



BOULDER COUNTY
MOBILITY & ACCESS
FOR ALL

Existing Conditions

August 2021

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NYGAARD



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1 INTRODUCTION

This memorandum is a draft of the regional Existing Conditions which will make up phase one of the Boulder County coordinated plan. It is presented in chapter format for easy transferability into a report document when finalized.

Please note the following caveats:

- This is primarily focused on the Coordinated Human Services Transportation Plan aspect of Mobility and Access for All Ages and Abilities (M4AAA).¹ Youth transportation resource needs will be detailed in a separate memo.
- Information is subject to update based on feedback from Boulder County, technical advisory committee, and stakeholder one-on-one &/or small group conversations.
- Because this Coordinated Human Services Transportation Plan is not an update, but a new plan for the region, there is some flexibility in the amount of detail covered in this plan for updating in future editions. **It is suggested the plan's existing conditions strike an appropriate balance between coverage and detail to not jeopardize the overall plan's inclusivity to all people and places in Boulder County.**
- The document template and colors have been updated to reflect project branding but edits to the template may be suggested at this point in Boulder County's review.

USEFUL FINDINGS

- Transportation is a crucial issue which intersects with climate policy, social equity, affordability, and public health.
- Boulder County is home to multiple exemplary programs and pilots to reduce barriers to transit access. The programs, some of which are identified in the Denver Regional Council of Governments (DRCOG) Coordinated Plan, include Ride Free Longmont (to make transit more affordable), subsidized EcoPasses provided by businesses and communities, and Via's FTA Mobility Services for All Americans (MSAA) grant to improve data sharing.
- There are already locally tailored resources to educate people on how to access and plan a transit trip, including Mobility for All's Ambassador program and DRMAC Getting There Travel Training Program.

¹ All acronyms are stored in the appendix chapters of this document.

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- The cost of housing in Boulder County has added pressure to both construct additional housing and keep transportation affordable.
- According to recent plans, travel demand does not stop at Boulder County's borders. People come from Larimer, Weld and Jefferson Counties to get to the eastern half of the county, while many trips in Boulder County's mountainous western areas originate/end in Grand and Gilpin Counties.

2 PLAN REVIEW

This is the inaugural Coordinated Human Services Transportation Plan exclusive to Boulder County, which means that there is no prior plan recommendations or goals which are required to be tracked and updated at this time. **Moving forward, it is expected that all plan updates demonstrate an understanding the previous Coordinated Human Services Transportation Plan by summarizing the relevant findings, plan goals, recommendations (also known as strategies), and the status of those recommendations from that plan.**

Nevertheless, this chapter includes a review of recent and relevant plans and processes accounting for population and demographic changes, employment growth, transportation infrastructure, and the expansion of the transportation system. The contents of these plans include varying priorities and foci, but transportation challenges and needs are similar across plans.

This section reviews the transportation planning and policy context in and around Boulder County. Plans that explored policies for coordinated planning, aging populations, housing needs, mobility or access issues, and health or human services – from approximately the past 5 years – were reviewed to provide context to transit service coordination in Boulder County.

Special attention was paid to each plan's identified transportation needs, challenges, and recommendations. A summary of the reviewed plans is provided in Figure 2-1. This is a high-level overview to provide a baseline understanding of the transportation landscape. There may be entities and plans that are not included in this review, but they should not be discounted if they are recent and relevant to the coordinated planning effort.

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Figure 2-1 Plan Review Summary

Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
DRCOG Coordinated Transit Plan (2018)	<ul style="list-style-type: none"> ▪ Identified needs include affordable fares for target populations, more cross-jurisdictional trips, better regional coordination, expanded volunteer driver programs, continued collaboration with DRMAC filling gaps in service by location and time (nights and weekends), focus on quality-of-life trips, and removal of barriers to fixed route transit ▪ Boulder Transit Center and Boulder Junction are identified as key regional transfer points ▪ Longmont Fare Free Pilot Program was called out as a program “designed to benefit low-income residents and increase ridership on the local Longmont transit routes.” ▪ Boulder and Boulder County identified as communities which fund “buy-ups of RTD service to provide more service (such as better headways) than what RTD can afford on a particular route.” 	<ul style="list-style-type: none"> ▪ For RTD, continue implementing 2015-2020 Strategic Plan recommendations ▪ Remove barriers to fixed route service, through improved pedestrian infrastructure, transit stop accessibility improvements, transit-supportive land use, and travel training ▪ Develop and reduce barriers to accessing affordable fare programs. ▪ Improve access to employment and healthcare ▪ Pilot new technology and practices to improve mobility ▪ Increase human service transportation coordination efforts ▪ Address cross-jurisdictional trips (e.g., Boulder to Fort Collins) ▪ Implement trip exchange initiatives
DRCOG 2050 Metro Vision Regional Transportation Plan Coordinated Transit Plan (2021)	<ul style="list-style-type: none"> ▪ The three most significant needs identified through public engagement were access to health care for non-emergent (emergency) visits, affordable fares and expanding services to meet increased demand. ▪ Through the plan’s community and stakeholder engagement, the region’s top four priorities were first- and last-mile connections, improving access through coordination, spending funding efficiently, and affordable fares programs. ▪ Downtown Boulder Station Improvements project identified as a good example to showcase DRCOG TIP’s impact on improving overall infrastructure. 	<ul style="list-style-type: none"> ▪ Continuing to implement the recommendations from the 2018 plan.
Transportation Master Plan (2020)	<ul style="list-style-type: none"> ▪ Demand for regional trips is expected to increase 	<ul style="list-style-type: none"> ▪ Invest in transit improvements likely to increase countywide transit ridership, focusing on programs that reduce vehicle miles traveled,

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
	<ul style="list-style-type: none"> ▪ The greatest increase in cross-county trips is between Boulder and eastern County communities (e.g., Erie) ▪ The greatest increase in inter-county trips is to Weld, Adams, and Broomfield County ▪ Increased need for more affordable, convenient, and flexible travel options ▪ Highest priorities for transit amongst older adults include expanded service area, increased frequency, and more evening and weekend services 	<p>provide service to underserved communities, and enhance corridor service in key travel corridors</p> <ul style="list-style-type: none"> ▪ Invest in county transit service through new route development, service buy ups, technological enhancements and operations support while promoting long-term stability of the existing transit system ▪ Support development of high-capacity transit across 18 projects (With emphasis on north/south connections along the Front Range, and east/west connections linking Boulder County to the I-25 corridor) ▪ Implement transit service and other mobility services, improvements, and expansion to and among mountain communities ▪ Investigate additional seasonal/special services to meet travel demands that have concentrated peaks of demand ▪ Optimize bus stop locations and enhance facilities ▪ Develop partnerships with communities with anticipated increased travel to and from Boulder County ▪ Evaluate and pursue alternate transit service delivery options within and outside the RTD service area ▪ Provide transit pass assistance (e.g., support RTD’s development of a pass) ▪ Support schools in their efforts to promote non-Single Occupancy Vehicle transportation by incorporating multimodal and active transportation education into curriculum ▪ Support youth multimodal transportation ▪ Conduct Spanish-language outreach and public engagement ▪ Incorporate transportation into affordable living programs (e.g., consideration of access to transportation in affordable housing development proposals, transportation demand management services to increase affordable transportation access, consider mobility-as-a-service options)

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
		<ul style="list-style-type: none"> ▪ Expand and enhance accessible, affordable, and equitable mobility options for youth and families, older adults, people with disabilities, individuals with low income, and others living with mobility limitations ▪ Increase transportation education to vulnerable populations (including travel training, technology curriculum, one-call information and referral services, and centralized trip booking) ▪ Pursue Vision Zero Plan that incorporate policies and strategies supporting the most vulnerable populations. ▪ Inclusion of equity in planning and designing capital projects
<p>Peak Ride Volunteer Driver Plan (2020-Draft)</p>	<ul style="list-style-type: none"> ▪ The unmet travel needs of mountain residents extends beyond just Boulder County and into Gilpin, Larimer and Grand Counties ▪ Older adults, people with disabilities, and low-income individuals at risk of isolation due to limited mobility options ▪ Multiple funding streams that volunteer driver plans can tap into 	<ul style="list-style-type: none"> ▪ Select a host organization of the Peak Ride Volunteer Driver Program through an RFP process ▪ Recruit and train a pool of volunteer drivers ▪ Register eligible riders ▪ Develop comprehensive policy for Volunteer Driver Program including standards (performance, vehicle condition, mileage reimbursement rates, level of driver assistance), criteria (reimbursements, driver recruitment), and processes (driver training and screening)
<p>Floodplain Management and Transportation System Resiliency Study and Action Plan (2019)</p>	<ul style="list-style-type: none"> ▪ Goals include <ul style="list-style-type: none"> – Institutionalize Resiliency: Strengthen Boulder County Transportation Department and local governments’ culture and prioritization of transportation system and flood risk resiliency. – Withstand Shocks: Transportation systems and flood risk management reduce long-term impact of shock events. – Respond to Shocks: Transportation systems and flood risk management respond effectively to shock events. – Address Stresses: Improve transportation system and flood risk management responsiveness to stresses. 	<ul style="list-style-type: none"> ▪ Develop procedures, capabilities, and Multi-Hazard Mitigation Plan recommendations to maximize infrastructure resilience funding from FEMA. ▪ Develop and adopt plans, policies, and routes for emergency access and egress in a flood. ▪ Establish metrics for achieving community resilience. ▪ Flood risk tracking tool and climate vulnerability assessments. ▪ Increase awareness of resiliency matters among County staff and elected officials. ▪ Improve resiliency of roads and bridge infrastructure. ▪ Incorporate resiliency into project prioritization processes.

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
	<ul style="list-style-type: none"> ▪ There is a need to upgrade transportation infrastructure assets to decrease potential disruption by the impacts of climate change. 	<ul style="list-style-type: none"> ▪ Update infrastructure design standards and maintenance regimes for climate change. ▪ Low- and moderate-income resiliency needs assessment for transportation systems. ▪ Resiliency-focused engagement with the community. ▪ Meaningful bilingual resiliency materials, engagement, and event-recovery support. ▪ Increase transit service in response to economic or natural disasters. ▪ The quicker the county gets prepared by bringing the under-sized elements of the transportation system to as much protection as possible, the more resilient the country will be and the less it will spend per trip to avoid disruption. ▪ Recommended actions will require select documents to be updated to reflect the findings and decisions presented in the study (including Key Boulder County Plans, codes, and standards).
<p>Community Foundation Boulder County Trends Report (2019)</p>	<ul style="list-style-type: none"> ▪ Despite significant job growth (pre-COVID), Boulder County has massive challenges in housing affordability, leading to spikes in single-occupancy vehicle (SOV) commuting into the County and Boulder city. ▪ Boulder County may not have the racial diversity of other places, but there is a significant Latinx population, along with growing communities of Nepalese, Brazilian, West African, and Hmong people -- all of whom should not be invisible. 	<ul style="list-style-type: none"> ▪ Advocate for driving less (replaced by transit and bicycle trips if convenient and accessible) ▪ Need to better understand transportation needs amongst working population and their families, such as Households with youth, Households with Seniors, Households with Disabilities, etc.
<p>AAA/Aging in Boulder County: Past, Present, Future Report (2019)</p>	<ul style="list-style-type: none"> ▪ Negative perception of ease of access amongst a majority of Boulder County’s older residents, with Boulder and Louisville receiving the highest ratings and Erie receiving the lowest ratings ▪ Most older adults plan to remain within their community ▪ Amongst service professionals, the highest in-demand services for older adults are housing and transportation. 	<ul style="list-style-type: none"> ▪ “A strengthening of multi-stakeholder coordination, collaboration, and advocacy for a more age-friendly community.”

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
	<p>These are also considered among the least available services.</p> <ul style="list-style-type: none"> ▪ Most Boulder County service providers reported sharing transportation resources (both offered directly or through referrals) with caregivers. ▪ Lower-income older adults in Boulder County reported a relatively lower overall health quality ▪ Mountain residents report a desire for transportation to address safety issues and using public transit to access locations that would otherwise be inaccessible. ▪ Socially isolated mountain residents stated a preference for assistance from neighbors or friends above service providers. 	
<p>Boulder County Board of Commissioners Strategic Priorities (2018)</p>	<ul style="list-style-type: none"> ▪ Significant disparities in Boulder County are highlighted by trends of increased median housing prices and high self-sufficiency wages for families and individuals alike. ▪ Priority areas for the County include affordable living, climate action, equity and justice, land and water stewardship, organization, and financial stewardship. 	<ul style="list-style-type: none"> ▪ Increase access to all modes of transportation, particularly through pass pilot programs (and other programs targeted to people with lower incomes) and continued long-term mobility planning ▪ Transition to electric/zero-emission vehicle fleets
<p>Boulder Transit Service Delivery Study (2018)</p>	<ul style="list-style-type: none"> ▪ It is not feasible to fully secede all Boulder County transit from the RTD district. 	<ul style="list-style-type: none"> ▪ 9 different visions established around governance models and service scenarios
<p>Boulder County Community Needs Assessment: Systems, Services, and Supports for People with Intellectual and Developmental Disabilities (2018)</p>	<ul style="list-style-type: none"> ▪ Among other core services, stakeholders feel there are large information gaps about available transportation options ▪ Transportation is an issue that intersects with issues of self-advocacy, social connectedness, and community engagement; Transportation barriers “create a negative ripple effect on access to services and independence.” ▪ Transportation options are perceived as sometimes unreliable and underfunded 	<ul style="list-style-type: none"> ▪ Increased funding for transportation programming for the IDD population ▪ Consideration of existing transportation accessibility for the IDD population

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
<p>Boulder County Environmental Sustainability Plan (2018)</p>	<ul style="list-style-type: none"> ▪ 31% of Boulder County greenhouse gas emissions are due to transportation -- the second largest category ▪ Goals for transportation are focused on environmental sustainability, increased options, healthy lifestyles, and support for all Boulder County residents ▪ Mobility for All programs, along with EcoPasses (60% discount on annual transit passes) and the 70% reimbursement of EcoPasses to Lafayette Green Business program participants was touted as a success story ▪ Trip Tracker program for students and staff travel to school modes highlighted as a contributor to almost 100,000 annual school-based trips using “green” or non-SOV modes 	<ul style="list-style-type: none"> ▪ Expand funding and implementation of transit options that serve Boulder County’s residents, workers, and visitors ▪ Update transportation policies and plans to incorporate new systems and technologies in infrastructure design ▪ Continue developing multimodal infrastructure, including increased transit frequency and coverage, and working with communities to develop connections to regional transit ▪ Reduce barriers for vulnerable populations using the transportation system ▪ Collaborate with BCPH, Community Services, BCHHS and other agencies to coordinated programs addressing transportation needs (including active transportation and public health) ▪ Continue long-term transition to EVs for County operations and incentives/encouragement of public adoption of EVs ▪ Incorporate compact and walkable community standards and goals into land use decisions ▪ Continue educating businesses about sustainable transportation options through the PACE program
<p>BCDHHS Community of Hope Report (2016)</p>	<ul style="list-style-type: none"> ▪ A majority of Boulder County renters are spending more than 30% of household income on housing costs (housing-cost-burdened), which could lead to forgoing transportation expenses ▪ Typical monthly transportation expenses for a family of four in Boulder County cost \$544 (nearing 15% of typical monthly income) 	<ul style="list-style-type: none"> ▪ N/A

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Agency/Plan (Year)	Relevant Findings	Relevant Recommendations
Mobility for All Needs Assessment (2016)	<ul style="list-style-type: none"> ▪ Challenges in access for people with limited English proficiency ▪ Transit service is perceived as too expensive for people with low incomes ▪ Transit service is expensive to operate ▪ Transit service does not run in the evenings ▪ Deficiency in the number of volunteers to meet the demand for long-distance trips ▪ Successful services like Via are oversubscribed ▪ Funding mobility for vulnerable populations is fragmented across three departments 	<ul style="list-style-type: none"> ▪ Expand flexible transit services ▪ Provide EcoPasses to all county residents ▪ Develop a discounted transit pass program to all county residents defined as low-income ▪ Continue Ride Free Longmont ▪ Adjust Via fares based on income ▪ Subsidized taxi voucher program ▪ Centralized mobility program ▪ Continue supporting mobility management ▪ Partnerships with public and private organizations ▪ Clear and accessible information ▪ Prioritize infrastructure in places with densities of vulnerable populations ▪ Use technology to overcome credit card barriers ▪ Centralized trip booking and dispatch

3 EXISTING TRANSIT

Transit in Boulder County is a major component of the overall transportation network; it is a contributor to quality-of-life in Boulder County with the promise of safe journeys, cleaner air, and expanded accessibility and options for people who cannot -- or will not -- own or access an automobile.

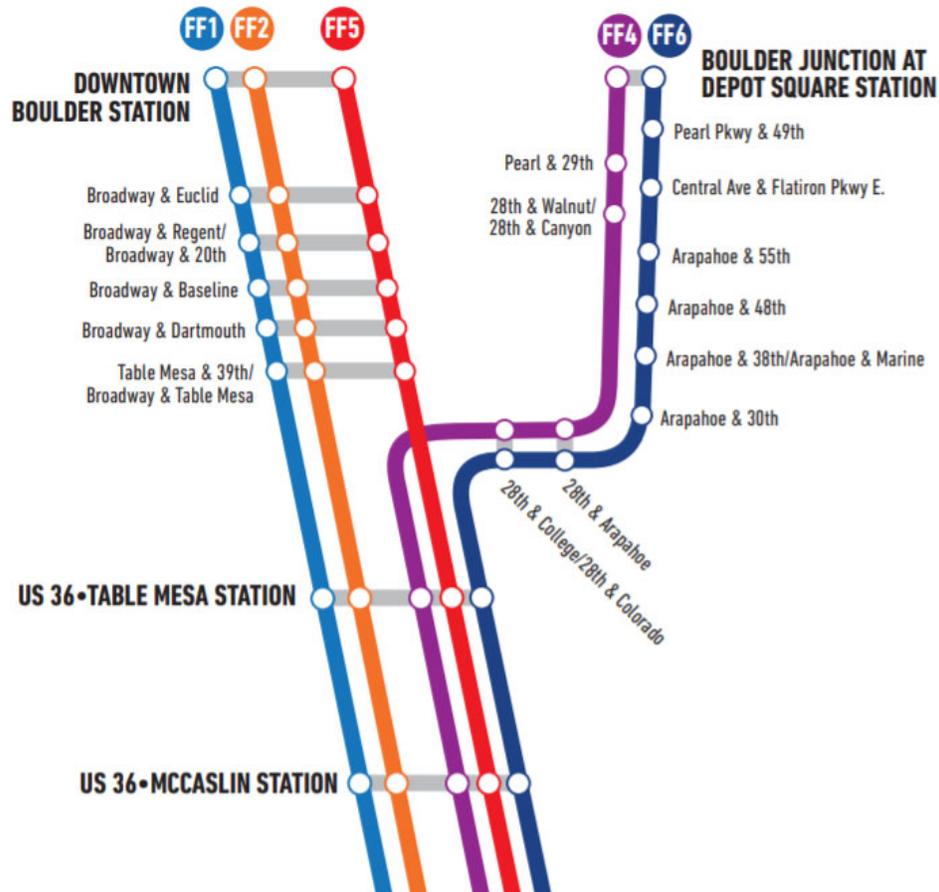
Because it is a service provided in the public interest, transit is rarely profitable. To share the burdens and challenges of providing such a service, partnerships may be formed to ensure the funding, operating, and managing of transit. For example, a public agency could be responsible for funding and marketing a new bus route that serves its population, but they may contract private or non-profit entities to operate the service itself (including the hiring, training, and managing of drivers, fleet ownership/maintenance, and customer service). The structure of such partnerships will depend on context and other factors, such as financial constraints, liabilities, and human capital.

