



Presentation & Discussion

Town of Erie Board of Trustees
Study Session

September 20, 2022

About the Project

About the Project

- Improve mobility for seniors, people with disabilities, low-income individuals & youth.
- Organizations involved **coordinate** and **provide** transportation services.
- Federal transit law requirement for Section 5310 (Enhanced Mobility for Individuals and Individuals with Disabilities Program) **project funding**.
- Projects "must be included in a **locally developed coordinated plan**."
- This is the **first such plan of its kind** for Boulder County.



Boulder County Mobility & Access for All Ages & Abilities (MAAAA) Plan Video



Shortcut to video link

<https://boco.org/MAAAAVideo>

Overarching Goals & Objectives



Accessibility

- Supporting alternatives to car ownership
- Expanding information and experience using multimodal transportation options



Equity

- Determining which places/locations are sufficiently serviced relative to special needs
- Listening to marginalized populations and responding directly to needs



Reliability

- Recognizing and supporting personnel who keep the transportation system running
- Helping increase regular program and service use

Overarching Goals & Objectives



Efficiency

- Reducing strain on existing resources
- Evaluating program and service effectiveness



Sustainability

- Investing in Boulder County's future social and financial growth
- Continuing drive for greater fuel efficiency, fewer climate impacts, & improved air quality



Safety

- Embracing a philosophy of universal access
- Helping people feel more comfortable with multiple transportation options

Who Is Involved



Technical Advisory Committee

- 25 Partner Agency Representatives



Community Partners

- CDOT Transit & Safe Routes to School
- Regional Planners (DRCOG & NFRMPO)
- Boulder County Area Agency on Aging
- RTD Paratransit
- CU Boulder and CU Denver
- Aging Advisory Council
- IDD Mill Levy Advisory Council
- Mobility and Access Coalition
- Bicycle Colorado



Affinity/Focus Groups

- Youth Programs Leadership
- People with Disabilities
- Racial, Ethnic, and Income Equity
- Healthcare Access and Aging
- Municipal Planners
- Boulder Valley & St. Vrain Valley School Districts

The Process

Public Comment Period:

- Feb. 18 - Mar. 25, 2022
 - Meetings: MAC, TAC
 - Newsletters, Social Media, Partners
- Received Over 110 Plan Comments
- Feedback Integration by Consultant
- Public Comments for Public Hearing



Existing Conditions Report

Plan Review

Key Findings

- Transportation is a crucial issue which intersects with climate policy, social equity, affordability, and public health.
- Unmet travel needs go beyond County borders in all directions.
- Not enough supply to meet demand, in both housing and transportation services.



Demographic Analysis

Key Demographics for Colorado, Boulder County, & 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%
Weld County	305,345	11.9%	10.3%	17.5%	26.3%	38.8%
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%

