - Lafayette to Boulder Creek		*****				In Construction
19	Arapahoe Rd. - N. 119th St. to E. County Line Rd		*****				In Construction
20	SH 42 Improvements - Short Street Intersection *		*****				In Design
21	111th Street Widening *		*****				In Design
22	South Boulder Road Widening - Mallory Drive to 120th *				*****		In Design
23	US 287 / Isabelle Road Intersection				*****		In Design
24	71st Street - SH 52 to Lookout Road				*****		In Design
25	95th Street Reconstruction - Boulder Creek to City of Longmont				*****		In Design
26	East County Line Road Shoulders - Longmont to Hwy52					*****	Concept Only
27	SH 7 / N. 119th St. Intx. *					*****	In Design
28	Niwot Road - 95th to US287					*****	In Design
PROJECTS REQUIRING PLANNING / PRE-ENGINEERING							
29	SH 42 Improvements - Short to Pine Street *				*****		Concept Only
30	Isabelle Road Reconstruction - 95th to 109th					*****	Concept Only
31	ECL Road Shoulders - SH52 to Jasper Rd. (no OL)					*****	Concept Only
32	SH170 Shoulders - (Eldorado Springs Drive) *					*****	Concept Only
33	S. 120th Street - Lafayette to Dillon Rd.					*****	On-Hold
34	Ped Connection to Gunbarrel Station - Spine Trail *					*****	On-Hold
35	79th Street - SH 52 to Lookout Road					*****	On-Hold
36	Hygiene Road Shoulders - 75th to US36					*****	On-Hold
PROJECTS REQUIRING ACTION BY PROJECT PARTNER							
37	SH42 Pedestrian Underpass - S. of Paschal *				*****		In Design
38	120th Street Bridge over Coal Creek *					*****	In Design
39	SH66 Improvements - Main to Hover *					*****	Concept Only
40	SH42 Improvements - Pine to Lock Street & intx. *					*****	On-Hold
41	SH42 Improvements - Hecla Drive Intersection *					*****	On-Hold
42	75th Street - Plateau Road Intersection.					*****	On-Hold
43	SH7 Bike Lanes - 5th Avenue to Broadway (Lyons)					*****	On-Hold
* Project relies on matching funds from local agency / state or federal. Could be accelerated if funding available.							

* Project relies on matching funds from local agency / state or federal. Could be accelerated if funding available.

APPENDIX "C"
BOULDER COUNTY CIP - 2007 Sales Tax
CURRENT PHASING PLAN

DRAFT

		ESTIMATED TIMELINE					CURRENT STATUS
		Pre-2017	2017	2018	2019 - 2021	2022 - 2024	
TRANSIT PROJECTS							
1	Special Transit Bus Barn *	*****					Completed
2	Transit ITS *	*****					Completed
3	JUMP to Erie / LYNX Service *	*****					Completed
4	BOLT / J Buy-Up *	*****					Completed
5	Longmont Free-Ride Program *	*****					Completed
6	Countywide Bus Stop Improvements	*****					Completed
7	Bus-then-Bike Shelter Construction *	*****	*****	*****			Ongoing
8	Real-Time Bus Stop Displays			*****	*****		In Design
9	Countwide Pass Support Program	*****	*****	*****	*****	*****	In Operation
10	CLIMB Route *	*****	*****	*****	*****	*****	In Operation
11	"Y" Route	*****	*****	*****	*****	*****	In Operation
12	"FLEX" Fort Collins-to-Boulder *	*****	*****	*****	*****	*****	In Operation
13	"L" Route *	*****	*****	*****	*****	*****	In Operation
TRAIL PROJECTS							
1	St Vrain Greenway - ECL Underpass *	*****					Completed
2	Coal Creek Trail - Mayhoffer to Marshall Mesa *	*****					Completed
3	Rock Creek Trail - Mayhoffer to Coalton *	*****					Completed
4	LOBO Trail - Four Mile SH119 Connection *	*****					Completed
5	LOBO Trail - 95th Street Bridge Construction *	*****					Completed
6	LOBO Trail - 83rd to 95th *	*****					Completed
7	Coal Creek / Rock Creek Trail - 120th to Flagg Park	*****					Completed
8	Coal Creek Trail - Flagg Park to Erie	*****					Completed
9	LOBO Trail - IBM Connector *	*****	***				In Construction
10	LOBO Trail - William's Fork Connector		*****	***			In Design
11	RTD Rail Trail (formerly UP)- Master Plan		*****	***			In Design
12	St. Vrain Greenway - Phase I: Golden Ponds to Pella *			*****			In Design
13	LOBO Trail - Four Mile RR Underpass			*****			In Design
14	Nederland Trails (County Road 130) *				*****		In Design
15	RTD Rail Trail - Erie-to-Boulder				*****		Concept Only
16	St. Vrain Greenway - Phase II: 61st to US36 *					*****	Concept Only
17	Coal Creek Trail - McCaslin Link *					*****	Concept Only
18	St. Vrain Greenway - Phase III: Pella to 61st					*****	On-Hold
19	Feeder Canal Trail - Design and Construction					*****	On-Hold

* Project relies on matching funds from local agency / state or federal.

NOTE: Numbers DO NOT reflect project priority.