This chapter focuses on shared and mass transportation systems sometimes known as “community transit” or the “coordinated transportation system” as part of a larger network of transportation options. It is arranged primarily on the definition of the routes (fixed-route vs. demand-response) and secondarily on the nature of the provider (public vs. private/non-profit). All services will be listed in a directory still in development and to be finalized as an appendix to the report.

FIXED-ROUTE TRANSIT

Fixed-route transit is the most commonly understood public transportation mode. By design, fixed-route is intended to arrive and depart at predictable intervals at all its designated stops. Fixed-route transit is typically planned for maximum efficiency on public roadways.

Figure 3-1 Boulder County Flatiron Flyer Service Map



In an ideal transit network, fixed-route service would be provided at frequent intervals across much of the day. However, there are limitations to realizing an ideal fixed-route network, including:

- Financial constraints for transit capital and operations
- Timing of transfers to connecting fixed routes
- The extent to which sidewalks and bicycle facilities leading to and from transit stops are universally accessible, in acceptable condition, and designed for short and pleasant trips
- The availability of connecting transportation from one's front door to the transit station/stop for circumstances in which one cannot safely or conveniently walk, roll, or bike to the transit stop

Fixed-route transit can help provide relief to coordinated and human service transit in more circumstances than before - but it will vary by trip type and origin location. For example, an individual living near Founders Park in Superior can take a short walking or biking journey to the McCaslin Station of the Flatiron Flyer (Figure 3-1), and then ride the bus to the Anschutz Medical Campus for an affordable fare. If this individual were going to the Medical Campus for a Medicaid appointment, the convenience and affordability of

such a trip might be more desirable than going through the process of brokering a ride. For communities already served by fixed-route transit, coordination of a timed transfer or a safe walk to the bus stop is a more cost-effective option that allows resources for demand-response services to be freed up for places that are isolated from fixed-route transit.

There are multiple providers of these routes -- both exclusively serving Boulder County and providing connections to and from other places in the region.

Public and Non-Profit Options

HOP

The City of Boulder is most prominently serviced by HOP, a service of the City's Community Transit Network (CTN). Since 1994, HOP has been synonymous with bus rides in and around central Boulder. The City of Boulder contracts Via Mobility Services to operate the HOP, which includes the following services:

- Regional bus service connecting Downtown Boulder to Longmont (on BOLT)
- Local bus service along 30th Street (on BOUND)
- Local bus service connecting Boulder and Louisville to Lafayette (on DASH)
- Local bus service connecting Boulder to Lafayette via Arapahoe (on JUMP)
- Local bus service along Broadway (on SKIP)

Regional Transportation District

The Regional Transportation District (RTD) is the largest transit agency in the State of Colorado and the Denver-Aurora-Boulder Consolidated Statistical Area (CSA), with service reaching across eight counties. Specifically in Boulder County, RTD provides the following:

- Financing and programmatic supports for HOP
- Express transit services connecting Boulder to Central Denver and Anschutz Medical Campus (via Table Mesa and Superior on the Flatiron Flyer FF-series routes - see Figure 3-1)
- Express transit services connecting Boulder to Denver International Airport (on SkyRide Route AB/AB1)
- Local bus service connecting South Boulder to Rural North Boulder (via Table Mesa, Moorhead, and 19th Street on Route 204)
- Local bus service connecting Downtown Boulder to Gunbarrel (on Route 205)
- Local bus service connecting Downtown Boulder to Arapahoe and 55th Street (via Iris and Valmont on Route 208)
- Local bus service connecting Boulder to Broomfield (on Route 225)
- Local bus service connecting Broomfield and Superior to Louisville (on Route 228)
- Local bus service connecting southwestern Longmont to northeastern Longmont (on Route 323)

- local bus service connecting Silver Creek High School and Front Range Community College to Main Street in Longmont (on Route 324)
- local bus service connecting the west side of Longmont (on Route 326)
- local bus service connecting the east side of Longmont (on Route 327)
- limited-stop bus service connecting Boulder to Nederland (on Route NB)

Via Mobility Services

Via Mobility Services is a non-profit organization based in Boulder dedicated to serving people with mobility limitations throughout the region. Via Mobility Services provides fixed-route services to Boulder County, including:

- Limited-stop bus service connecting Boulder to Gold Hill (on the Peak-to-Peak Climb)
- Operations of the HOP bus system and Eldo Shuttle

Boulder County

In the summer, Boulder County offers a shuttle for people accessing the Hessie Trailhead, a popular access point to multiple trails within the Arapaho and Roosevelt National Forest. Riders can park at Nederland High School (or ride to Nederland using the RTD NB route for connections from Boulder) and take the shuttle to the trailhead. The intent of the shuttle, operated by Greenride, is to relieve traffic congestion in the area around the Hessie Trailhead. Boulder County also offers Eldo



Hessie Trail Shuttle

Shuttle that is free and runs on weekends and holidays. The shuttle, operated by Via Mobility Services, has a wheelchair lift and connects to an accessible trail.

Intercity Bus Routes

Transfort, a service of the City of Fort Collins provides an intercity limited-stop bus from Fort Collins to Longmont (Downtown and Village at the Peaks Mall) and Boulder (Boulder Junction, Downtown Boulder, and CU) via Loveland. The name of this service is **FLEX**, and Boulder County and the Cities of Boulder and Longmont are among the partners.

Other notable intercity bus services, including private Greyhound and publicly subsidized Bustang, do not currently stop in Boulder County, instead focusing on the I-25, I-70, and US 40 corridors.

The only current fully private intercity fixed-route service serving Boulder County is **Green Ride Boulder** and **Green Ride Longmont**, which together provide scheduled shuttle service between Denver International Airport and two Boulder County hubs located at Meadows complex off Baseline Road in Boulder and 206 South Main Street in Longmont. The services may flex in both route and vehicle size based on demand. Green Ride also provides a suite of variably priced demand-response services that are classified in this plan as taxicabs and charters.

Question and Answer

How is the Pandemic Affecting Transit Service?

Initially, the lockdowns mandated in response to the outbreak of the coronavirus which causes COVID-19 reduced most economic activity to a halt. Trips of an essential nature only were allowed, but the impacts on both demand and revenue for public transit were significant.

Some adjustments to transit service in Boulder County since the outbreak of COVID-19 include:

- **A Saturday schedule** for all weekday service on HOP routes in Boulder, FF1 to Denver, and the BOLT regional bus.
- **Suspended service** on RTD routes FF2, FF4, FF6, and FF7
- **Suspension of all subscription-reserved trips** through RTD FlexRide (one must make individual reservations for all trips on a first-come, first-served basis)
- **Suspension of carpool matching** on ridehailing apps

Subsequent research on the coronavirus has confirmed that combination of masking, vaccinations, distancing, and improved ventilation can make public transit a significantly less dangerous activity than originally believed. Although ridership has not returned to pre-outbreak levels as of this writing, ridership is trending up as long as hospitalizations directly caused by COVID-19 trend down. Therefore, it is imperative for transit to plan for continued demand for trips both essential and nonessential.

**PLEASE STAY AT LEAST SIX (6) FEET
BEHIND THE DRIVER**



To help us adhere to current social distancing guidelines, we ask that you please remain at least six (6) feet behind the driver.

**PLEASE DO NOT
SIT IN THE BLOCKED
OFF SEATS.**

Source: City of Boulder

DEMAND-RESPONSE TRANSIT

Demand-Response transportation involves the request for a specified ride by an individual, household, or another unit (e.g., coworkers) making the same trip. These pickup and drop-off points are expected by the rider to be relatively more proximate to the front door of an origin and/or destination. The extent to which the ride is **curb-to-curb**, **door-to-door**, or **door-through-door** will typically be implied in the providers' regulations and determined by several factors.



Volunteer driver and passengers in Gold Hill

Demand-response providers are more likely to be carrying the responsibilities of **coordination** and meeting **human service needs**. The added complexities of repeatedly fulfilling demand-response trips may contribute to a higher cost to operate compared to fixed-route transit. The cost of demand-response services -- and the extent to which those costs are passed on to the rider -- will vary depending on the situation.

Public and Non-Profit Options

ADA Paratransit (“Access-a-Ride”)

One of the most known public demand-response options is paratransit, designed to meet a mandate set by the Americans with Disabilities Act (ADA) of 1991. ADA paratransit is intended to serve as an alternative for people who do not have the ability to safely access the fixed-route system (reasons could include deficiencies in the specific journey to a fixed-route stop or a condition experienced by the rider). As an alternative to fixed-route transit, ADA paratransit is required by law to exist within $\frac{3}{4}$ of a mile near any local fixed-route and during the same hours of operation as the fixed-routes.

Riders of these services are subject to an evaluation process that determines their eligibility to ride ADA paratransit by verifying the rider is, per the ADA, either unable to access a bus stop and lift-equipped fixed-route bus by themselves and/or has a disability prohibiting the rider from independently completing the fixed-route bus.² The evaluation

² Americans with Disabilities Act of 1990 (Section 37.123 (3))

process may include a submitted application, professional medical verification, an interview, and an assessment.

The ADA Paratransit service which complements RTD's local fixed-route system is known as **Access-a-Ride**. Via Mobility Services is contracted by RTD as the service provider for Access-a-Ride trips in Boulder County. The closest RTD facility to Boulder County for an in-person evaluation is in Lakewood, within Jefferson County. Boulder County is partnering with RTD to conduct a feasibility study to explore locating a second facility in Boulder County.



Passenger boarding Access-a-Ride

Even though it is a form of public transportation which affords the same open-ended trip purpose and civil rights given to riders of fixed-routes, ADA paratransit essentially exists as a public service for those who are without any alternative or ability to access the fixed-route transit system. ADA paratransit is typically more cost-inefficient per rider and revenue hour than fixed-route transit.

Via Mobility Services

Beyond providing ADA paratransit service, Via Mobility Services also provides demand-response transit service in many communities near Boulder County. Since incorporating the Senior Resource Center's transportation program under the Via Mobility Services umbrella in 2020, the coverage of Colorado by Via Mobility Services has dramatically expanded into the immediate Denver metro area (including Adams, Arapahoe, Denver, and Jefferson Counties). Rural communities, including Firestone in Weld County, have also recently received additional service.

RTD FlexRide

FlexRide is intended to provide first and last mile connections from locations within specified service areas to the fixed-route transit system. It is distinct from ADA Paratransit; all riders may access FlexRide. Ride reservations can be made as far in advance as 30 days. Within Boulder County, FlexRide is available in discrete service areas covering Superior, Louisville, Longmont. Outside of Boulder County, FlexRide is also available in Broomfield and Interlocken.

Ride Free Lafayette

In operation since July 2020, Ride Free Lafayette is an on-demand door-to-door bus service providing complementary one-seat rides within the City of Lafayette and the Kestrel affordable housing community in Louisville (located just southwest of Lafayette limits). The service operates seven days a week from 7 AM to 8 PM. Riders book a ride by calling a toll-free number, accessing the web site, or using On Demand Transit (a mobile app).



Ride Free Lafayette Vehicle

Ride Free Lafayette is funded by Boulder County Local Sales Tax and DRCOG Human Services Transportation Set Aside Grant funds. This service is distinct from the similarly named Ride Free Longmont, a program allowing free travel on all fixed routes within the City of Longmont limits. Ride Free Longmont was also originally piloted using Boulder County Local Sales Tax and grant funds, to include Job Access Reverse Commute funds.

Human Services

Additional agencies in Boulder County provide limited transportation services, usually solely for their own programs and clientele. A complete matrix of agencies providing transportation services in Boulder County, including descriptions of their respective service and operational characteristics, will be shared upon completion of background data collection, and will be placed in a future report Appendix.



Volunteer Driver Assisting a Passenger

Human services transportation programs include:

- **American Cancer Society** (*Road to Recovery*) coordinates rides with organizations and makes referrals for people accessing cancer-related medical appointments.
- **Faith in Action**, a division of Ability Connection Colorado, provides transportation assistance that supports activities of daily living for older adults and people with disabilities.
- **Cultivate-VetsGo** is a system of volunteer drivers serving Boulder County and Broomfield County veterans aged 60 and above with medical-related travel. In addition to local medical services, participants can use Cultivate-VetsGo to access VA appointments in the Rocky Mountain Regional VA Medical Center in Aurora, along with VA network locations in Denver, Greeley, Fort Collins, and Cheyenne, WY.
- **Good Neighbor Garage Vehicle Placement Program** is a vehicle donation program which helps women with special needs to obtain a vehicle and progress towards a life of self-sufficiency. Primarily based in Jefferson County, a woman in need can be referred to the program by a nonprofit partner.

Private

Taxicabs

Companies offering up taxis serve emergency, community, intercity, and charter needs based on demand. They include zTrip (formerly Boulder Yellow Cab), Green Ride, Boulder Creek Transportation, Essie Lee Foundation, Passage Quality Mobile Transit, and SuperShuttle. Not all private services are equipped to provide ADA-accessible vehicles and meet riders with all special needs; one should inquire prior to booking a ride or reach out to dedicated entities specializing in such needs (such as Mobility Transportation and Services).

While zTrip Boulder and local taxi companies have created apps and other forms of electronic bookings (beyond the traditional phone and street side hailing), taxi industries are in close competition with transportation network companies (TNCs) that exclusively rely on mobile online apps to match drivers with people in search of a private ride.

Ridehailing & Transportation Network Companies (TNCs)

The act of using a TNC to complete part of a person's trip using electronic documentation and payment is known in this report as ridehailing. Vehicles used for ridehailing -- which may or may not be wheelchair accessible -- may shuttle private individuals, private groups, and carpools of people taking separate trips. Ridehailing trips are known to contribute to traffic congestion and other negative externalities.³ These services can also pose technological and financial barriers for people with older

³ <https://www.proquest.com/openview/5486ff6cc229889a3cdf2df1cd3993cb/1?pq-origsite=gscholar&cbl=18750&diss=y>

smartphones, limited data plans, or if they are unbanked/underbanked. The regulation of these services was set by the State of Colorado's Public Utilities Commission in 2014, among the first of its kind in the United States.⁴

A variation to the ridehailing service is a ridehailing concierge service such as GoGoGrandparent. GoGoGrandparent turns on-demand transportation companies like Lyft and Uber into services that help families take better care of older adults -- without using a smart phone. They can get a ride whenever they want in less than 15 minutes.

Non-Emergency Medical Transportation

A subset of private demand-response transportation is known as non-emergency medical transportation (NEMT), used for transportation to publicly funded healthcare under the State of Colorado's Department of Health Care Policy and Financing (HCPF). Typically, NEMT is intended for Medicaid clients who have no other means of getting to and from medical appointments. This Department is responsible for administering Health First Colorado (Medicaid), Child Health Care Plan Plus, and Medicare for Coloradans. The State, by extension responsible for NEMT, currently contracts a single broker in the nine county Denver Metro Region for such rides: IntelliRide by Transdev.

Medicaid participants in need of navigating transportation resources can receive assistance from their respective Regional Accountability Entity (RAE). In Boulder County, the applicable RAE is the Colorado Community Health Alliance.

Emergency Medical Transportation

Emergency transportation takes multiple forms. Typically priced at an unaffordable cost, the personal choice of ambulance transportation is essential in times of life or death. The Office of Emergency Management has direct responsibility for coordination among agencies in the use of Emergency Medical Service systems. First responders may be asked to determine ride destinations in coordination with law enforcement and/or social services for the safety and protection of victims.

People with emergency and non-emergency needs may occasionally take air transportation:

- Boulder Community Health Foothills Hospital is host to a MedEvac fleet
- Boulder Municipal Airport is a general aviation airport owned by the City of Boulder, which may be used for critical medical needs (via Angel MedFlight).
- Vance Brand Municipal Airport is another general aviation airport located in Longmont.

⁴ https://leg.colorado.gov/sites/default/files/16-34_transportation_network_companies_ib_two.pdf

Other Transit

Some transit is designed for the exclusive use of a group, such as employees accessing a specific location, residents from a complex taking a shuttle, and students in need of a safe passage to their dorm or parking space. In other words, these services are exclusive because they serve a specific population and place and are not available to the general public (even if willing to pay). Examples of these include:

- Employee shuttle
- CU NightRide
- Elder care
- Veterans Affairs services

It is challenging to track every possible service available and there is reluctance to share resources due to liability concerns. However, these services, which will require the involvement of a vehicle fleet and trained operators, carry the potential to serve as a locally based resource and partner in coordination.

Question and Answer

Didn't there use to be more transit in my community?

It varies. Boulder used to have a trolley running along Broadway and an interurban train, and today Broadway has protected bicycle lanes and universally accessible and solar-powered express bus stations. The oldest communities in Boulder County certainly experienced a similar transit trajectory to many places in the United States -- in which once-thriving streetcar networks running along arterial roads and connecting communities were dismantled to make way for a combination of automobile usage, highway projects, subsidized housing, and diminishment of mass transit that inequitably distributed mobility options across lines of race, class, age, and ability. While regrettable choices were made regarding transit service in the past, the systems that existed were not necessarily as universally accessible or dynamic enough to meet the needs of people of all ages and abilities who live in Boulder County today.

Nevertheless, over the past several years, there are some programs and services that have been started in both the public and private sectors but discontinued due to a lack of ridership. Concurrent problems along with low ridership may include insufficient marketing, limited scheduling, extraneous travel time, or extraordinary high operational costs per rider or mile. Therefore, the fact that a service is currently discontinued should not necessarily mean there is zero interest or ability for planning an improved variation of such routes, services, and programs in the future. Every project has a unique story about the circumstances leading to their successes and failures. The following is a sample of discontinued transit services in Boulder County:

- The Climb Peak-to-Peak route connecting Gilpin County to Nederland and Ward.
- The Jamestown Climb route connecting Boulder to Jamestown
- RTD Route YL (Lyons-Longmont bus service) was terminated due to a lack of ridership
- Lyons Summer Shuttle
- Lafayette Community EcoPass program
- Lynx, a service connecting Louisville, Superior and Broomfield.



OTHER TRANSPORTATION SERVICES

There are also services which do not directly provide transportation but are vital resources in helping people affordably and knowledgeably complete their trips.

EcoPass

The EcoPass⁵ is an annual transit pass allowing unlimited usage of all RTD services and can only be obtained through one's employer, residential neighborhood organization, or community. What makes it distinct from buying an RTD pass independently is the cost on the rider, which is heavily discounted due to bulk purchases, subsidization, and tax benefits. There are three types of EcoPasses:



EcoPass rider

- Business EcoPasses are purchased by employers and offered to employees. Many Boulder County employers offer EcoPass, including Boulder County government. Passes which are partially covered in cost by the employees will typically be deducted from payroll prior to taxes.
- Neighborhood EcoPasses are started by contiguous groups of residences.
- Community EcoPasses are subsidized by municipalities and offered to all members within the defined community. Current Boulder County Community EcoPass participants are the Town of Lyons and the Town of Nederland.

Prices of the pass are set by a contract with RTD, and may be determined by a set minimum price, the number of participants, and the geographic location serviced (relative to where transit service is). The extent to which the cost of the EcoPass is passed onto the rider depends on the decision of the purchasing entity. For example, the Town of Nederland offers EcoPasses at no cost to all permanent residents within the Nederland Community District. Meanwhile, the Town of Lyons provides EcoPasses for an annual rate between \$10 and \$40 depending on one's age and means of income, which is still significantly lower than the cost of buying monthly all-inclusive RTD passes independent of any program. For Business and Neighborhood EcoPasses only, Boulder County offers subsidies (60% off the first year's purchase price, 30% off the second year's contract price) to all businesses and neighborhoods signing up for their initial

⁵ <https://bouldercolorado.gov/transportation/eco-pass-program>

contract outside of the City of Boulder. The City of Boulder offers subsidies for businesses and neighborhoods in the City of Boulder.