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

Demographic Analysis

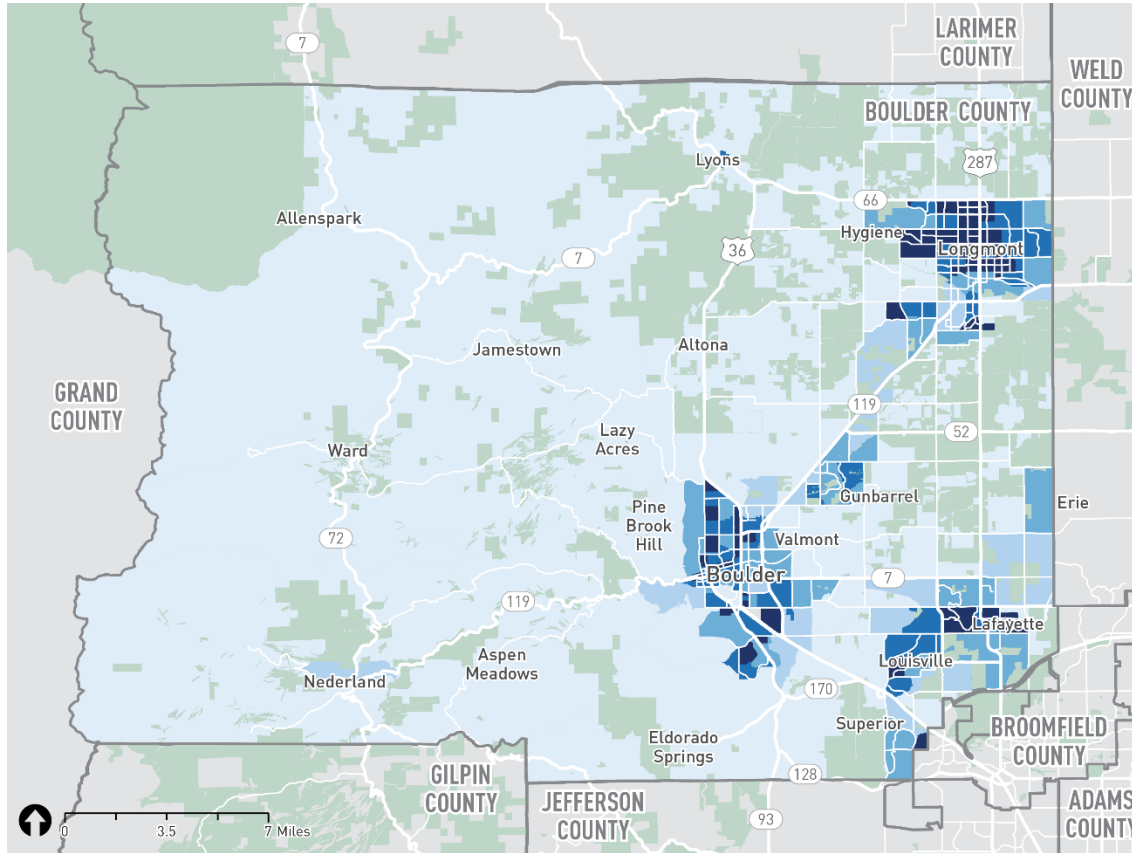
Boulder County Race Figures

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)

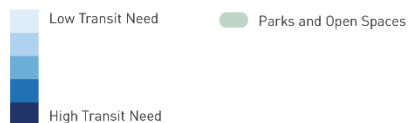
What is Boulder County's Transit Propensity?

