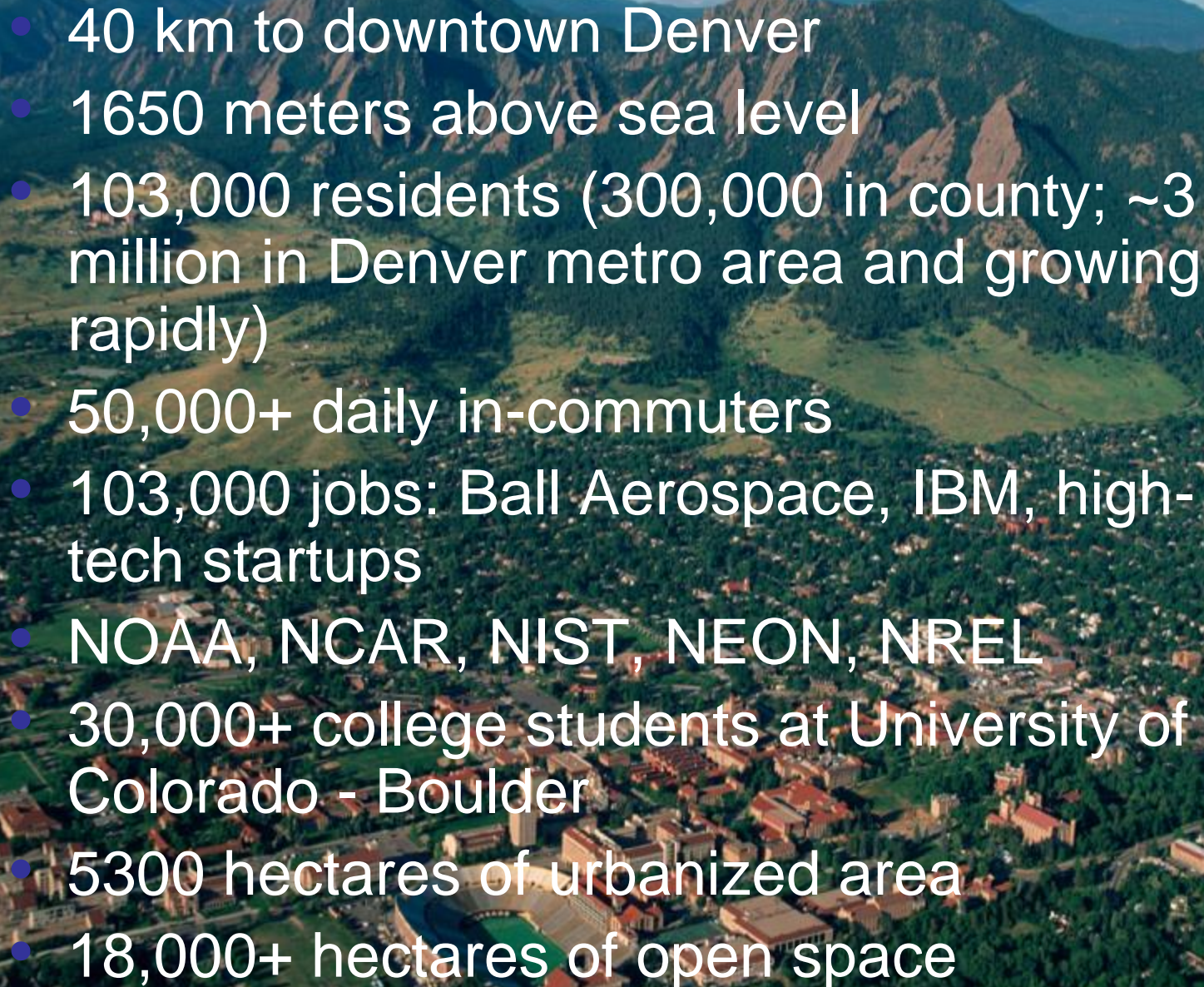




**Session: Financing Sustainable Urban
Mobility & Implementing Mobility within
Sustainable Development Goals**
City of Boulder: Investing for Results