Lyons Taxi Voucher Program

Lyons residents are able to receive vouchers for zTrip taxi rides connecting between Lyons and Boulder or Longmont. This program, funded by Boulder County, helps fill a current public transportation gap in Lyons, as the RTD Y route remains suspended during the pandemic. The vouchers are available in person at Lyons Town Hall, the local food pantry, and the OUR Center.

Ride Free Longmont

Established as a program financed by the City of Longmont, Boulder County, the State of Colorado, and FTA Section 5316 Job Access and Reverse Commute Program (JARC), Ride Free Longmont is a program which ensures all local fixed-route bus service trips within the City of Longmont (along four RTD routes) are completely free of charge to the ride. Currently, the City of Longmont is the sole funder of this program.

Countywide Transit Education & Pass Support Program (CTEPS)

CTEPS is a program which provides support and incentives for companies and neighborhoods to purchase the RTD EcoPass. The goal of the program is to encourage use of transit throughout Boulder County.

Transportation Demand Management

Transportation Demand Management, or TDM, is a catch-all term for programs and policies which help incentivize and educate people about their transportation options. Programs like EcoPass are essentially forms of TDM. Some other prevalent and successful examples of TDM programs in Boulder County include:

- **Free giveaways of MyRide cards** are occasionally provided by transit agencies and governments as a means to incentivize more transit usage and help riders overcome barriers to convenient transit fare payments.
- **Way to Go Carpool** is a service to facilitate matches for carpools, vanpools, and school-based carpools known as “schoolpools” through a local phone hotline and website. This free service is a program of DRCOG and spans the greater Denver region. Way to Go includes additional programs to incentivize and educate people on transportation options, including a podcast and commute challenge raffle.
- **Colorado Car Share** is a nonprofit which helps people rent cars for short-term needs at affordable rates. Thus, one can be able to utilize the resources of an automobile without taking on the high-cost burdens of owning or leasing a car. People can rent shared vehicles parked in dozens of locations centered around Boulder, in central Longmont, and at the Kestrel Housing community near Louisville.

Transportation Management Organizations

Transportation Management Organizations (TMOs) are independent, nonprofit organizations, funded by Way to Go and stakeholder groups from a geographic area (government agencies, major employers, developers, neighborhoods groups, etc.). TMOs directly implement TDM programs and services, facilitate communication between the public and private sectors, and promote transportation community goals. A primary benefit of TMOs is the ability to move TDM efforts from a site-specific application—such as within an individual business—to a more flexible and effective area-wide application, such as along a travel corridor. There are three TMOs serving Boulder County: Boulder Transportation Connections, Commuting Solutions, and Smart Commute Metro North.⁶

Volunteer Driver Reimbursements

For qualifying rides requested in advance with Via Mobility Services, but unable to be fulfilled by Via, a mileage reimbursement can potentially be arranged for the driver under the Family and Friends Mileage Reimbursement Program.

Municipal Planning and Committees

Municipalities (and the County within unincorporated areas) are responsible for the application of land use laws and policies affecting the design of locally owned streets, which both have a bearing on how people use the transportation system. A community where the placement of buildings and permitted uses containing essential needs -- all within a safe walkable distance of people's homes, workplaces, and schools -- can be pre-determined with a solid land use plan which aspires to a future of universally accessible multimodal transportation options for the entire population. The complementary attributes of complete streets and/or layered networks designed for the safe and comfortable enjoyment of people who walk, ride bicycles, and use their personal mobility devices (just as much as people who drive automobiles for personal and commercial reasons) can also encourage more people to use transit.

⁶ Boulder County Transportation Master Plan. February 2020. Pg. 97. <https://assets.bouldercounty.org/wp-content/uploads/2020/02/transportation-master-plan-tmp-update-technical-document-final.pdf>



Mobility Ambassadors

Travel Training

A major support for people to ride transit is the act of education. Riders -- including those from vulnerable populations -- benefit from travel training to understand available transportation options in their communities, along with how to use such services. These trainings are provided by Mobility for All and Denver Regional Mobility and Access Council. Some of the training themes may be specialized to meet the needs of vulnerable populations, including an education of ADA mandates and guidance on creating new travel training programs and empowering volunteer ambassadors (e.g., “train the trainer”). Through the Technology Education Program, Mobility for All helps provide specialized education on accessing and using mobile apps related to transportation.



Via Mobility Services Travel Training

Boulder County also offers dedicated training and facilitated discussion sessions amongst families to encourage safe walking and biking for families with children between ages 5 and 18.

Driver Training

Although professional drivers are expected to obtain the appropriate licenses, there may be additional training which can help drivers -- both professional and volunteer -- be more responsive and sensitive to the needs of older adults and people with disabilities. Safety training (including passenger assistance methods, disability awareness, and defensive driving) is provided to volunteer drivers by Via Mobility Services' Professional

Development Team. In many cases (depending on the employer), driver trainings are required.

Trip Tracker

The Trip Tracker Program rewards staff and students (with help from their parents) for making trips to and from school by modes other than single-occupancy vehicle (SOV). When participants walk, bike, ride the bus, or carpool, they can earn Tracker Bucks to spend at participating locally owned businesses. Boulder County implements the program in St. Vrain Valley School District (SVVSD) schools in partnership with the district, while Boulder Valley School District (BVSD) implements the Trip Tracker Program in Boulder Valley Schools.

Bike and Transit Programs

Bike and transit programs specifically target first- and last-mile issues to using transit in order to provide a cost-effective means of personal transportation, and can be especially important and effective for low-income residents.

Boulder County Mobility for All has partnered with local nonprofits, such as Community Cycles, to offer Earn-a-Bike



Bus and Earn a Bike Workshop

Workshops for low-income residents and install bicycle amenities at Boulder County Housing Authority sites, using JARC and local funds. The workshops cover bicycle safety, maintenance, and trip planning to combine biking and transit for income-qualified residents.

Community Cycles⁷ partners with human services organizations, such as the Homeless Shelter, Safehouse, Boulder Housing Partners, Focus Reentry, and others, to create equitable access to bicycles and is available to low-income residents through the Earn-a-Bike Program. The program offers free refurbished bicycles to low-income residents without access to other modes of transportation.

⁷ <https://communitycycles.org/workshops/earn-a-bike/>

Boulder County offers Bike-n-Ride Shelters⁸ which provide secure and weather-protected bicycle storage for people making connections to and from local or regional transit routes.

Question and Answer

What is Youth Transportation?

Youth Transportation encompasses transportation to meet the following needs for youth (typically minors, or people under the age of 18, but variable depending on special needs and academic trajectories):

- School buses and transit programs for youth
- Connections to after-school, vocational and remedial programs for youth
- Arrangements for carpooling to and from schools among families (“schoolpools”)

From encouraging safer walking and biking through interactive trainings involving both children and their parents to promoting safer streets on National Bike to School and Walk to School days, Boulder County Youth Transportation provides numerous resources to educate and inspire families to make more sustainable travel choices. By teaching children to feel comfortable and safe while walking and biking, there is a possibility that lifelong habits and hobbies around active transportation will be developed.

Note: As assessment of Youth Transportation resources and needs will be included as part of a separate deliverable.



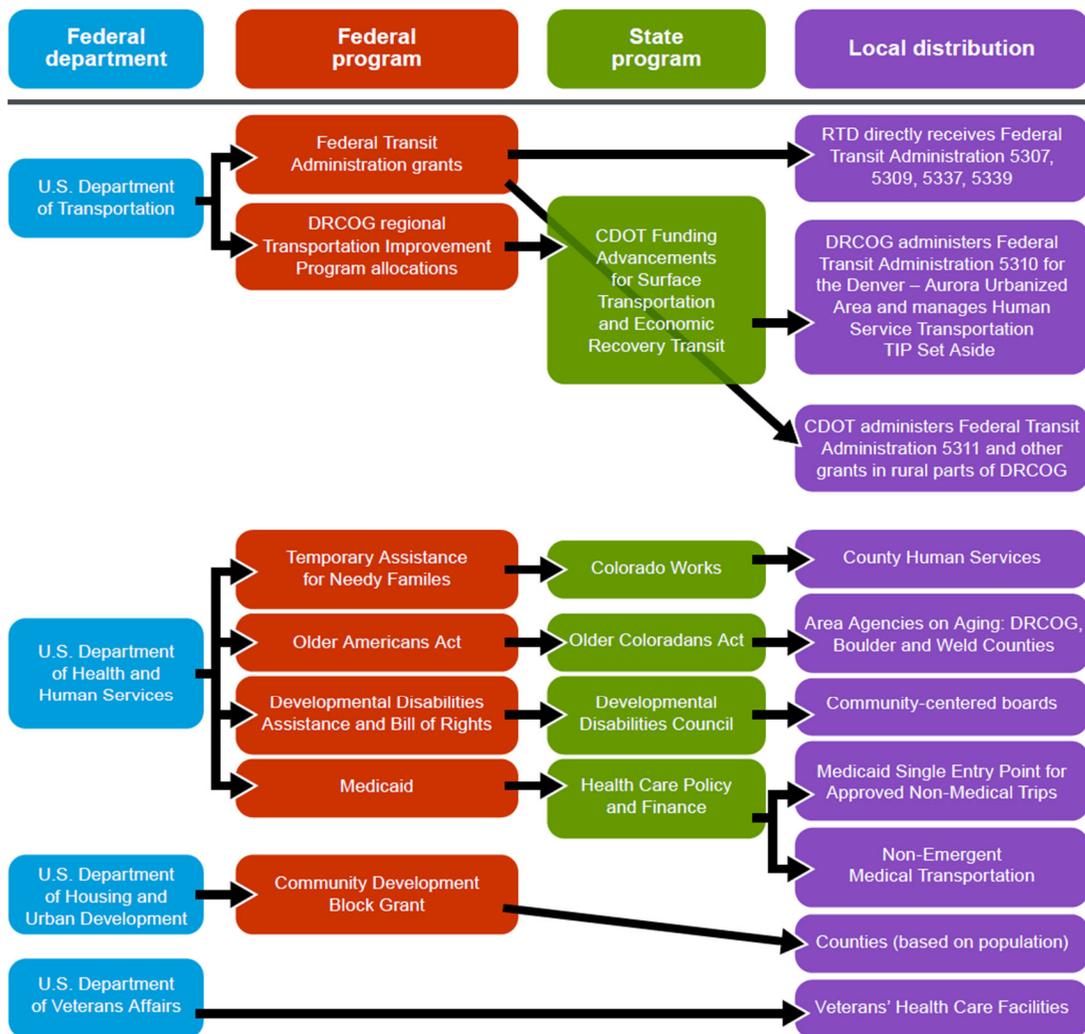
⁸ <https://www.bouldercounty.org/transportation/multimodal/bike-n-ride/>

4 EXISTING RESOURCES

FINANCIAL

Financial resources for coordinated and human services transit span across multiple levels of government. The complex number of sources from state and federal government alone is summarized in a schematic from DRCOG’s recent Coordinated Plan update (Figure 4-1). The following section details resources relevant to mobility and access in Boulder County, along with developments since the outbreak of COVID-19 (e.g., federal recovery appropriations bills).

Figure 4-1 DRCOG Schematic Diagram of Federal and State Funding Sources



Source: DRCOG

Federal

Federal funding for public transit comes primarily through the U.S. Department of Transportation (U.S. DOT). Funding for the U.S. DOT is authorized by the Fixing America's Surface Transportation (FAST) Act, which was passed in 2015 and remains the current authorization bill despite being planned to last through 2020.

Funding through the Federal Transit Administration (FTA) is based on a variety of sources (which are detailed in Appendix B). Section 5310 (Special Needs of Elderly Individuals and People with Disabilities Program) is critical to understand when embarking on coordinated planning.

Although the FAST act has not been reauthorized, the federal government has made multiple large appropriations in response to the COVID-19 pandemic and its economic impacts. The most recent federal emergency/recovery packages can be summarized as:

- **Coronavirus Aid, Relief, and Economic Security Act (CARES)** signed March 27, 2020: Known to relieve agencies of multiple restrictions -- including the time frame and operations under capital allocation -- the Act did not specify Section 5310 funds
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)** signed December 27, 2020: A smaller overall package, with emphasis on larger Urbanized areas and set-asides for Section 5310 and an unlimited time frame
- **American Rescue Plan (ARP)** signed March 10, 2021: A larger package with set-asides for Sections 5307 based on 2018 transit agency operating costs, \$25 million in Section 5307 planning grants, and \$50 million in total for Section 5310

Boulder County is classified by the federal government as the Boulder, CO Metropolitan Statistical Area (MSA). Boulder County is also included under the Denver-Aurora, CO Combined Statistical Area (CSA), which is covered by the Denver Regional Council of Governments (DRCOG).

Regional

DRCOG Region

The Denver Regional Council of Governments (DRCOG) is the lead agency for the Denver region's efforts on coordinated public transit-human service planning. The last plan completed for the region was adopted in 2016 and included Boulder County. In general, the region has made a great deal of progress investing in public transportation planning and infrastructure; however, the demand far exceeds the investments, particularly for the most marginalized populations. The COVID-19 pandemic has only magnified the regional need for public transit throughout the region. Strategies from the DRCOG Coordinated Plan are as follows:

- Fund transit projects that address identified needs
- Spend local, regional, state, and federal funds more efficiently
- Increase human service transportation coordination efforts

Mobility and Access for All | Existing Conditions
Boulder County

- Address cross-jurisdictional, cross service boundary, and interregional trips
- Implement trip exchange technology initiatives from transportation studies

Section 5310 awards for the DRCOG region are shown in Figure 4-2; included in these awards are travel training and paratransit bus rebuilds for Via Mobility Services.

Figure 4-2 Section 5310 Awards in DRCOG Region 2016-2017

Sponsor	Project	Award
Denver Regional Mobility and Access Council (DRMA)	Regional Mobility management	\$200,000
Douglas County	5310 Capital Operating	\$176,000
Douglas County	5310 Mobility Management	\$109,000
Easterseals Colorado	Body-on-Chassis Replacement	\$50,440
Seniors' Resource Center	Operational Support	\$250,000
Seniors' Resource Center	Brokerage/Mobility management	\$230,000
Seniors' Resource Center	Seniors' Resource Center (Adams) A-Lift Fleet Replacements	\$128,000
Seniors' Resource Center	Seniors' Resource Center Fleet Vehicle Replacements	\$120,000
Via	Mobility Management (Travel Training, mobility management Activities)	\$300,000
Via	Call Center Operating	\$270,225
Via	Section 5310 Mobility management – Travel Training	\$200,000
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses	\$45,200
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	\$9,120
Via Mobility Services	Rebuild One Paratransit Van	\$9,120

Sources: CDOT Final Fiscal Year 2017 FASTER and Fiscal Year 2016 Federal Transit Administration Awards List 2-25-16 and 2016-2017 Awards for Administration, Operating and Capitalized Operating Programs

RTD District

Since the FastTracks rail network was approved by regional voters in 2004, the RTD's operations and capital projects are funded a combined 1.0% in sales and use taxes. Boulder County is included in this region.

County

There are multiple sources for funding human services, special needs, and community transportation within Boulder County's funding structure.

Transportation

In 2001, County voters approved a 0.1% sales tax to fund implementation of multimodal transportation projects, including construction of bicycle, transit, and regional trails. This sales tax, which continues to this day, is allocated to the Road and Bridge Fund and the Dedicated Resources Fund. Through this tax, Boulder County funds capital transportation projects, local connectivity plans, and studies for the feasibility of transit service expansion. Some of these transportation projects are also funded with property taxes, Highway Users' Tax, Specific Ownership Tax, and the Road and Bridge Fund.

Total transportation expenditures budgeted for 2021 are \$35,579,088, or approximately 7%. Beyond sales tax funded projects, this budget includes vehicle purchases, fleet maintenance, and staff.

Health and Human Services

Boulder County's Health and Human Services fund was originally established as a special revenue fund in 2003, primarily through net property taxes (mill levy). Recipients of this funding include Via Mobility Services, the County's Department of Health and Human Services (BCHHS), and the County's Department of Public Health (BCPH).

Local

There are multiple examples of municipalities in Boulder County taking extra initiative in financing services that improve transit access and mobility:

- The City of Boulder helps provide assistance to the HOP system
- Town of Lyons and the Town of Nederland offer Community EcoPasses (and their benefit of unlimited rides on RTD services) to their respective communities
- After getting an initial funding from Boulder County, the City of Longmont currently funds the Ride Free Longmont program. The City uses its general fund to "buy up" the RTD fares on all local fixed-route buses within Longmont.

INFORMATION

There are multiple apps and sources one can use for getting around Boulder County, relying on regular updates and programming from public, non-profit, and private entities. People who live, work, learn, and visit Boulder County can benefit from the following resources to understand the many transit options available for their use:

- **Mobility for All Information** from Boulder County⁹
- **Transportation Brochure Requests** from Boulder County Local Coordinating Council (LCC)¹⁰
- **Via Mobility Services**¹¹
- **HOP Bus Schedules and Real-Time Arrival Information** from the Transit mobility app¹²
- **Way to Go** from DRCOG¹³
- **Aging and Disability Resource Guide** from the Boulder County Area Agency on Aging (BCAAA)¹⁴
- **Getting There Guide** from the Denver Regional Mobility & Access Council (DRMAC)¹⁵
- **Multimodal transportation guidance for the “Northwest Metro Region”** from the Commuting Solutions web site¹⁶
- **Trip Planner** from the RTD web site and mobile app¹⁷
- **Customer Service** from the RTD phone hotline and Via Mobility Services’ phone hotline and email address¹⁸
- **University of Colorado Boulder Bus Transportation Options**¹⁹
- **Google, Apple, & Bing Maps**
- **Transit App**

Resources are also provided directly by Mobility for All as part of intentional in-person outreach with the goal of educating people about the available transportation options -- along with how to use them. For example, as part of a culturally responsive outreach strategy to Spanish-speaking people in Boulder County, the County has organized an

⁹ <https://www.bouldercounty.org/transportation/multimodal/mobilityforall/transportation-resources/>

¹⁰ <https://bouldercounty.wufoo.com/forms/s1jeb32r10scyun/>

¹¹ <https://viacolorado.org/>

¹² <https://transitapp.com/>

¹³ <https://waytogo.org/>

¹⁴ <https://boulder.co.networkofcare.org/aging/services/index.aspx>

¹⁵ <https://drmac-co.org/wp-content/uploads/2020/01/GTG-English.2020Spreads.pdf>

¹⁶ <https://commutingsolutions.org/>

¹⁷ <https://www.rtd-denver.com/app/plan>

¹⁸ 303.299.6000 (RTD), 303.444.3043 and mobilityspecialist@viacolorado.org (Via Mobility Services)

¹⁹ <https://www.colorado.edu/pts/transportation-options/bus>

education game night in public places and local businesses in the style of the popular Lotería game (Figure 4-3).