- Older Adults
- Youth
- Disabled
- Low-Income

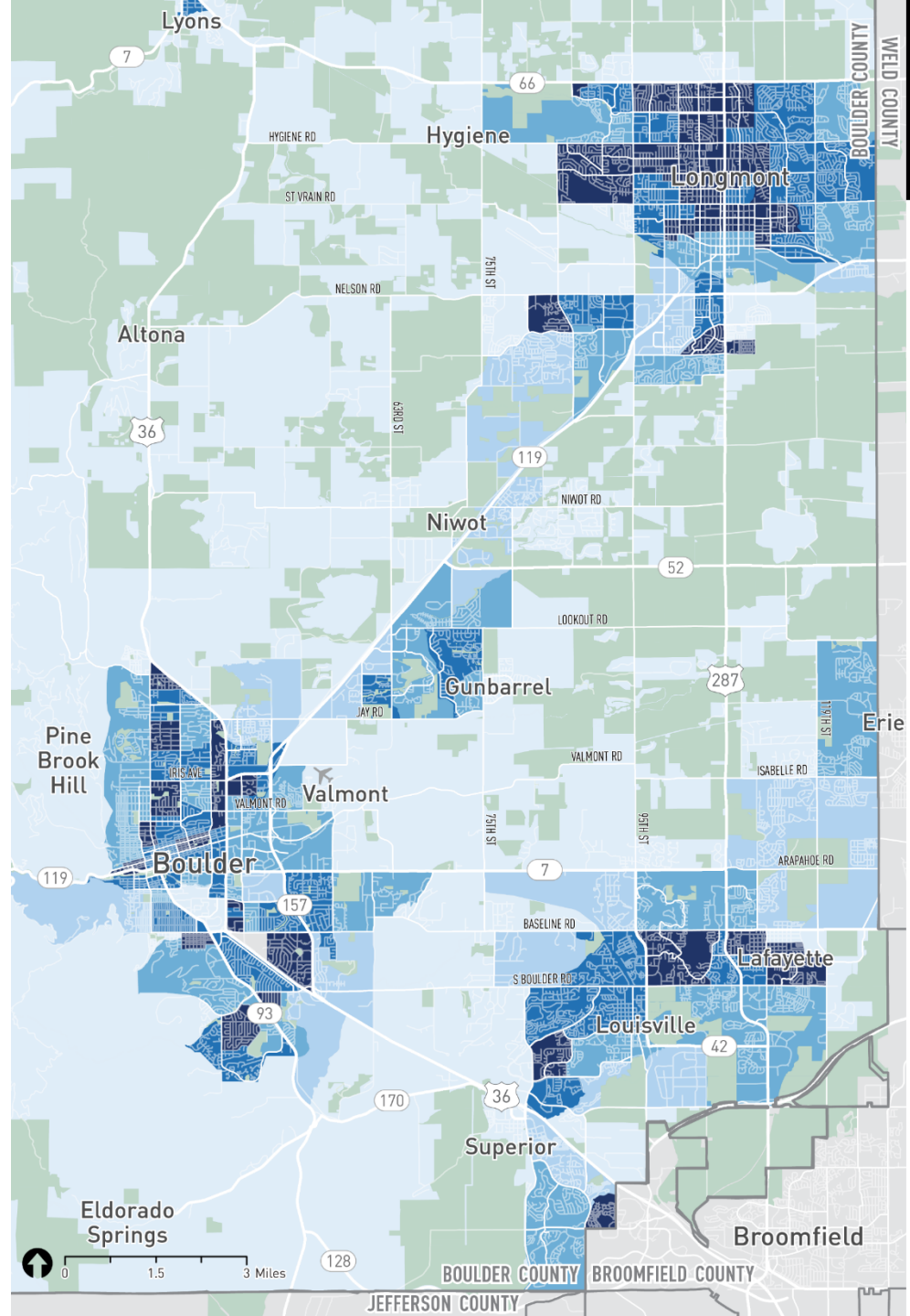


Transit Need

Needs is based on cumulative density of older adults population, youth population, low-income households (40% AMI and lower), and people with disabilities.

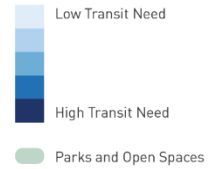


Source: Esri, US Census Bureau, ACS 5-year Estimate (2015-2019), Boulder County. Map created March 2021.



Transit Need

Needs is based on cumulative density of older adults population, youth population, low-income households (40% AMI and lower), and people with disabilities.



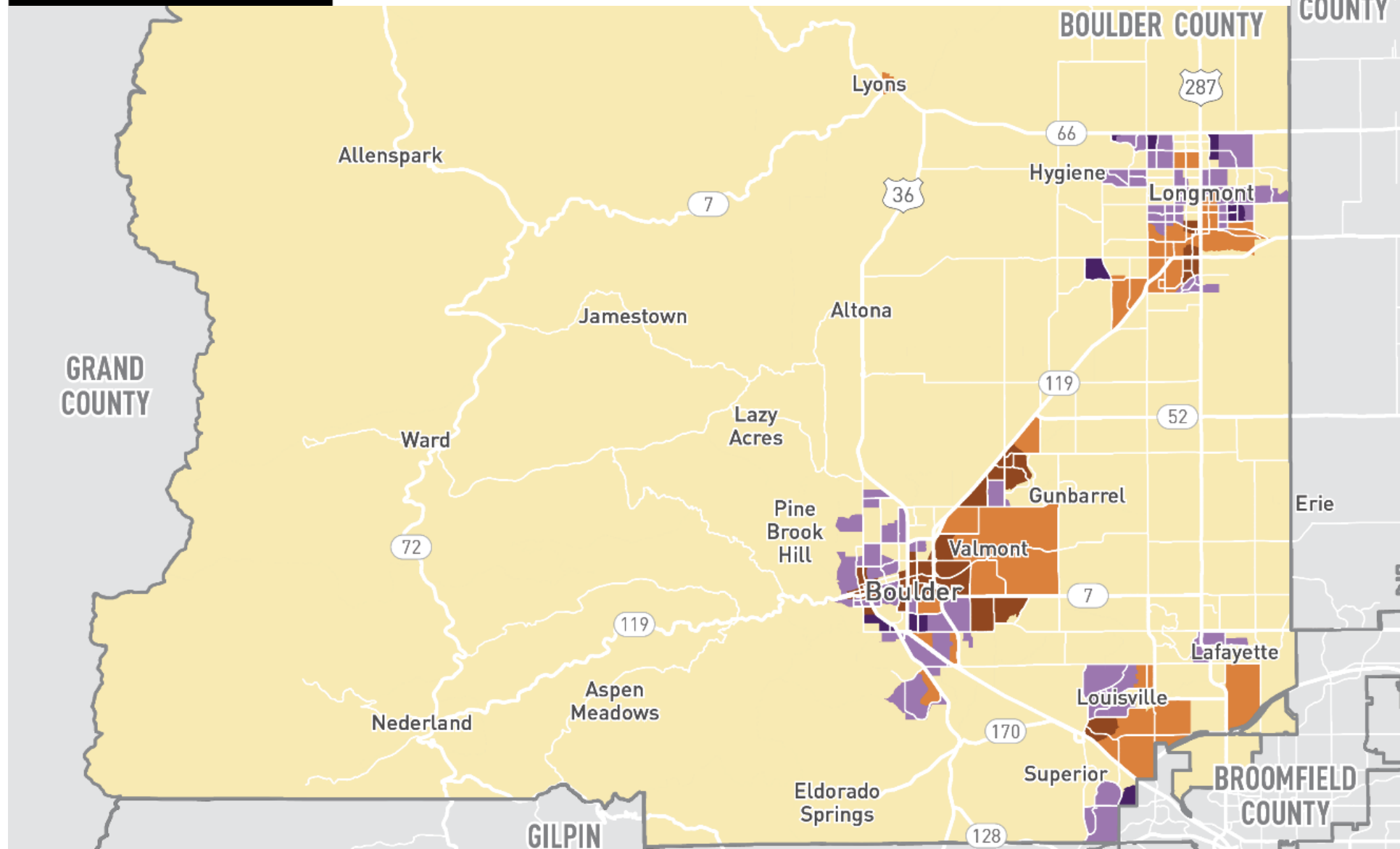
Source: Esri, US Census Bureau, ACS 5-year Estimate (2015-2019), Boulder County. Map created March 2021.

Jobs - Housing Balance

Difference in Jobs per acre versus Households per acre, per Census Blockgroup

- Proportionally Higher Jobs
- Somewhat Higher Jobs
- Balanced Jobs and Households
- Somewhat Higher Households
- Proportionally Higher Households

Source: Esri, US Census Bureau, ACS 5-year Estimate (2015-2019), LEHD 2018, Boulder County. Map created March 2021.



Summary of Needs

- Need for additional **data** and organizational support for transportation planning and policy.
- Region's land use and urban design is not conducive to transit-supportive communities, compromising the journey one takes to **access** transit.
- The **cost** of transportation is a burden on top of the rising cost of housing.
- Community groups, non-profits, and governments alike may not necessarily have enough **resources** (administrative staff, operators, etc.).

Summary of Needs

- **Service gaps** for localities and communities outside regional transit hubs.
- Limited **awareness** of all transportation options.
- **Long-term** challenges demand big moves:
 - climate change
 - systemic discrimination
 - aging infrastructure and population
 - technology's role in transportation

Strategy Priorities

About the Strategies

In Plan: Prioritized Strategies are organized by the **need** they are meeting











Presentation: Priority Strategies by program, county, partners

- Community Plan with responsibility meant to be shared among partners
- Strategies were organized into two timeframes based on priority votes from the Advisory Committee and feedback from the public meetings:
 - **In Progress - Low-Hanging Fruit**
 - **TIER I – Implementation in next 2 years**
 - **TIER II – Implementation in 3 to 5 years**
- We acknowledge that the ongoing shortage of drivers may affect the timeline of strategies
- There are also policies addressing ongoing needs with a **long-term** timeframe

Overview of Strategies

STRATEGY CATEGORIES	NUMBER OF STRATEGIES/ CATEGORY
1. Data	2
2. Access	1
3. Cost	2
4. Resource	6
5. Service Gaps	6
6. Awareness	4
7. Ongoing Policies	5
TOTAL SHARED STRATEGIES	25