Figure 4-3 Transportation Outreach Sample in the Style of Lotería

13

Boulder County

EL AUTOBÚS ACCESIBLE
PARATRANSIT

MOBILITY FOR ALL

ACCESS-A-RIDE

- 1- Call 303-299-6500 and request an application
- 2- When the application has been completed by both yourself and a healthcare professional, call and schedule a physical evaluation
- 3- Go to an RTD office
- 4- Complete the physical evaluation
- 5- If you qualify for service, you will receive your photo ID card
- 6- Start using Access-A-Ride services

www.rtd-denver.com/accessARide
303 299 2960
1600 Blake St, Denver, CO 80202

DESTINATIONS

5 COMMUNITY PROFILE

Useful Facts

- Over 44,000 Boulder County residents are above the age of 65, making up about 13.7% of the total population. This compares to 22.5% of the State of Colorado as a whole. Boulder County is experiencing an unprecedented change in its population: the proportion of older adult residents (people aged 65 and older) is greater and growing faster than ever before. Between 2020 and 2050, the county's overall population increase is projected to be 33%. It is aging faster than many other areas of Colorado, partly because it has had a somewhat younger population.
- Although Boulder County's older adult population has been incrementally increasing, they remain a significantly smaller age group than the number of people under 18.
- The proportion of older adults, youth, people with disabilities, and low-income individuals who live in Boulder County is slightly less than the statewide percentages.
- Although Boulder County is majority white, there are multiple areas where the population is majority-minority, including East Longmont, Central Boulder, and north of Boulder (near Pine Brook Hill)

DEMOGRAPHIC CHARTS

A summary of Boulder County's demographics, along with comparisons to neighboring counties and the State of Colorado, is in Figure 5-1.

Compared to the six counties it borders, Boulder County is neither the largest nor smallest in population. It also does not have the highest or lowest proportion of any of the four key demographics measured in this plan (older adults, people with disabilities, low-income people, and youth). Boulder County does have relatively higher

Question and Answer

Where is the Census 2020 data?

The COVID-19 pandemic caused a slowdown in so many important responsibilities and functions of civic life, including the population Census which comes with every decade. The timeline of this plan could not wait for the full Census. The most recent dataset that comes close to the Census in terms of accuracy and depth of categories is the 5-year American Community Survey (ACS) covering the years 2015 to 2019. The wide breadth of recent years helps achieve a smaller margin of error than 1-year ACS surveys.

proportions of youth population, but fewer than Broomfield, Jefferson, and Weld counties, which are more closely aligned to the suburban I-25 corridor, and potentially containing affordable housing that appeals to families. At the same time, Boulder County does not have the highest rates of older adults, a trend indicative of more rural counties like Grand and Gilpin.

Figure 5-1 Summary of Key Demographics for Colorado, Boulder County, and Neighboring Counties

	Total Population	Percent of Older Adults (aged 65 and older)	Percent of Population with a Disability	Percent of Population with Income below 150% of federal poverty level	Percent of Youth (aged 18 and younger)	Percent of Households with Youth
State of Colorado	5,610,349	13.8%	10.6%	16.9%	22.5%	30.6%
Boulder County	322,510	13.7%	8.1%	16.4%	19.4%	27.1%
Broomfield County	67,886	13.3%	8.1%	8.5%	23.2%	32.2%
Gilpin County	6,018	17.9%	9.6%	10.1%	13.6%	15.0%
Grand County	15,303	16.7%	5.0%	17.9%	17.4%	18.6%
Jefferson County	574,798	16.0%	10.0%	11.7%	20.0%	27.7%
Larimer County	344,786	15.1%	9.7%	17.3%	19.8%	26.5%
Weld County	305,345	11.9%	10.3%	17.5%	26.3%	38.8%

Source: ACS 5-Year Estimates (2015-2019)

The breakdown of Boulder County’s population by sex²⁰ and age is shown in Figure 5-2. Identifying both the sex and age breakdown is important to a transportation plan because they are potential indicators of transit use; for example, across almost every age group nationwide, the US Census Bureau has found a larger proportion of women commuting by public transportation than men.²¹ Overall, Boulder County is relatively balanced, a finding which has not changed significantly over the past ten years.

²⁰ The American Community Survey only recognizes two genders (known in this dataset as sex). The display of these data according to a gender binary is not meant to exclude other genders but reflects the limitations of the data that exist.

²¹ <https://www.census.gov/content/dam/Census/library/publications/2021/acs/acs-48.pdf>

Figure 5-2 Boulder County Gender and Age Figures

Category	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Total Population	322,510	310,032	290,177
Male (percent of total)	50.3%	50.3%	50.2%
Female (percent of total)	49.7%	49.7%	49.8%
Under 5 years	14,795	15,863	16,825
5 to 9 years	17,454	18,369	17,924
10 to 14 years	18,722	18,284	16,918
15 to 19 years	25,307	24,964	23,643
20 to 24 years	33,477	33,603	29,902
25 to 34 years	44,811	40,799	38,679
35 to 44 years	40,645	40,673	41,803
45 to 54 years	42,180	42,733	44,708
55 to 59 years	20,694	21,030	18,629
60 to 64 years	20,331	17,898	13,846
65 to 74 years	27,241	21,217	14,919
75 to 84 years	11,814	9,975	8,231
85 years and over	5,039	4,624	4,150
Median age (years)	36.6	35.8	35.3
Under 18 (percent of total)	19.4%	20.4%	21.5%
Over 65 (percent of total)	13.7%	11.6%	9.4%

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

Age trends point towards an incremental increase in the proportion of Boulder County that is older. All age groups above 60 saw a greater percentage increase than overall growth (11.1%) of the County’s population between the 2019 and 2010 ACS. However, the age groups between 10 and 34 years of age have also significantly increased over the same time, and with decreases in numbers of people between 35 and 54, Boulder County’s older population could take a dip in future generations (barring significant increases of in migration for retiring individuals). It is also important to note that there remain significantly more youth (under 18) living in Boulder County than older adults (over 65).

Figure 5-3 illustrates Boulder County’s racial makeup. Boulder County is majority white, but there have been noticeable increases in the proportion of people who are Hispanic/Latino, along with those who identify as multi-racial. Except for the “other” category, each racial group has increased in number from 2010 levels. Race is an important consideration when looking at transit-supportive trends; minority residents generally have higher rates of transit use, and the provision of effective transit service to minority populations is also particularly important to the Federal Transit Administration, as it is a requirement under Title VI of the Civil Rights Act of 1964.

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Figure 5-3 Boulder County Race Figures

Group	2019 (5-Year)	%	2015 (5-Year)	%	2010 (5-Year)	%
Total Population	322,510	--	310,032	--	290,177	--
White	286,950	89	274,075	88.4	253,057	87.2
Black or African American	2,944	0.9	2,803	0.9	2,321	0.8
American Indian and Alaska Native	1,416	0.4	1,695	0.5	1,116	0.4
Asian	15,281	4.7	13,374	4.3	11,856	4.1
Native Hawaiian and Other Pacific Islander	203	0.1	214	0.1	79	0
Some other race	5,934	1.8	8,812	2.8	14,922	5.1
Two or more races	9,782	3	9,059	2.9	6,826	2.4
Hispanic or Latino (of any race)	44,740	13.9	42,487	13.7	37,374	12.9

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

Figure 5-4 profiles the breakdown of households and school-aged individuals countywide. Over the past decade, households and families have marginally increased in their average size, with approximately one out of every four households containing a youth (under 18 years) or older adult (65 years and older).

Over the decade, the total number of people enrolled in schools²² has grown by over 6,300 (or 7% of 2010 total), and the proportion represented by K-12 students has consistently hovered around half of the entire school-age population. College/graduate school is unsurprisingly the largest category of school enrollments in Boulder County is home to the flagship campus of the University of Colorado.

Figure 5-4 Boulder County Family, Household, and School Figures

Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Total households	127,415	122,516	117,629
Households with one or more people under 18 years (% of total)	27.1%	28.8%	29.8%
Households with one or more people 65 years and over (% of total)	24.7%	20.7%	16%
Average household size (number of people)	2.44	2.45	2.37
Average family size (number of people)	3.01	3.01	2.97
Population 3 years and over enrolled in school	97,364	95,913	90,986

²² The general term of “enrolled in school” in this dataset includes all institutions from preschool to college/graduate school and can be broken down in smaller groupings.

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Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Nursery school, preschool (% of total)	5.3%	5.3%	6%
Kindergarten (% of total)	3.6%	3.9%	3.6%
Elementary and Middle school (grades 1-8) (% of total)	29.9%	30.9%	30.5%
High school (grades 9-12) (% of total)	16.2%	15.5%	15.4%
<i>Total K-12</i>	49.7%	50.3%	49.5%
<i>College or graduate school (percentage of total enrollment)</i>	45%	44.4%	44.6%

Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

People with disabilities are another focus of this plan. There are higher instances of quality-of-life challenges faced by people with disabilities; in 2019, about 27% of the county’s disabled population (above the age of 16) were below 150% of the poverty level, compared to 16% for the non-disabled population.

Figure 5-5 Boulder County Disability Figures by Age Group

Group	2019 (5-Year)	2015 (5-Year)
Total Civilian Noninstitutionalized Population	320,329	307,948
With a disability (percentage of total)	8.1%	8.2%
Under 18 years	62,391	63,326
With a disability (percentage of total)	3.0%	2.8%
18 to 64 years	214,858	209,859
With a disability (percentage of total)	6.1%	6.8%
65 years and over	43,080	34,763
With a disability (percentage of total)	25.6%	27.1%

Source: ACS 5-Year Estimates (2015-2019 and 2011-2015) Note: Consistent data on disability was not found in ACS 2006-2010 Estimates.

The proportion and number of veterans in Boulder County has decreased over the past decade, but the current approximate total of 13,779 is still a significant number.

Figure 5-6 Boulder County Veteran Figures

Group	2019 (5-Year)	2015 (5-Year)	2010 (5-Year)
Civilian population 18 years and over	259,998	246,580	227,547
Civilian veterans (percentage)	5.3%	6.0%	7.3%

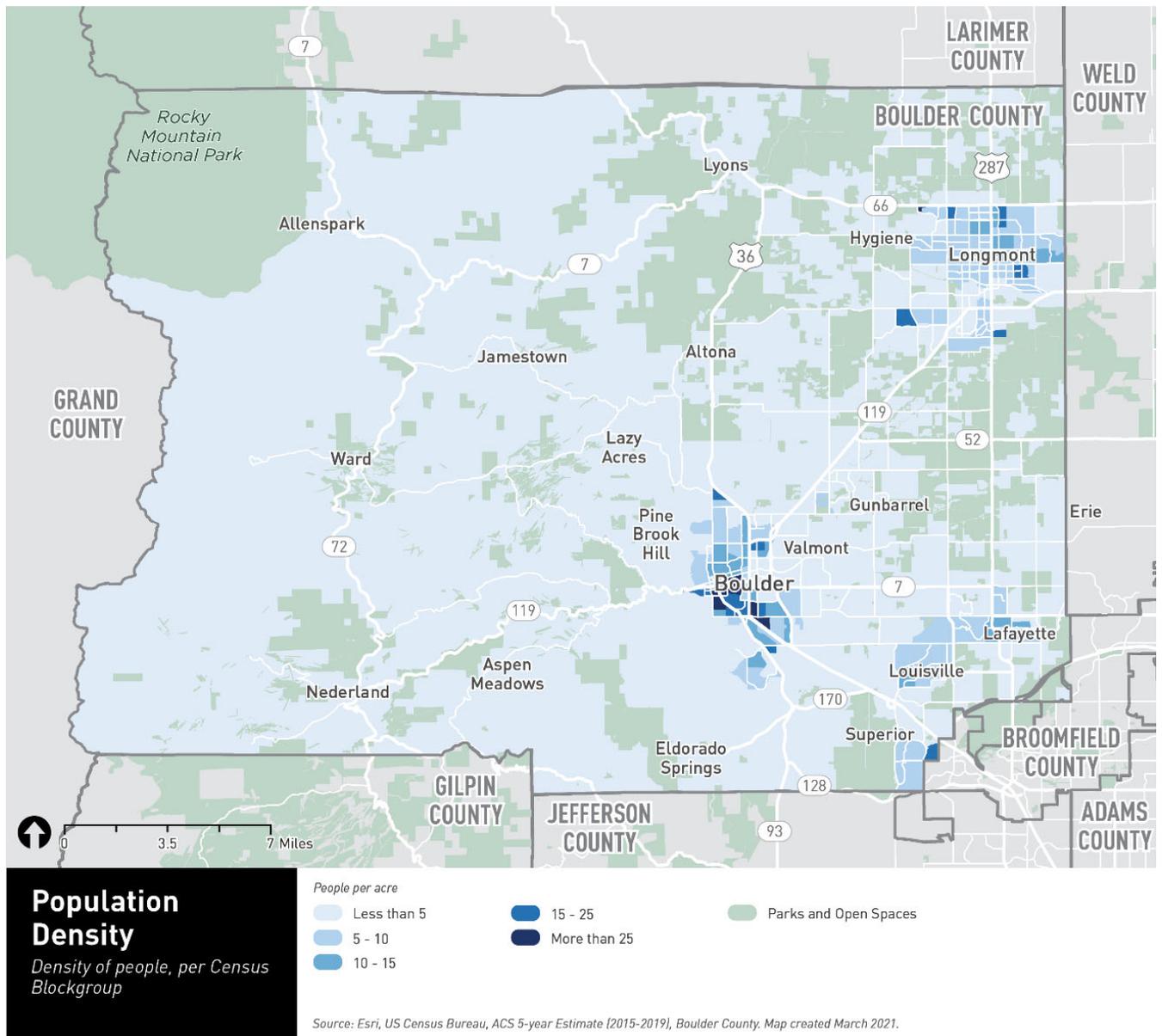
Source: ACS 5-Year Estimates (2015-2019, 2011-2015, and 2006-2010)

DEMOGRAPHIC MAPS

Population Density

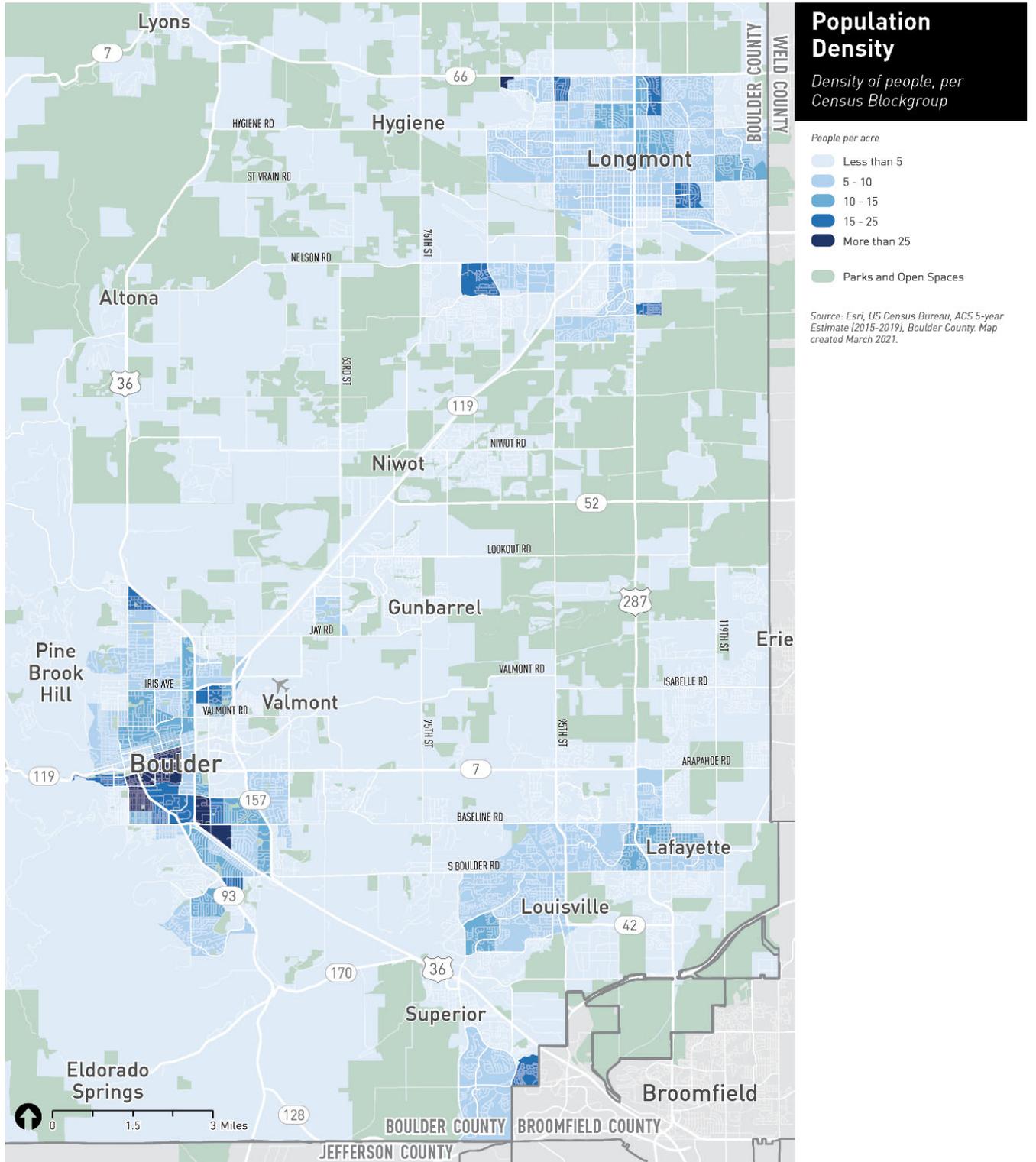
Population density is an indicator of potential transit demand; Figure 5-7 and Figure 5-8 highlight the distributions of population density per Census Block Group. As expected, population density is highest in the city centers of Boulder and Longmont followed by the County’s southeastern corner in Superior, Louisville, and Lafayette. Thus, while demographics will be profiled at a countywide scale, a detail of the eastern third of Boulder County is also mapped.