Figure ES-1 Boulder County Strategies, Associated Costs, and Timelines

Strategy	Category (Need Met)	Start-Up Costs	Ongoing Costs	Implementation Timeline
 Advocacy Be involved in local/regional advocacy groups and efforts that advocate for transit services.	Ongoing Policies	\$5,000 (assumes membership dues for CASTA and Association; attendance at conferences for 1-2 staff/week annually)	\$6,000/year (see start-up notes)	Long Term Priority
 Hybrid Connector Service Pilot a hybrid connector service (fixed route with deviations on request like FlexRide) in areas underserved by the Boulder County Transit.	Service Gap	\$300,000 (Assumes start-up cost for 3 accessible roadway buses plus initial marketing materials and initiatives for promotion of pilot service)	Assumed 12 hours of service 3x/week, assumes 3 separate connector flex routes with service operating 252 days/year	Medium Priority
 Access-a-Ride Certification Center Bring RTD Access-a-Ride certification center to Boulder County	Service Gap	~\$8M for center development (costs taken from MTC development in Las Vegas, NV)	Costs associated with staffing and maintenance of center	High Priority
 Driver Services Support driver training and retention	Resource	Depends on what "support" looks like. Could be fitness programs, nutrition and education initiatives, etc. More often than not, it is offering competitive pay for operators. Depends on the type of assistance, start-up costs	High Priority	High Priority
 Affordable Free Transit Expand affordable and/or free transit fare programs	Cost	Based on number of passes needed, free fare programs may run \$1-\$5.00+ per person enrolled	Based on number of passes needed, free fare programs may run \$1-\$5.00+ per person enrolled	High Priority
 Transit Access Improvements Paved access routes and upgrades to bus stops	Access	~\$10,000 per stop depending on access route length; also depends on agreements in place	Plan for regular maintenance and upkeep costs, some may be offset with agreements with local city and/or County	High Priority
 Travel Training Expand travel training to youth, families, and caregivers, especially those with or tending to individuals with special needs, and people who speak languages other than English	Awareness	~\$28,000 to \$30,000 in initial travel training costs and sessions	~\$10,000-\$15,000 annually for training upkeep and marketing	High Priority
 Community Services and Mobility Support food pantries, libraries, and other existing community services to advertise Mobility for All trainings, apps, etc.	Awareness	Initial costs of ~\$10,000-\$20,000 for marketing material development and printing, distribution	In-kind costs associated with materials distribution and meetings with community service representatives	High Priority
 Transportation Vocational Training Promote/expand of vocational training in transportation trades (CDL, bicycle repair, etc.)	Awareness	~\$20,000 to develop initial promotional materials and also program supplies ~\$65,000 annual adjunct professor salary for bicycle repair, mechanic training, etc.	~\$170,000/year for two technical/adjunct professor salaries (ongoing)	Medium Priority
 Bike Safety Bicycle and pedestrian safety training support	Awareness	\$25,000/year to sponsor League Certified Instructor (LCI) Trainings to ensure qualified workforce to provide youth and family specific bike education programs, including but not limited to age appropriate Bicycle Friendly Driver Trainings, Earn-a-Bike sessions, and more	\$500/LCI hourly rate \$600/LCI annual fee \$25,000/year for instruction marketing and supplies, upkeep, plus the cost to print and distribute materials (if needed)	Medium Priority

Data Strategies



TIER I

- Boulder County Transit Plan (\$100k for Phase I in 2022)
- Vision Zero Safe Routes to School Action Plan

TIER II

- Formalize data analysis, collection, and reporting
- Study cost-effectiveness subsidizing taxis and ridehailing

Access Strategy

TIER I

- Paved access routes and upgrades to bus stops
- Year-round maintenance of access routes and bus stops



Cost Strategies



TIER I

- Expand affordable and/or free transit fare programs

TIER II

- Cover/reimburse bus pass requests made by community liaisons

Resource Strategies



TIER I

- Support driver training & retention
- Grant writing assistance
- Youth representation on Mobility & Access Coalition
- Safe Routes Regional Hub

TIER II

- Expand pot of competitive funding community transportation projects
- Volunteer travel ambassador program

Service Gap Strategies



TIER I

- Boulder County RTD Access-a-Ride Certification Center
- Support volunteer driver programs
- Collaborate with transit and TMO/TMAs to survey major employers
- Include coordination clauses as part of grants awarded to transportation providers

TIER II

- Pilot a hybrid connector service in areas underserved by fixed-route transit
- Encourage nonprofit transportation providers to share fleets coordinate on maintenance
- Explore Via or others with fleets ability to provide school choice transportation
- Transportation for veterans under 60 to VA sites in Cheyenne, WY and Aurora, CO

Awareness Strategies



TIER I

- Expand travel training to special needs populations
- Advertise transportation options and programs at human services and community locations
- Encourage more coordination of funding streams and raise awareness of available grants

TIER II

- Promotion/expansion of vocational training in transportation trades (CDLs, bicycle repair, etc.)
- SHIFT Driver (formerly known as Bicycle Friendly Driver) training funding support

Ongoing Policies



LONG-TERM

- Thoughtful land use planning which promotes coordinated transportation
- Universal design in transit stations
- Adopting clear data sharing standards and expectations
- Be involved in local/regional advocacy groups and efforts that support new funding streams for transportation and mobility
- Continued equitable investments in communities, programs, & infrastructure

Priorities in Progress

TIER I Priorities In progress



Youth Transportation Resources



Travel Buddies



Community Services and Mobility



Bike Safety



Access-a-Ride Certification Center

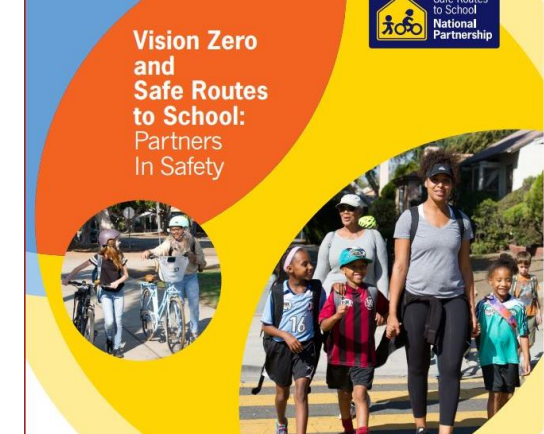


Youth Mobility



Affordable/Free Transit

Seeking Funding Tier 1 Priorities for Next 2 Years



Grant Writing



Service Study



Transit Access Improvements



Volunteer Drivers



Affordable/Free Transit



Bike Safety



Youth Transportation Resources

Summary of the 25 Strategies



Affordable/Free Transit



Travel Buddies



Transit Access Improvements



Advocacy



Services for Veterans



Data Integration



Community Services and Mobility



Data Standards



Youth Mobility



Grant Writing



Bike Safety



Funding Stream



Service Study



Land Use Planning



Driver Services



Volunteer Drivers



Universal Design



Travel Training



Equitable Investment



Access-a-Ride Certification Center



Youth Transportation Resources



Transportation Vocational Training



Bus Pass Reimbursement



Employer Survey



Hybrid Connector Service

Questions for Consideration

- 1 Which strategies seem most relevant to the Town of Erie?
- 2 Given the limited funding sources, what are the top priorities for the Town of Erie?
- 3 How do you see these strategies being integrated into the upcoming Comprehensive Plan and TMP update?

Next Steps

Integration

- UZA Program of Projects
- DRCOG TIP
- Program Specific Work Plans
- MAC work plan and Charter

Funding

- DRCOG TIP Subregional/CDOT 5310 & Safe Routes/HST/Other Grants

Jurisdiction “Speaking Tour”

- Present to local TABs, City Councils, School Districts, and interested partner agencies



THANK YOU!



Please visit the [coordinated plan's website](#)
for information & updates

Angel Bond

Mobility for All Program Manager

abond@bouldercounty.org

www.BoCo.org/M4A

Cammie Edson

Youth Transportation Program Manager

cedson@bouldercounty.org

www.BoCoSafeRoutes.org

Jessica Villena Sánchez

Mobility for All Bilingual Planner

jvillenasanchez@bouldercounty.org

www.BoCo.org/M4A