Figure 5-7 Population Density - Countywide



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Figure 5-8 Population Density - Eastern Detail



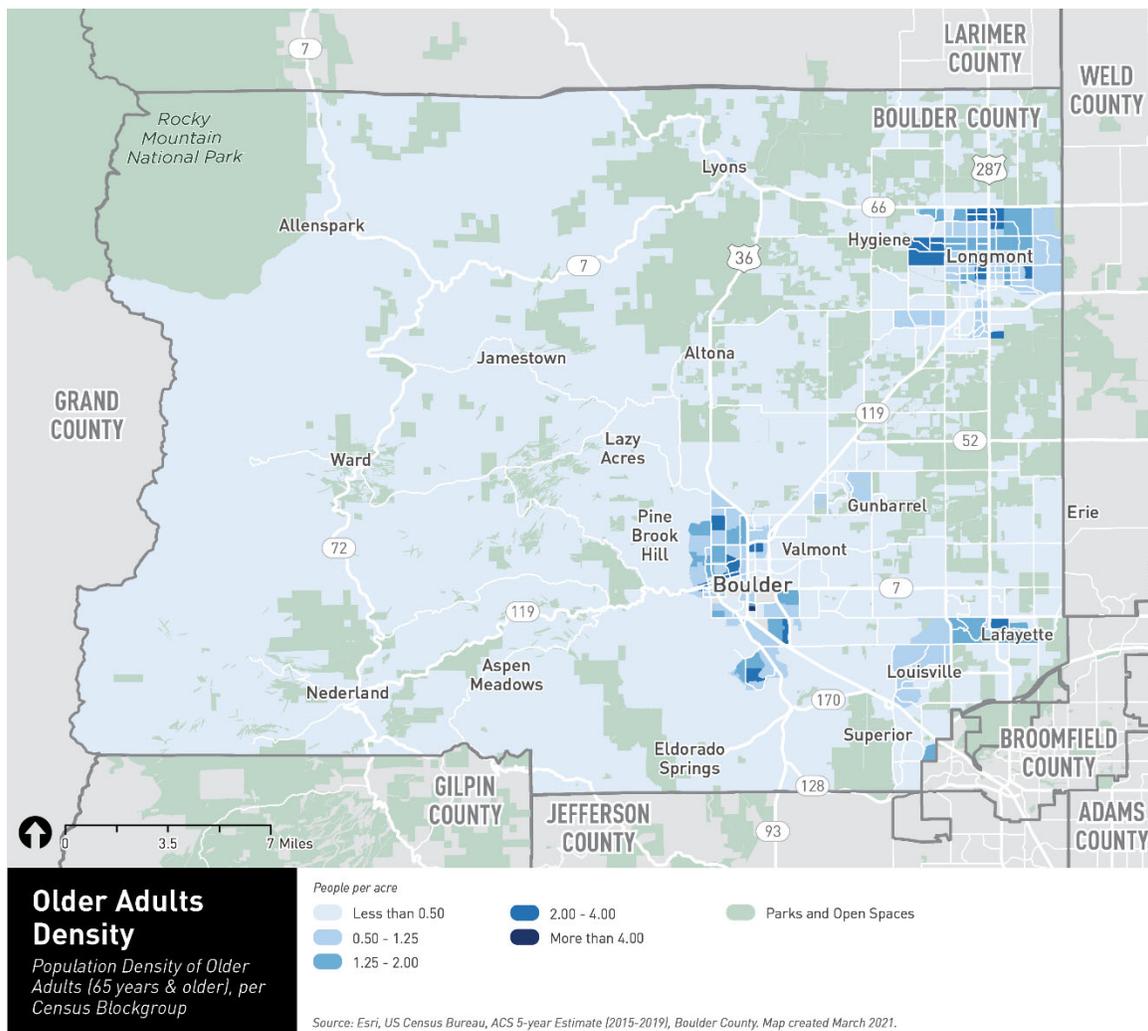
Age

Older Adults

Figure 5-9 shows the distribution of density for older adults (people over the age of 65) in Boulder County, while Figure 5-10 focuses on the eastern side of the county and includes a dot density of older adults who have a disability. The density of older adults is concentrated in Boulder, Longmont, Superior, Louisville, and Lafayette. However, there are some locations where the relative population density of older adults' contrasts with the total population density. For example, the center of Boulder, dominated by student residences, lacks a substantial density of older adults. Some distinctions with a notable concentration of older adults (compared to overall population density) include:

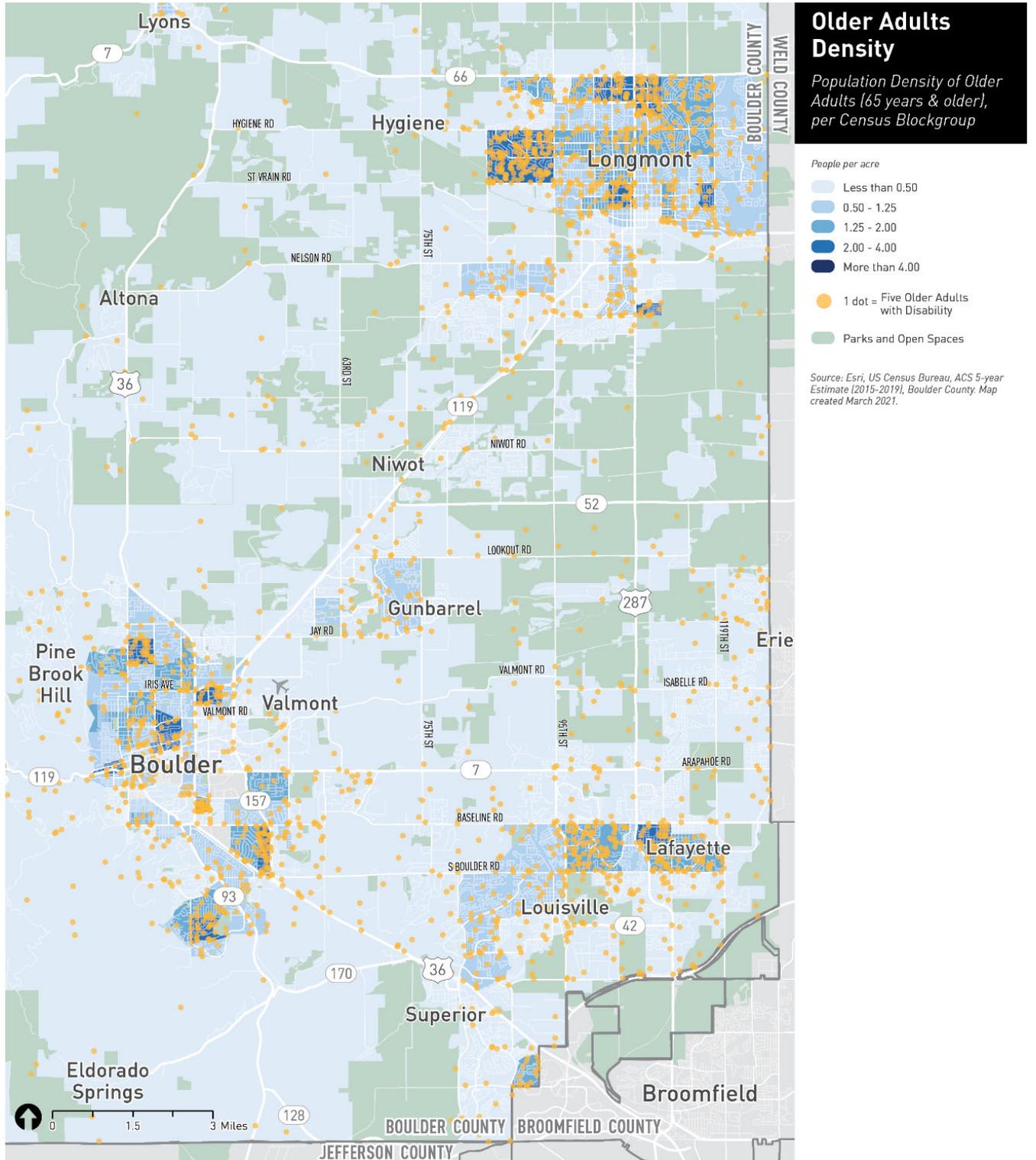
- North Boulder and South Boulder (including Table Mesa and Frasier Meadows)
- The western and northern peripheries of Longmont, including Prairie Village
- Central Lafayette and neighborhoods near Waneka Lake
- Gunbarrel
- Lyons

Figure 5-9 Population Density of Older Adults (65 and above) - Countywide



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Figure 5-10 Population Density of Older Adults (65 and above) - Eastern Detail



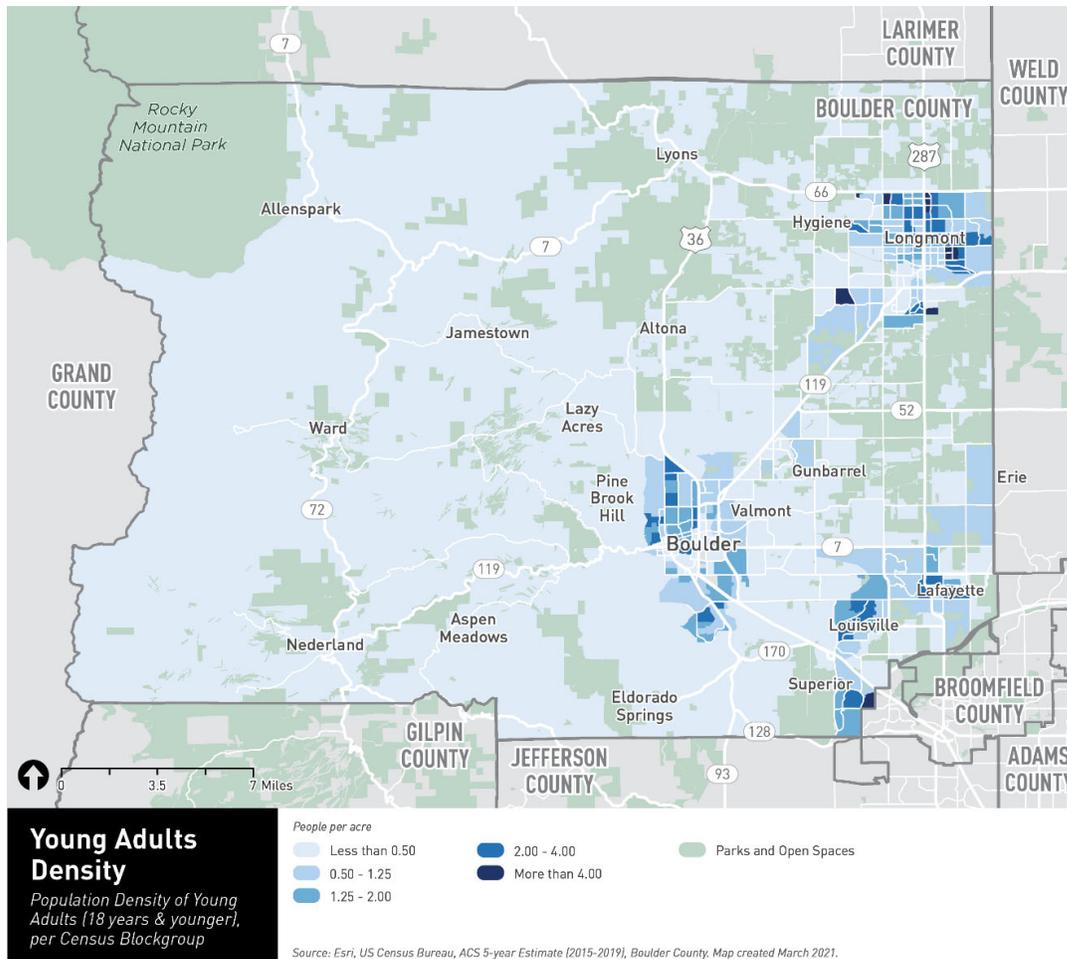
Youth

Figure 5-11 shows the distribution of the youth (people under the age of 18) population density per Census Block Group within the county. Figure 5-12 focuses on the eastern side of the county and includes a dot density of youth who have a disability.

The pockets of Boulder County with a relatively high density of youth gravitate towards the denser parts of the County's eastern side, but there are some differences from the overall distribution of population. Central Boulder has a distinct lack of people under 18 population (again, possibly due to the high presence of college-age students and young adults). Instead, Boulder's youth population is relatively denser in the outskirts in multiple directions, including the Broadway corridor to the north, Old Mapleton and Newlands to the west, table Mesa and Martin Acres to the south, and the 28th Street corridor to the east. Other notable concentrations of youth in Boulder County are in:

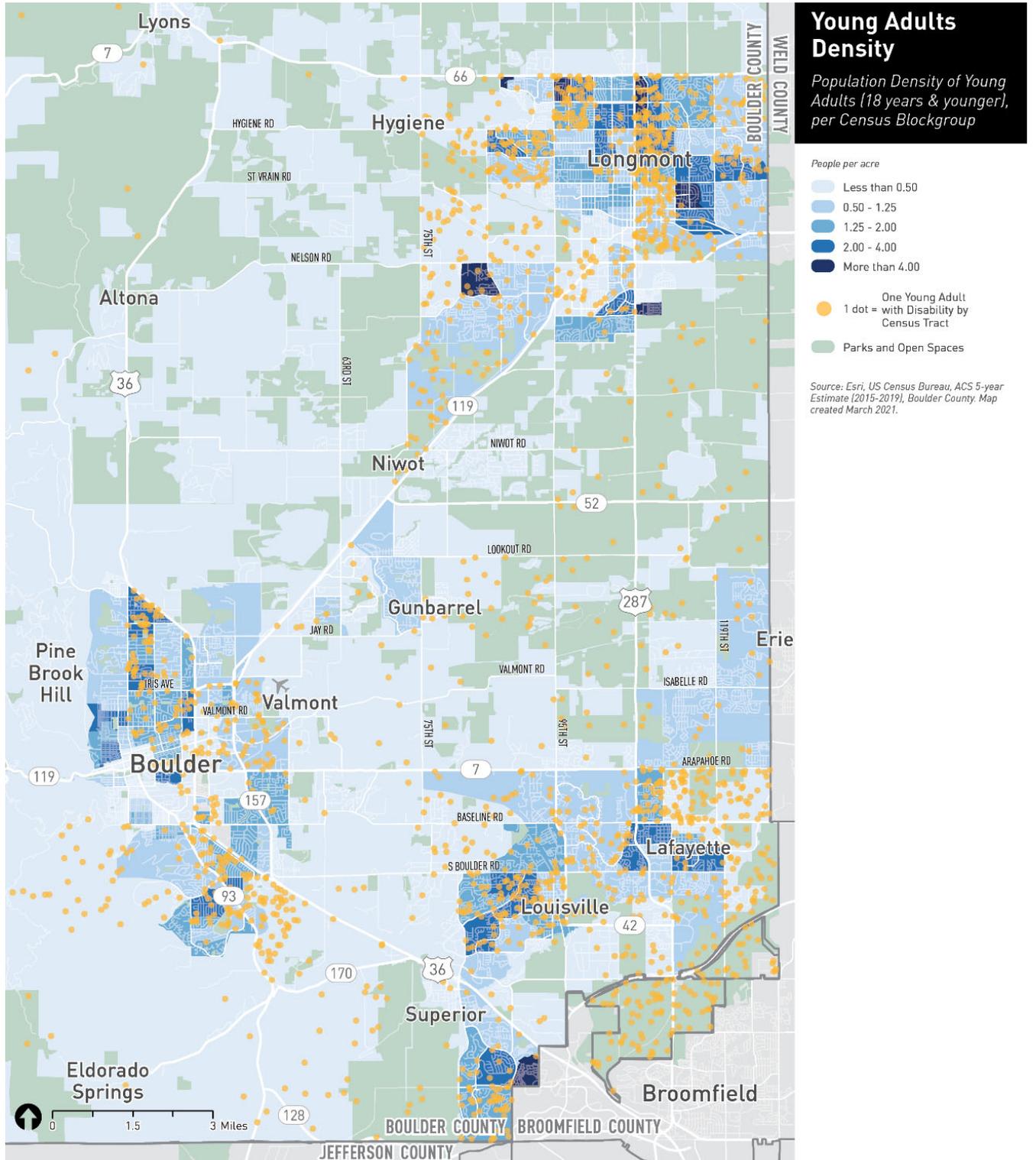
- The northern edges of Longmont, particularly along the Main Street and 21st Avenue corridors
- The southern edges of Longmont, particularly near Fox Hill and Pratt Parkway
- Gunbarrel along State Route 119
- Near the East and West Emma Street corridor in Lafayette
- Near the Via Appia Way corridor in Louisville

Figure 5-11 Population Density of Youth (18 and under) - Countywide



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Figure 5-12 Population Density of Youth (18 and under) - Eastern Detail

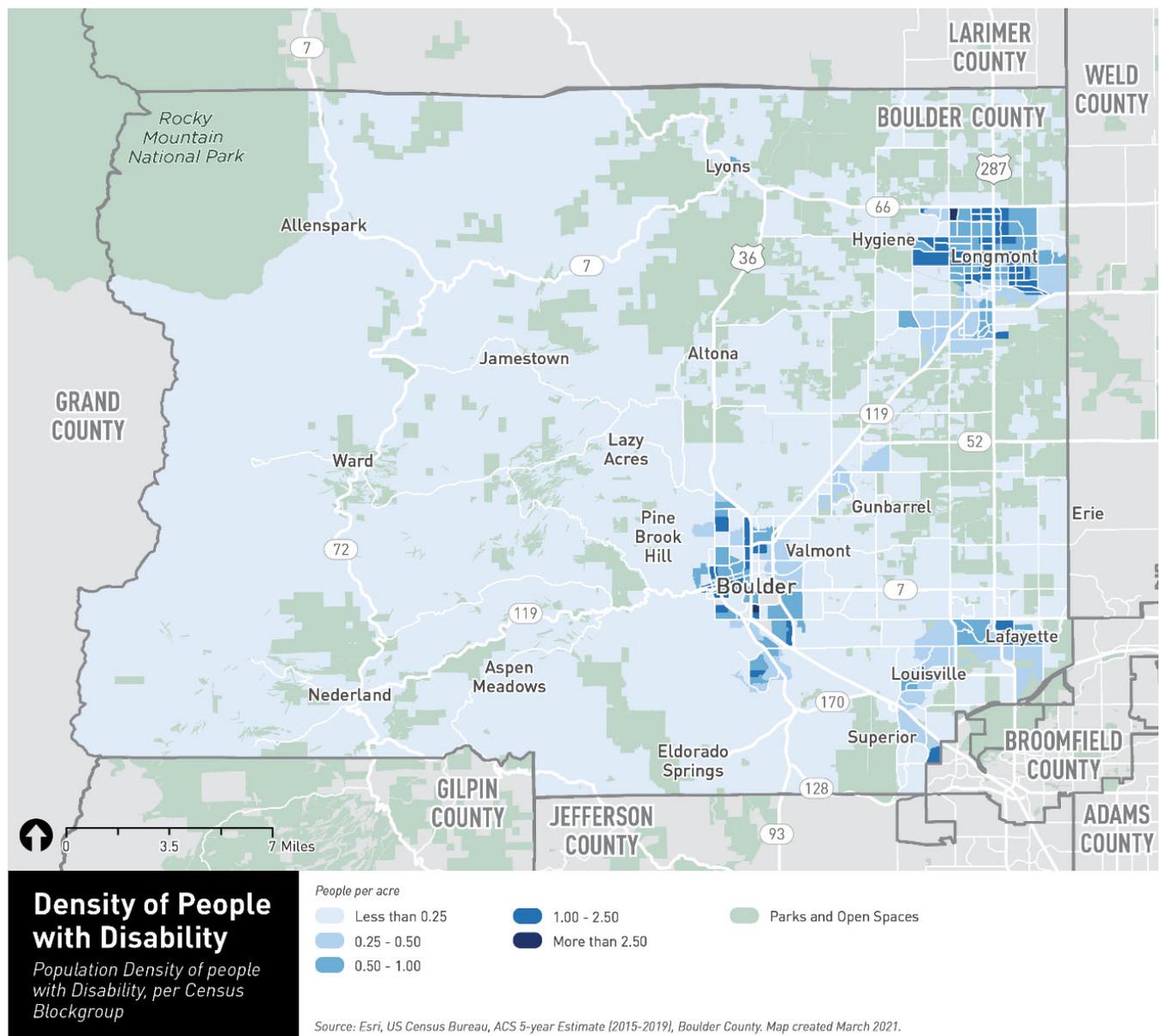


People with Disabilities

Figure 5-13 and Figure 5-14 shows how the density of people with disabilities is distributed within the county and the eastern side of the county, respectively. Noteworthy locations with concentrations of people with disabilities that stand out from other demographics include:

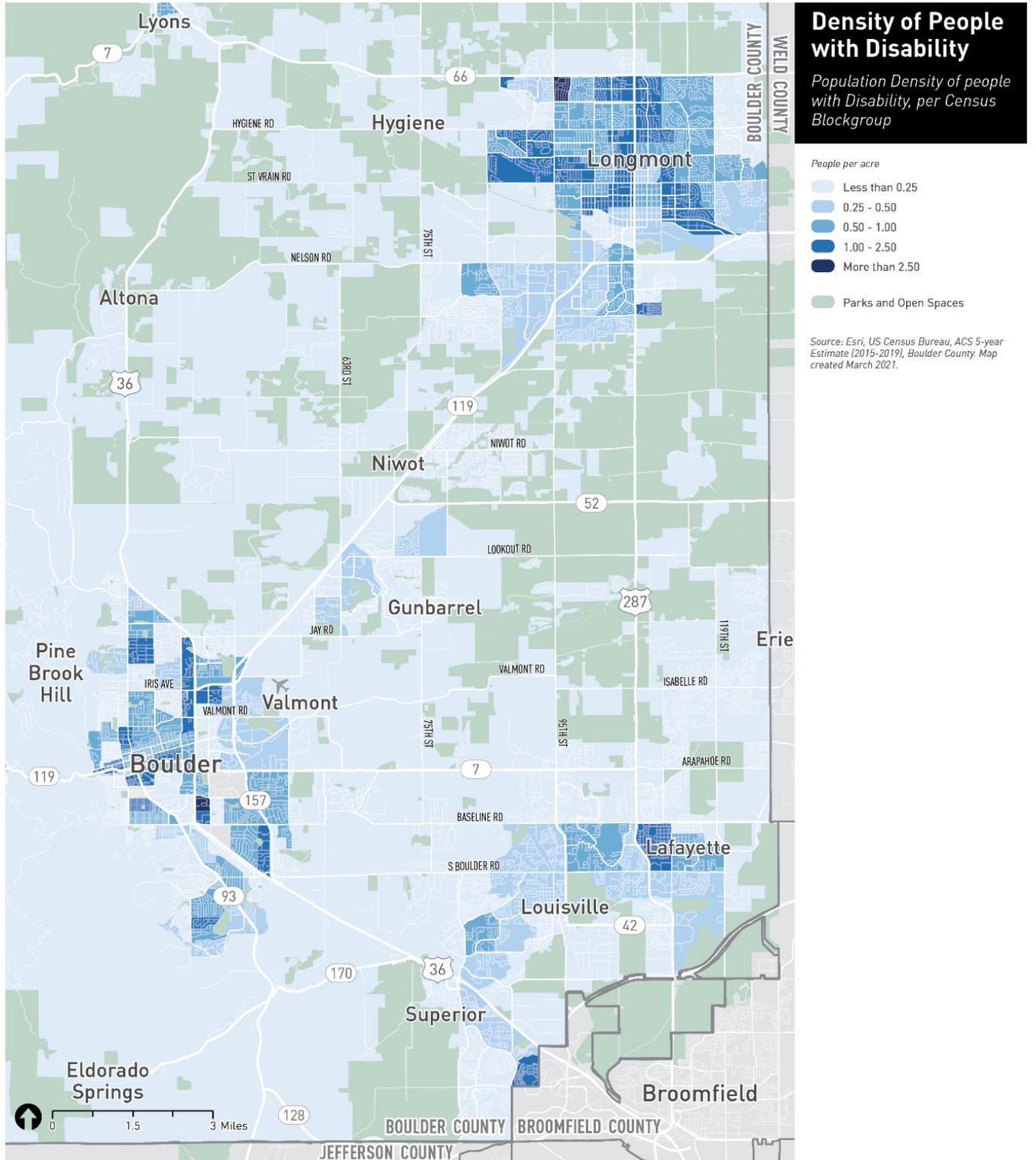
- East of 26th/Folsom Street in Boulder
- Near the Gay Street, Collyer Street, and Longs Peak Avenue corridors in Longmont
- Near US 36 in Superior
- Lyons

Figure 5-13 Density of People with Disabilities - Countywide



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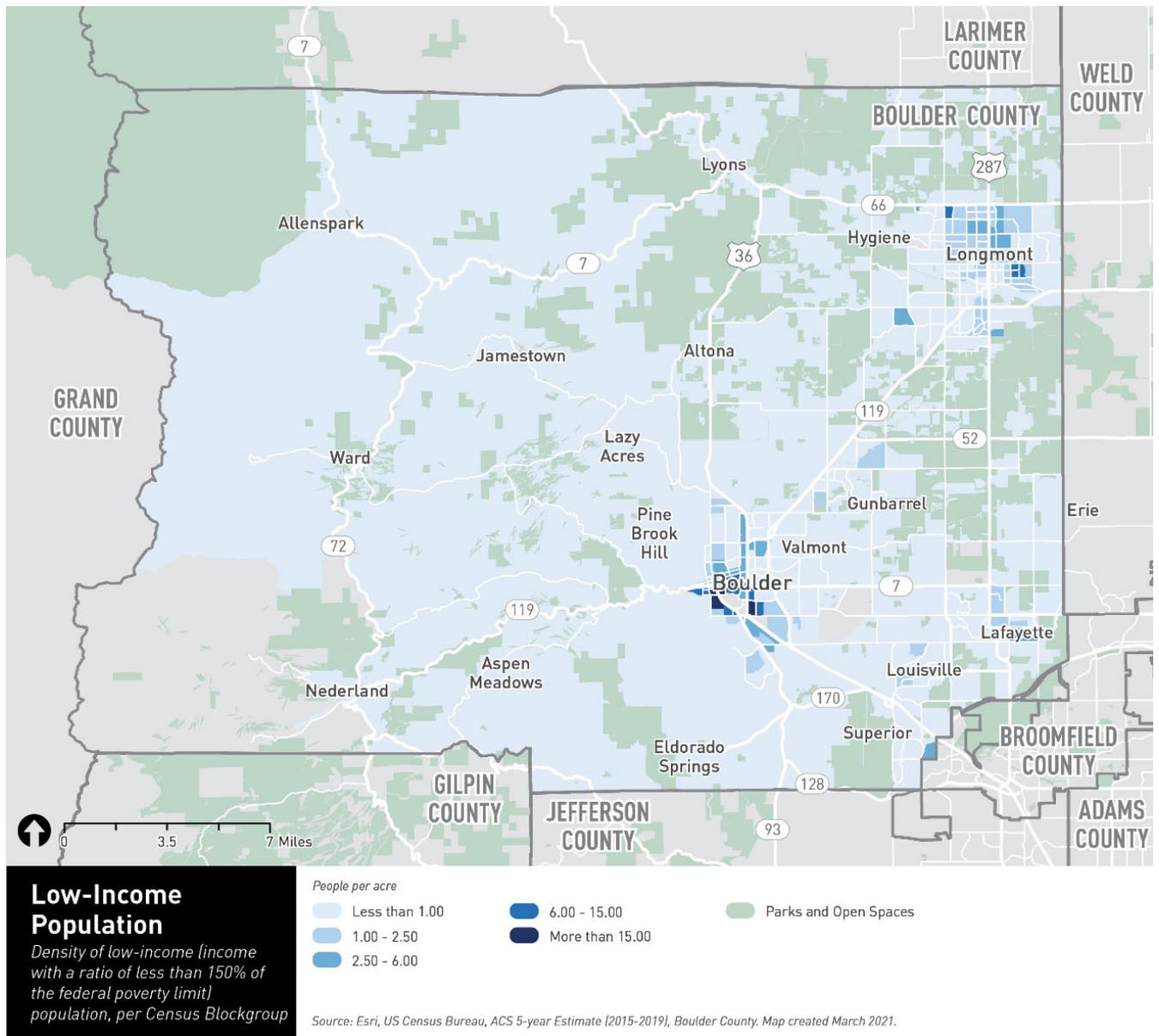
Figure 5-14 Density of People with Disabilities - Eastern Detail



Low-Income Population

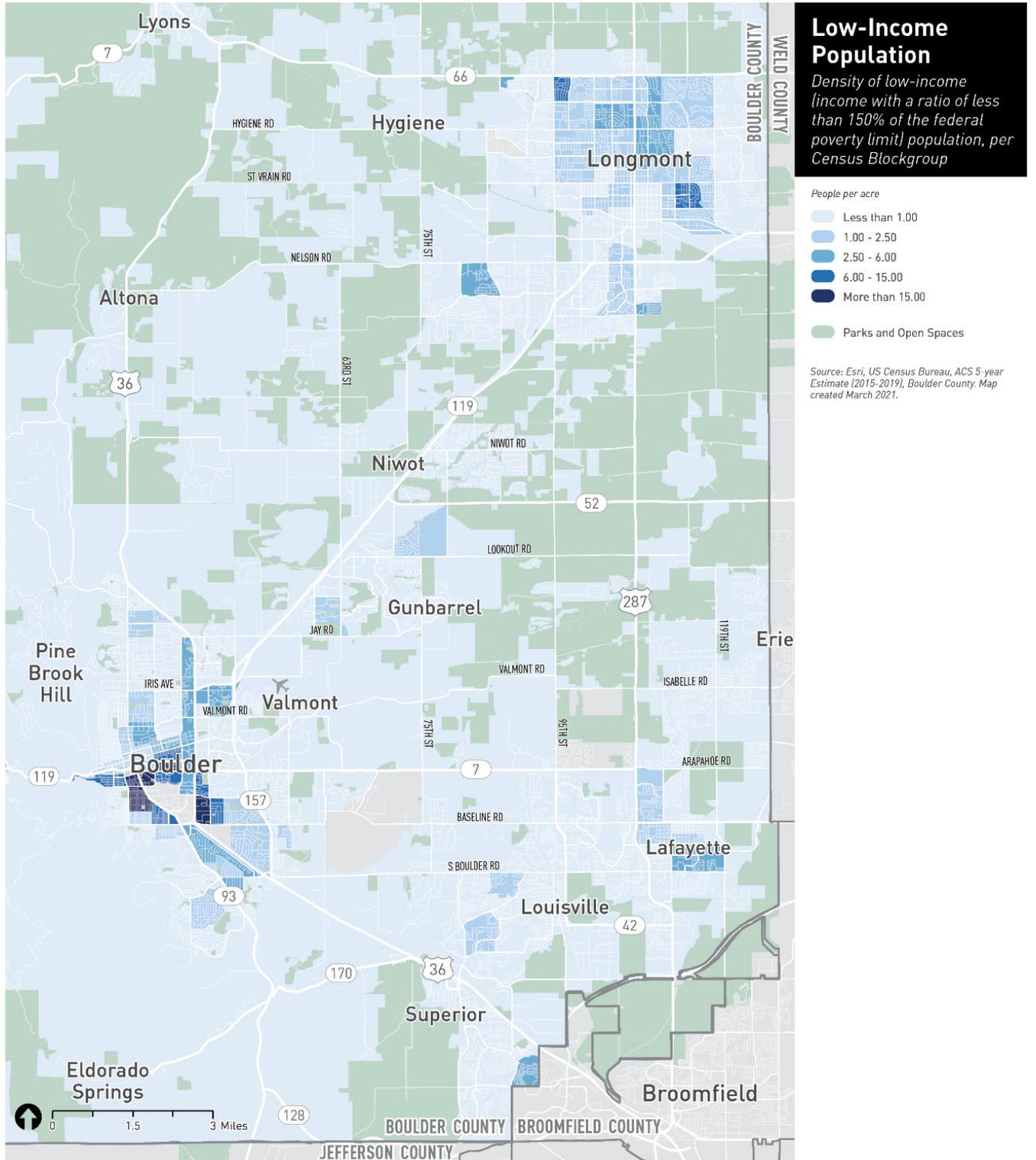
Owning and operating a car is expensive. Those living under the poverty line are more likely to use transit more regularly than other groups due to limited access to a vehicle, and they may rely on transit as their primary mode of transportation. Figure 5-15 and Figure 5-16 show the distribution of low-income households within the county and on the eastern side of the county, respectively. For these figures, low-income is defined as people with an annual income less than 150% of the federal poverty level. The density of low-income households is mainly focused in the centers of overall population density pockets.

Figure 5-15 Density of Low-Income Population - Countywide



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Figure 5-16 Density of Low-Income Population - Eastern Detail

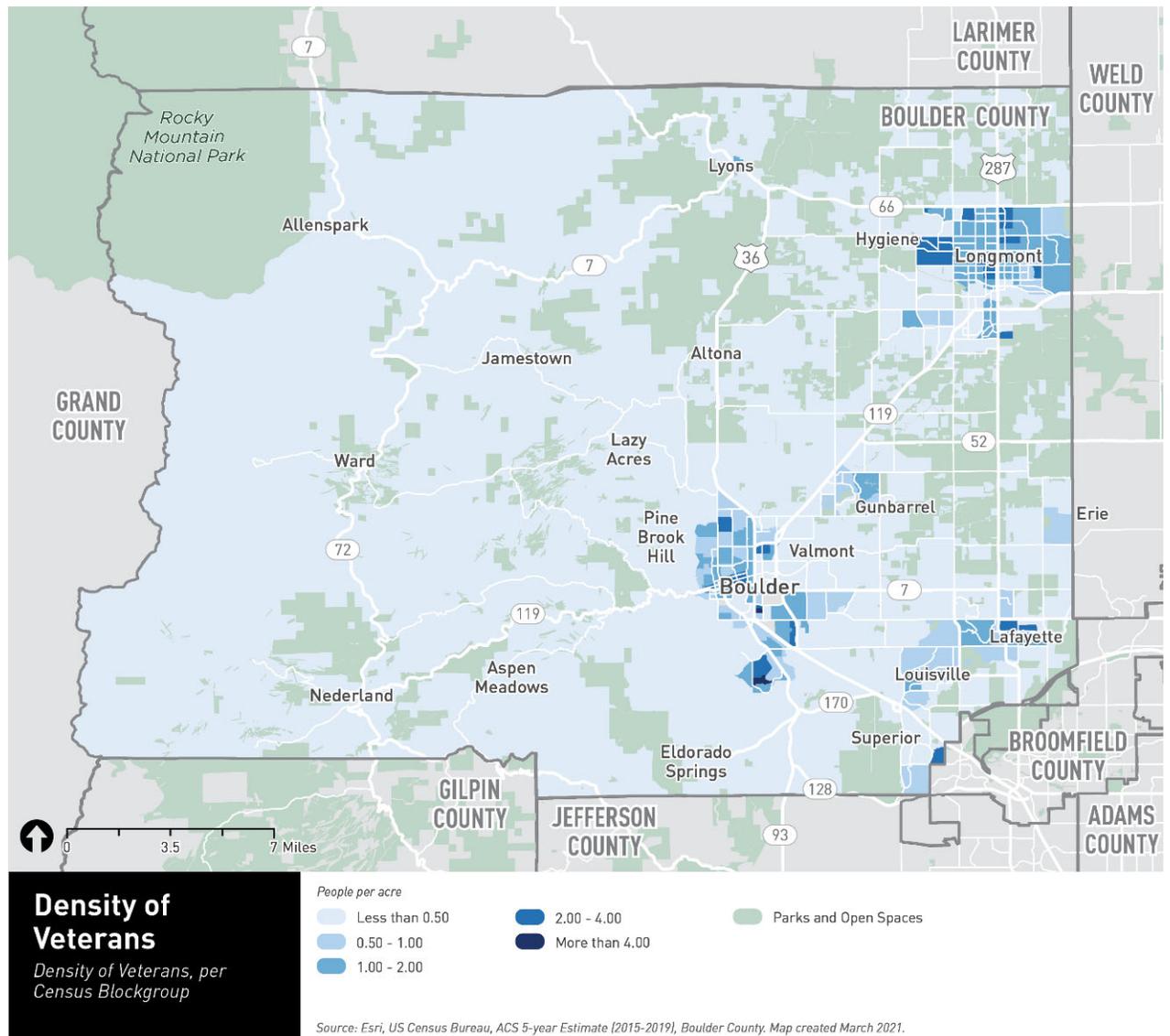


Veterans

The density of veterans on a countywide scale is profiled in Figure 5-17 and detailed on the eastern side of the County (with an additional overlay showing veterans with a disability) in Figure 5-18. Concentrations of veterans can be found in multiple locations where the overall population density is relatively lower, including the following locations:

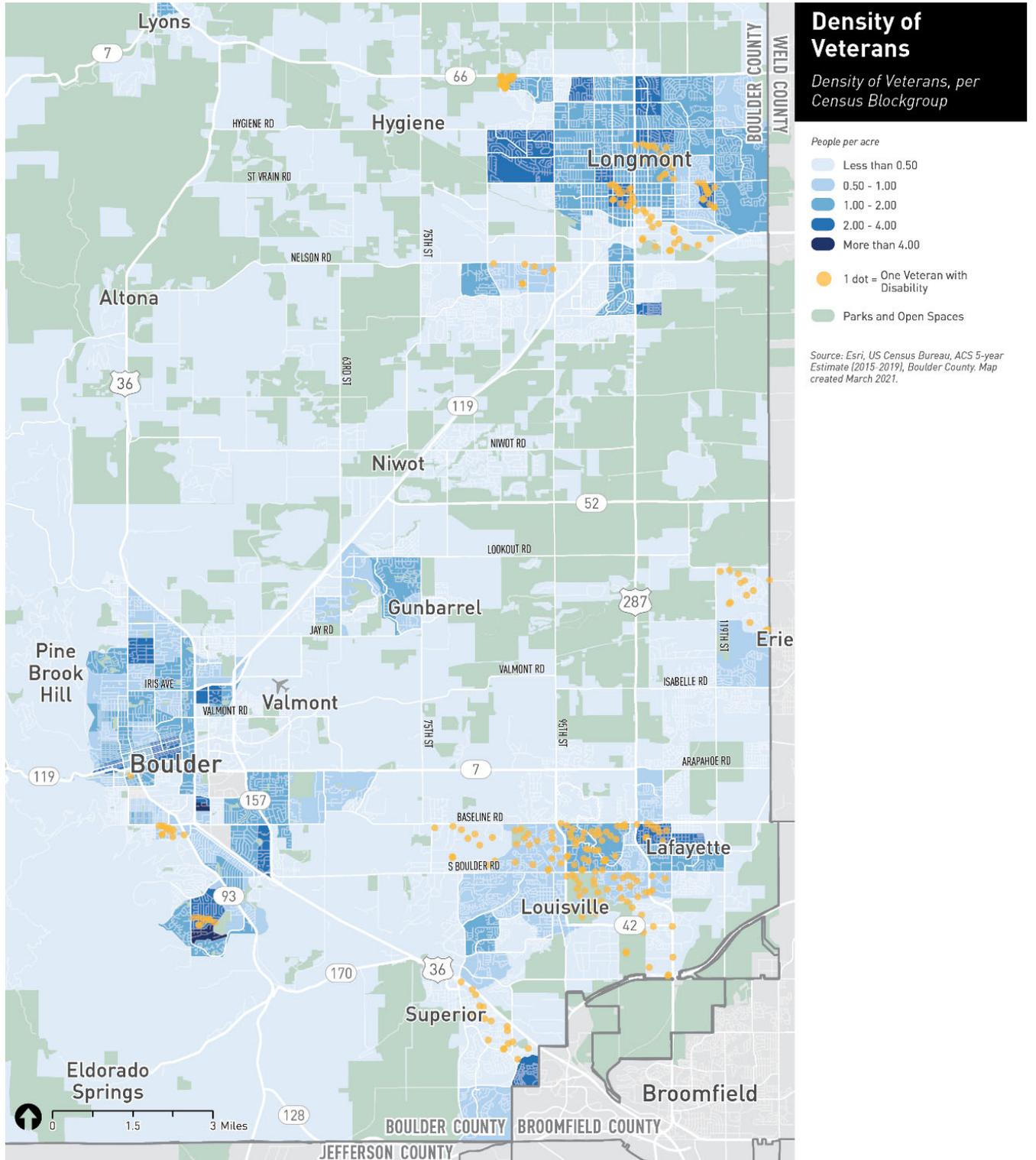
- Rural North Boulder and southeastern Boulder, particularly near Table Mesa and Foothills Parkway
- Erie
- Lyons
- Gunbarrel
- Northern and northwestern areas of Longmont
- Central Lafayette

Figure 5-17 Density of Veterans - Countywide



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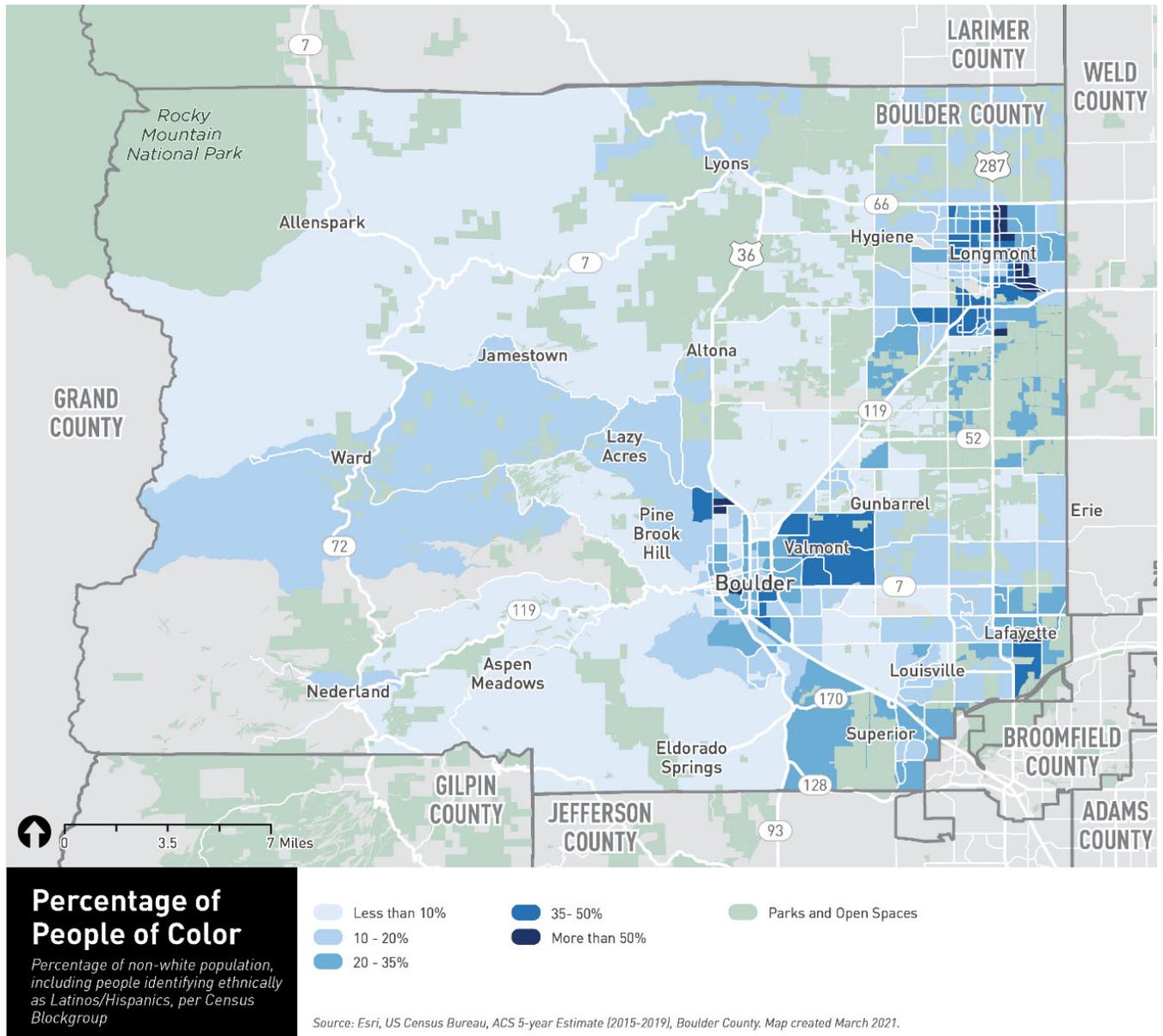
Figure 5-18 Density of Veterans - Eastern Detail



People of Color

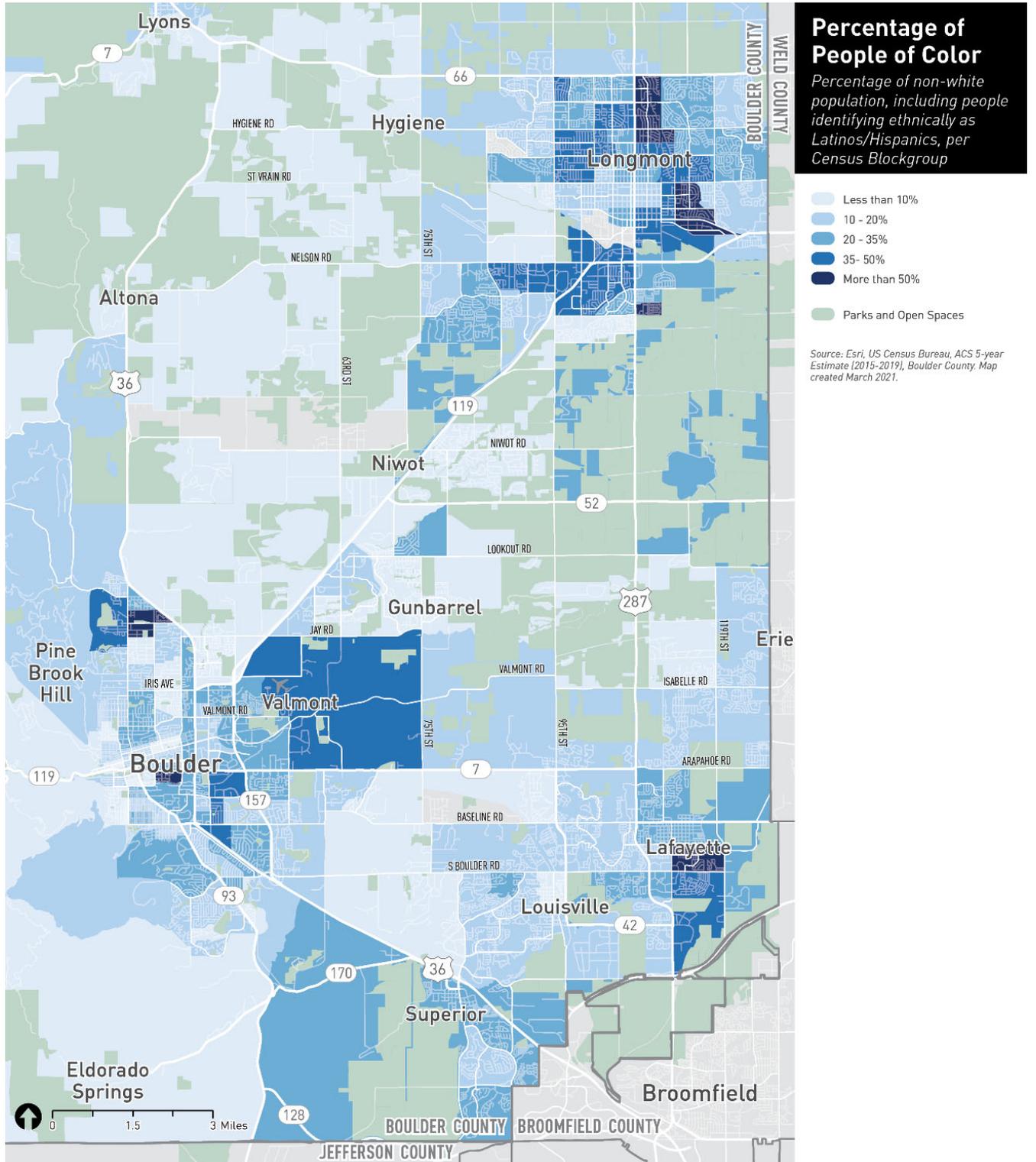
Figure 5-19 and Figure 5-20 highlight the percentage of the overall population who identify as a non-white race within each Census Block Group. There are very few areas in the county where the percentage of people of color is higher than 50%, mainly in East Longmont, Central Boulder, and north of Boulder. Overall, the county has predominantly white population, with less than 20% people of color in most areas. Nevertheless, there are people of color throughout Boulder County, specifically in Eastern part of the County in cities of Longmont, Boulder, Lafayette and unincorporated community of Valmont.

Figure 5-19 Percentage of People of Color (non-white population) - Countywide



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Figure 5-20 Percentage of People of Color (non-white population) - Eastern Detail



Zero-Car Households

Figure 5-21 and Figure 5-22 show the density of households with zero-car ownership, ultimately revealing how embedded automobile use is throughout Boulder County. The pockets of relatively higher density of zero-car households are mainly in the City of Boulder, as well as in central Lafayette, central Longmont, and segments on the west and northern fringes of Longmont.

Figure 5-21 Density of Zero-Car Ownership Households - Countywide

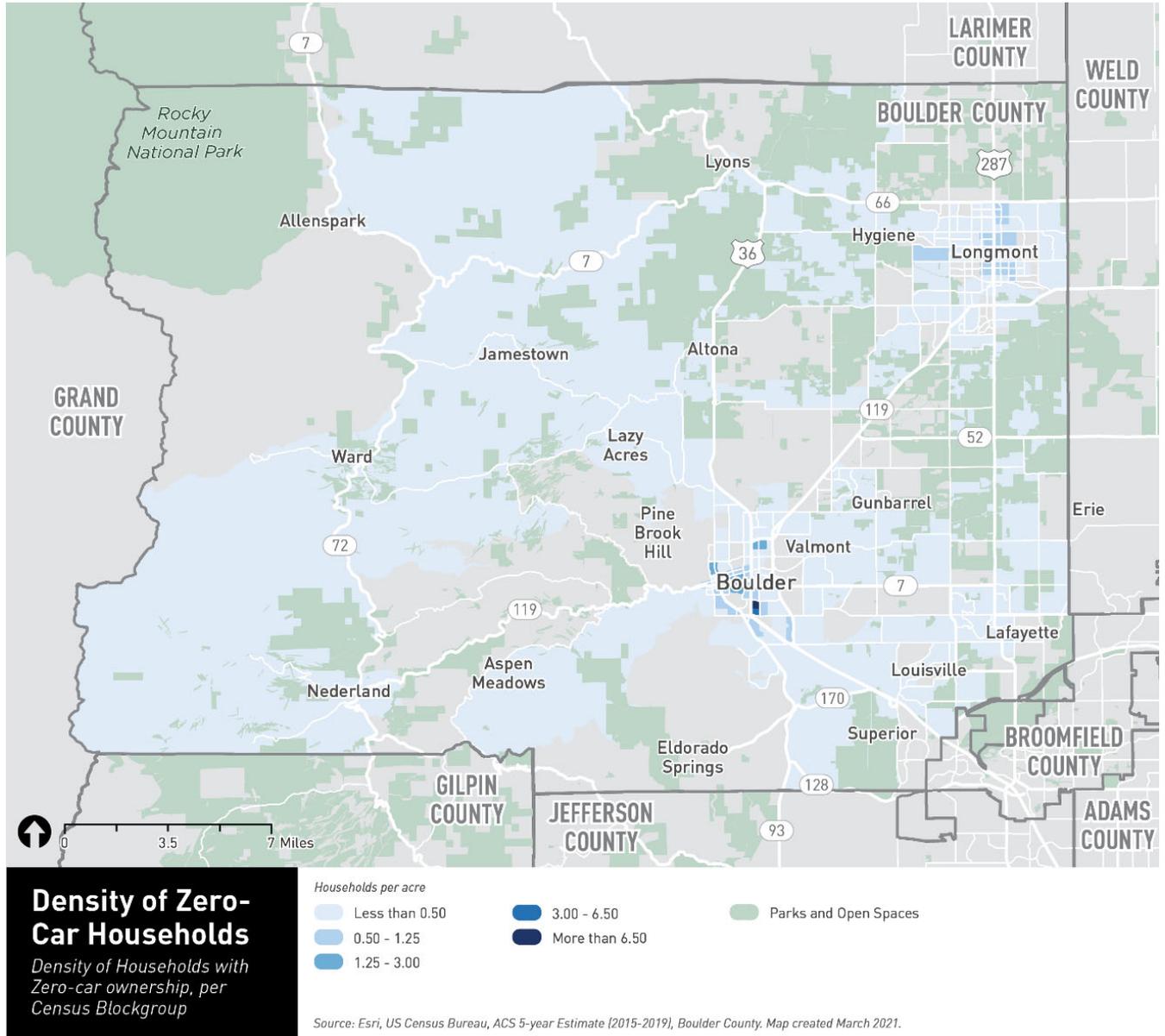
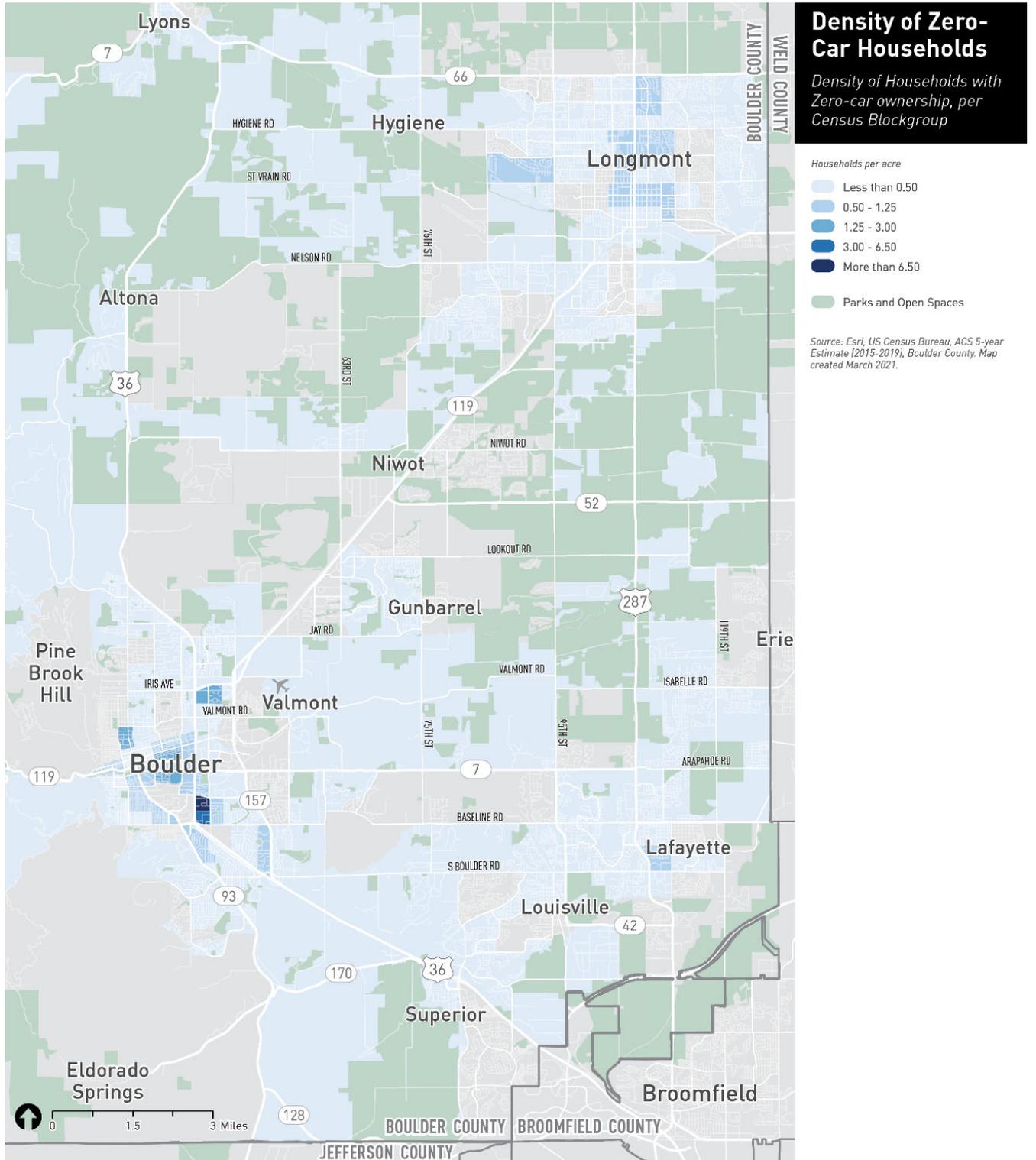


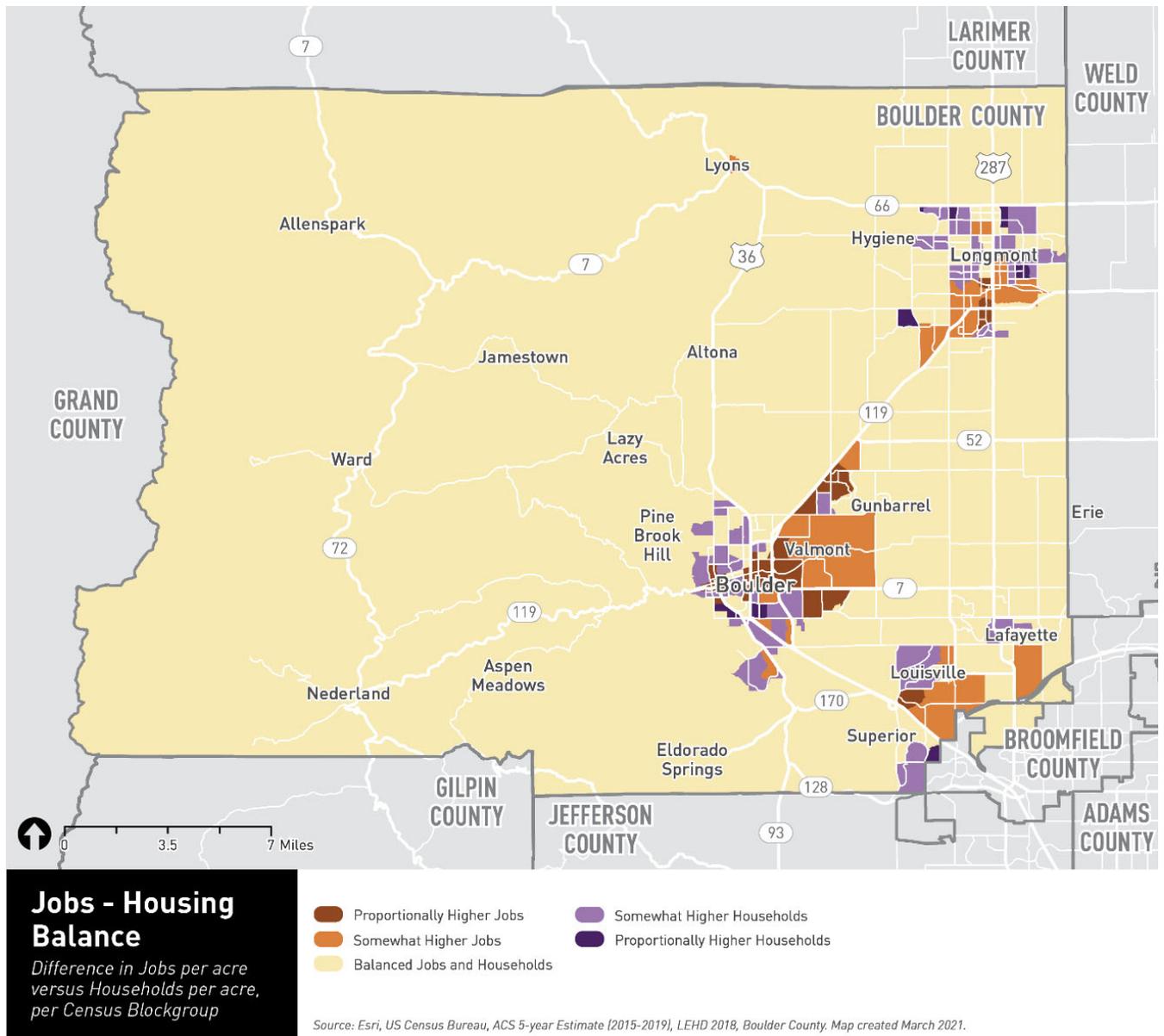
Figure 5-22 Density of Zero-Car Ownership Households - Eastern Detail



Job-Housing Balance

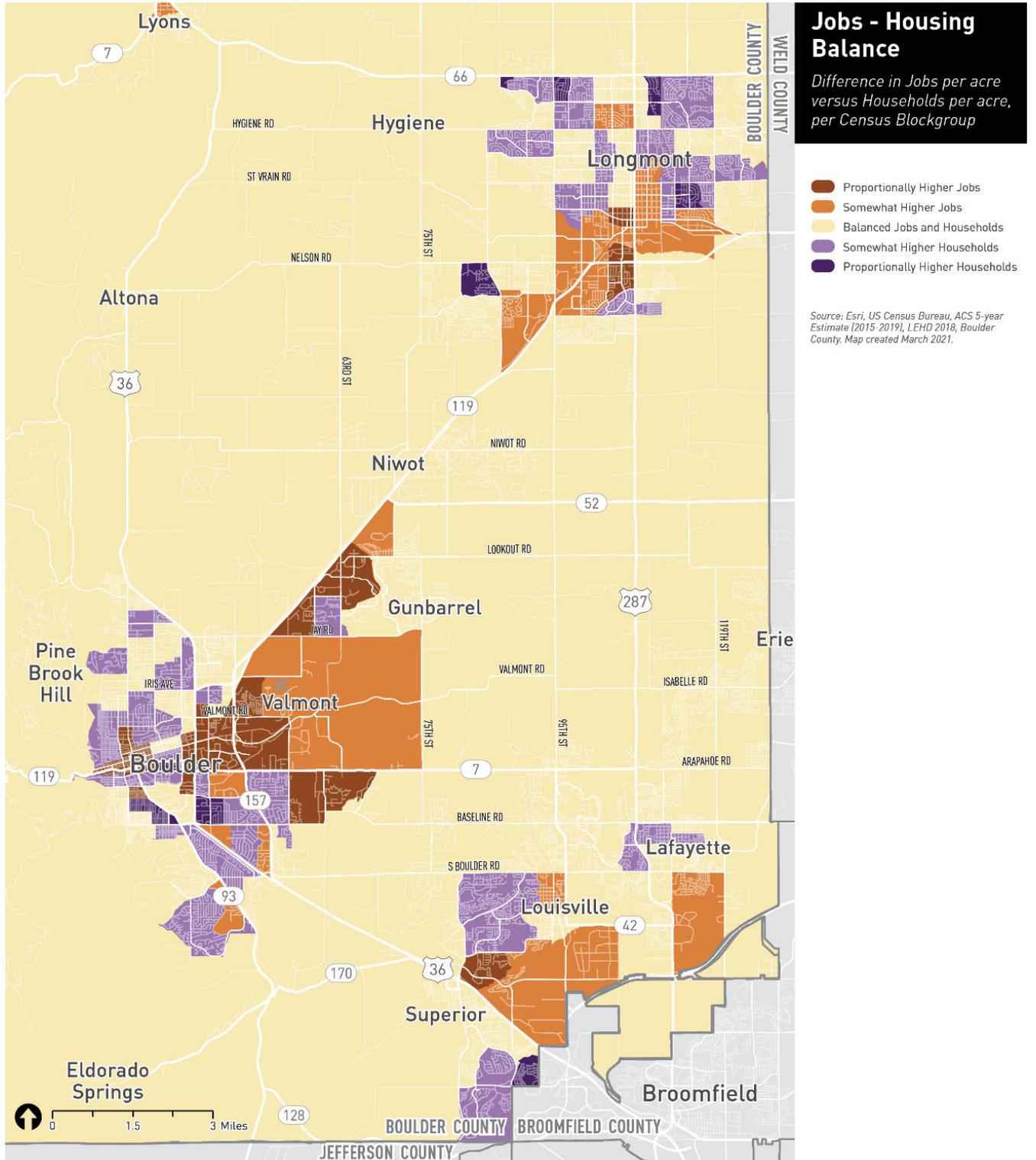
Figure 5-23 and Figure 5-24 show where the numbers of jobs and households are proportionately balanced or imbalanced (and the relative direction of that imbalance) throughout the county's Census Block Groups. Jobs trend towards higher proportions relative to households at the centers and peripheries of Longmont, Boulder, Louisville, and Lafayette, particularly along key connecting arterial routes like State Route 119. Areas with a higher proportion of housing trend towards outlying pockets just past the west and south edges of Boulder's center, throughout the west and northeast sides of Longmont, and the northwestern edges of Lafayette, Louisville, and the Broomfield boundary.

Figure 5-23 Jobs-Housing Balance - Countywide



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Figure 5-24 Jobs-Housing Balance - Eastern Detail

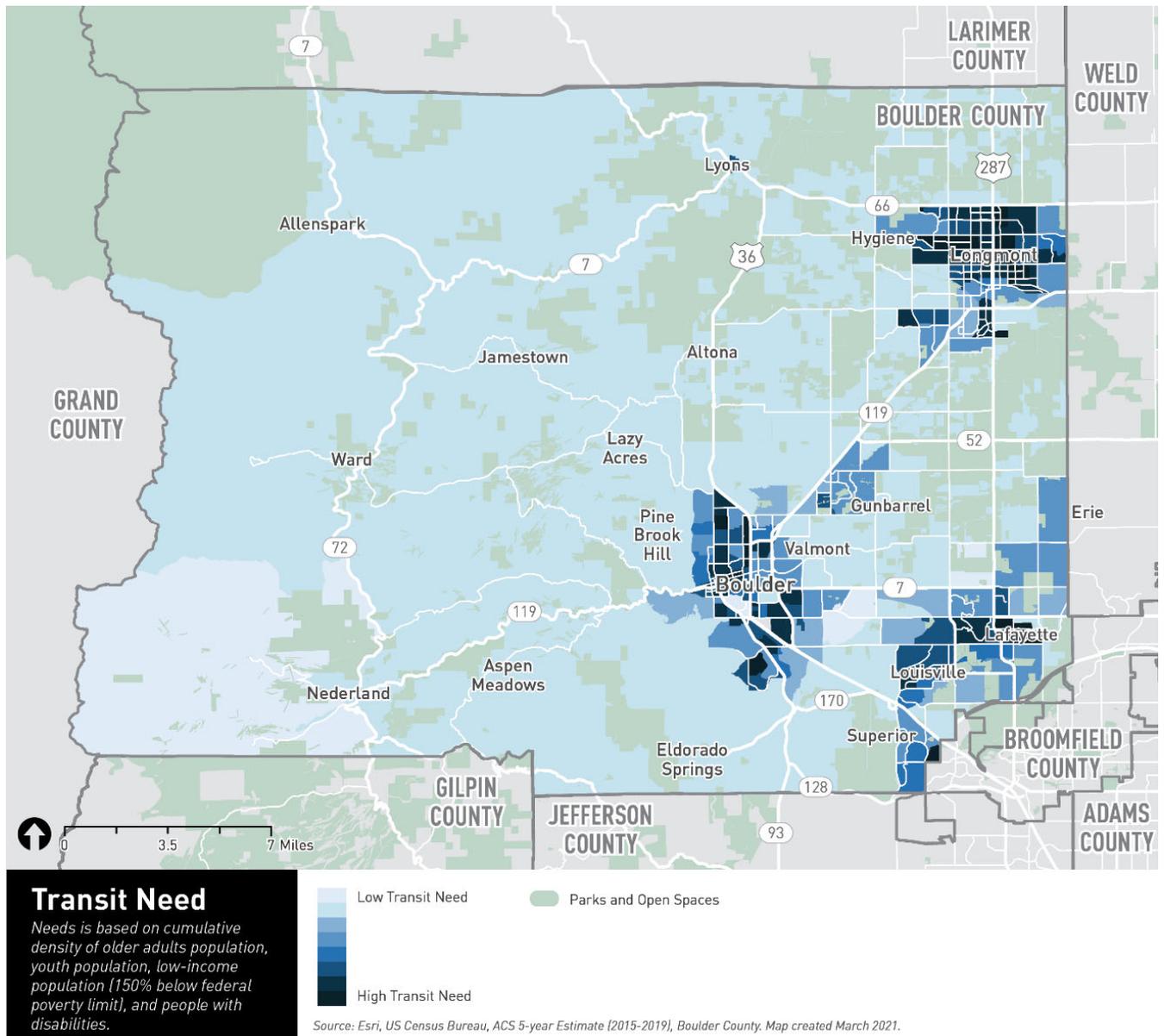


NEEDS INDEX

The populations which are of primary focus in this coordinated plan are older adults, people with disabilities, people with low incomes, and youth. An index was created to highlight the Census Block Groups with the highest proportions of these population groups. This index, which sums each Census geography's relative density of the four population groups, is a reflection of coordinated and human service transit need.

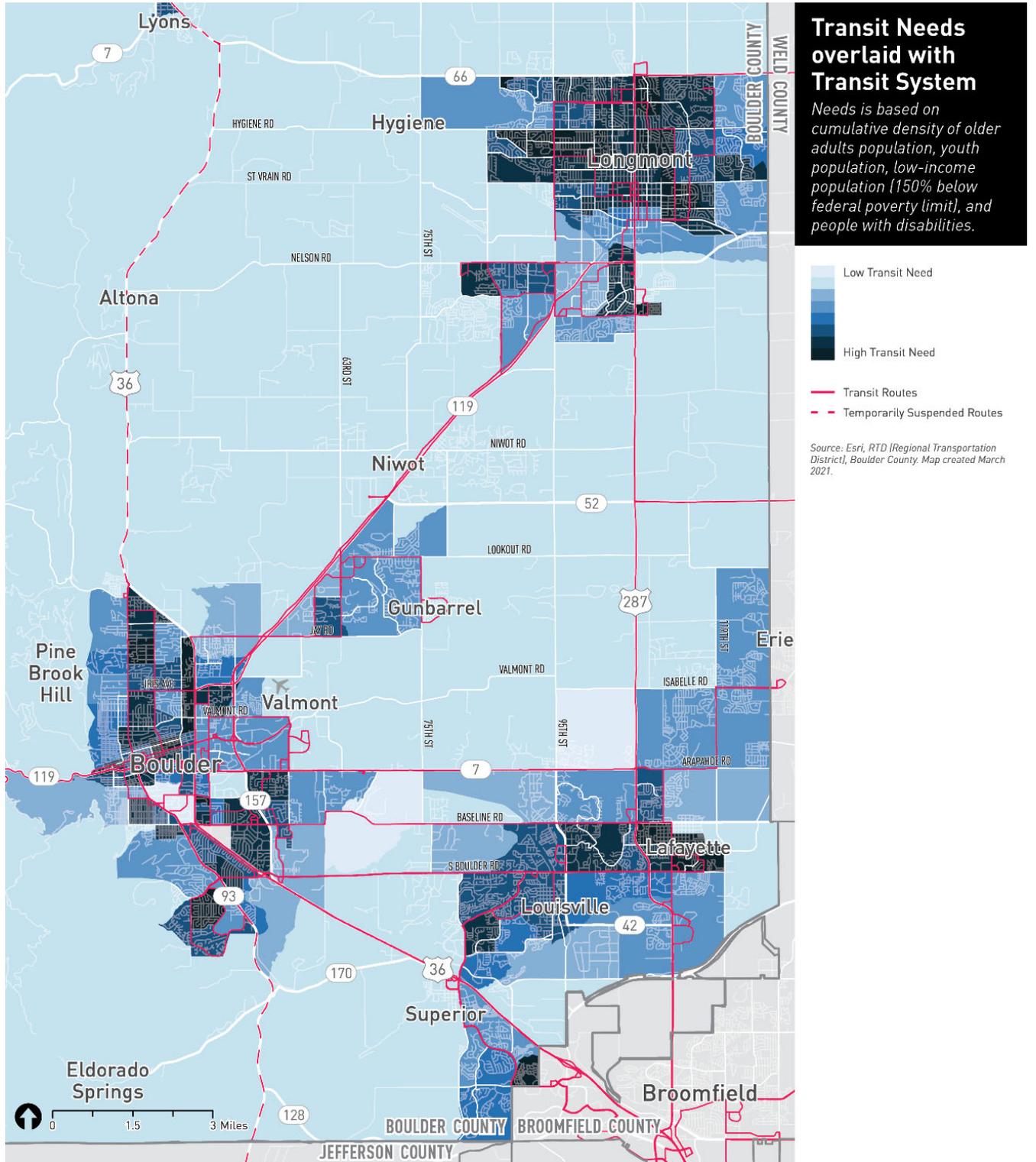
Figure 5-25 shows this index across Boulder County, and Figure 5-26 focuses specifically east of the foothills with an overlay of existing fixed transit routes. Areas with a notable amount of need include central Lafayette, South Boulder, Rural North Boulder, Lyons, Nederland, parts of Superior adjacent to Broomfield, and the eastern, northwestern, and southern peripheries outside central Longmont.

Figure 5-25 Transit Need Index - Countywide



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Figure 5-26 Transit Need Index - Eastern County Detail



Preliminary Gaps in Coverage

Future analyses as part of this project will illuminate a complete set of transportation gaps and barriers faced by Boulder County's aging, youth, disability, and low-income communities. Gaps in which transit need is unserved by fixed-route transit may include parts of Longmont west of 95th/Hover Street extending into the unincorporated community of Hygiene to the north and the Fox Ride area to the south.

APPENDIX A

Acronyms and Glossary

Appendix A Acronyms and Glossary

The following list is a working directory of acronyms and glossary definitions as part of this planning effort. For the purposes of educating readers on the topics discussed at length, this appendix may be worth inclusion in the final report.

Acronym	Definition
AAA	Area Agency on Aging
ACS	American Community Survey, a product of the United States Census bureau
ADA	Americans with Disabilities Act of 1990
AMI	Annual Median Income
ARP	American Rescue Plan of 2021; the third major federal stimulus passed in response to the COVID-19 pandemic
BCDHHS	Boulder County Department of Housing and Human Services
BCPH	Boulder County Department of Public Health
BoCo	Boulder County
BVSD	Boulder Valley School District
CARES	Coronavirus Aid, Relief, and Economic Security Act of 2020; the first major federal stimulus passed in response to the COVID-19 pandemic
CDOT	Colorado Department of Transportation
CO	Colorado
COVID-19	Coronavirus disease 2019
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2020; the second major federal stimulus passed in response to the COVID-19 pandemic
CSA	Combined statistical area
DRCOG	Denver Regional Council of Governments
DRMAC	Denver Regional Mobility and Access Council
FTA	Federal Transit Administration
HCPF	Colorado Department of Health Care Policy and Financing
IDD	Intellectual and developmental disabilities
LCC	Local Coordinated Council
M4A	Mobility for All
M4AAA	Mobility and Access for All Ages and Abilities (<i>pending</i>)
MSA	Metropolitan statistical area
MSAA	Mobility Services for All Americans
NEMT	Non-emergency medical transportation
PACE	Partners for a Clean Environment

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Acronym	Definition
RAE	Regional Accountability Entity
RTA	Boulder County Regional Transit Authority, a proposed governance model by the City of Boulder
RTD	Regional Transportation District
SOV	Single-occupancy vehicle
SVVSD	St. Vrain Valley School District
UZA	Urbanized area
VA and VHA	United States Department of Veterans Affairs and the Veterans Health Administration, a national healthcare program for veterans of the United States armed forces

APPENDIX B

Federal Funding

Appendix B Federal Funding

Federal funding for public transit comes primarily through the U.S. Department of Transportation (U.S. DOT). Funding for the U.S. DOT is authorized by the Fixing America's Surface Transportation (FAST) Act, the first federal transportation authorization in over a decade to fund federal surface transportation programs through 2020. The FAST Act was signed into law in December 2015 and provides \$305 billion in funding over fiscal years 2016 through 2020 for the U.S. DOT and its subsidiary agencies, including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). **The following summary is a simplified overview of funding for public transit based on the provisions of the FAST Act effective through September 2020.**

The FTA allocates funding for transit systems in urbanized & rural areas and for programs for older adults and individuals with disabilities. The FTA allocates funds based on formulas or discretionary awards.

FTA Formula Funds

FTA funding programs apportion funds to urbanized areas (UZAs) or states by specific formula. As of the last census (2010), Boulder County qualifies as a large, urbanized area.

Formula programs include:

- **Section 5303 Metropolitan Transportation Planning:** Awarded to states for planning activities.
- **Section 5304 Statewide Transportation Planning:** Awarded to states for statewide planning and other technical assistance.
- **Section 5305 Planning Programs:** Awarded to states, local governmental authorities, or MPOs for developing transportation plans and programs; planning, engineering, design, and evaluation of public transportation projects; and to conduct eligible technical studies relating to public transportation.
- **Section 5307 Urbanized Area Formula Program:** Authorizes federal capital (and occasionally operating and planning) assistance for transit in UZAs. Includes former Section 5316 FTA Job Access and Reverse Commute Program funds.
- **Section 5310 Special Needs of Elderly Individuals and People with Disabilities Program:** Awarded to states to help meet the transportation needs of the elderly and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
- **Section 5311 Formula Grants for Rural Areas:** Awarded to states for supporting public transit in rural areas with a population of less than 50,000, where many residents often rely on public transit to reach their destinations.
- **Section 5311(b) (3) Rural Transit Assistance Program:** Awarded to states to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in non-urbanized areas.

- **Section 5311(c)(2)(B) Tribal Transit Formula Grants:** Awarded to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas.
- **Section 5314 (a) Technical Assistance & Standards Development:** Awarded funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.
- **Section 5314 (b) Human Resources & Training:** Awarded to public transportation human resource and workforce development programs.
- **Section 5324 Public Transportation Emergency Relief Program:** Awarded to states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage due to emergencies and natural disasters.
- **Section 5337 State of Good Repair Grants:** Awards fleet and system rehabilitation capital funds to state and local government authorities in UZAs with fixed guideway and high intensity motorbus systems in revenue service for at least seven years.
- **Section 5339(a) Grants for Buses and Bus Facilities Formula Program:** Awarded to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities
- **Section 5340 Growing States and High-Density States Formula Program:** Awarded partially to states under population forecast formulas and partially to UZAs within states with population densities greater than 370 people per square mile.

FTA Discretionary/Competitive Funds

FTA programs are based on discretionary funding. In addition to FTA grant programs, the FHWA administers programs that provide the flexibility to transfer funds to FTA for transit projects. However, the applicability of these funds to Sonoma County may be limited due to stringent eligibility requirements and/or passed deadlines for Expressions of Interest.

Discretionary programs authorized during the FAST Act include:

- Section 3005(b) Pilot Program for Expedited Project Delivery
- Section 5307(h) Passenger Ferry Grant Program
- Section 5309 Capital Investment Grants
- Section 5312 Public Transportation Innovation
- Section 5312(i) Transit Cooperative Research Program
- Section 5339(b) Buses and Bus Facilities Program
- Section 5339(c) Low or No-Emission Vehicle Program
- Section 20005(b) Pilot Program for Transit-Oriented Development Planning
- Section 20157 Commuter Rail Positive Train Control Grants
- Access and Mobility Partnership Grants

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- Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)
- Human Trafficking Awareness and Public Safety Initiative
- Integrated Mobility Innovation
- Mobility on Demand (MOD) Sandbox Program
- Public Transportation on Indian Reservations Program; Tribal Transit Program 5311(j)
- Safety Research and Demonstration Program
- Zero Emission Research Opportunity