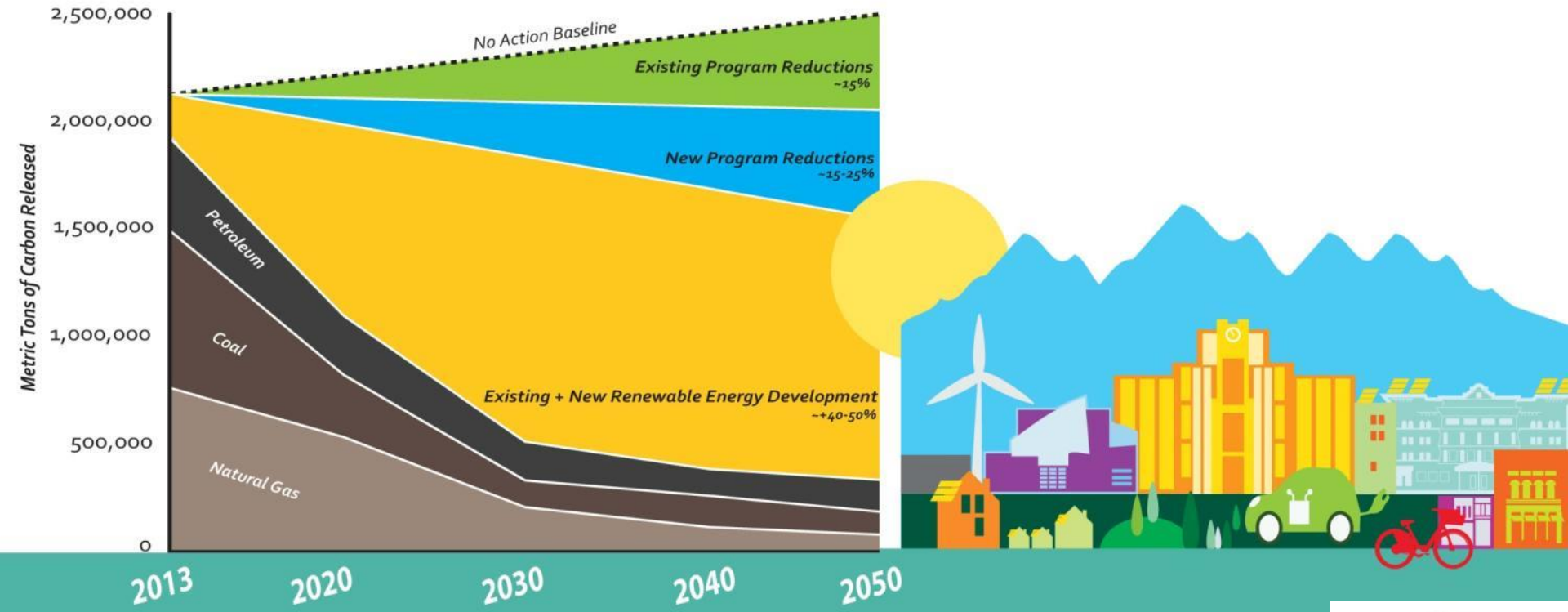
**Eco Mobility Days Quito
Quito, Ecuador
October 16, 2016**

- 
- 40 km to downtown Denver
 - 1650 meters above sea level
 - 103,000 residents (300,000 in county; ~3 million in Denver metro area and growing rapidly)
 - 50,000+ daily in-commuters
 - 103,000 jobs: Ball Aerospace, IBM, high-tech startups
 - NOAA, NCAR, NIST, NEON, NREL
 - 30,000+ college students at University of Colorado - Boulder
 - 5300 hectares of urbanized area
 - 18,000+ hectares of open space

INVESTING IN BOULDER'S SUSTAINABILITY VALUES

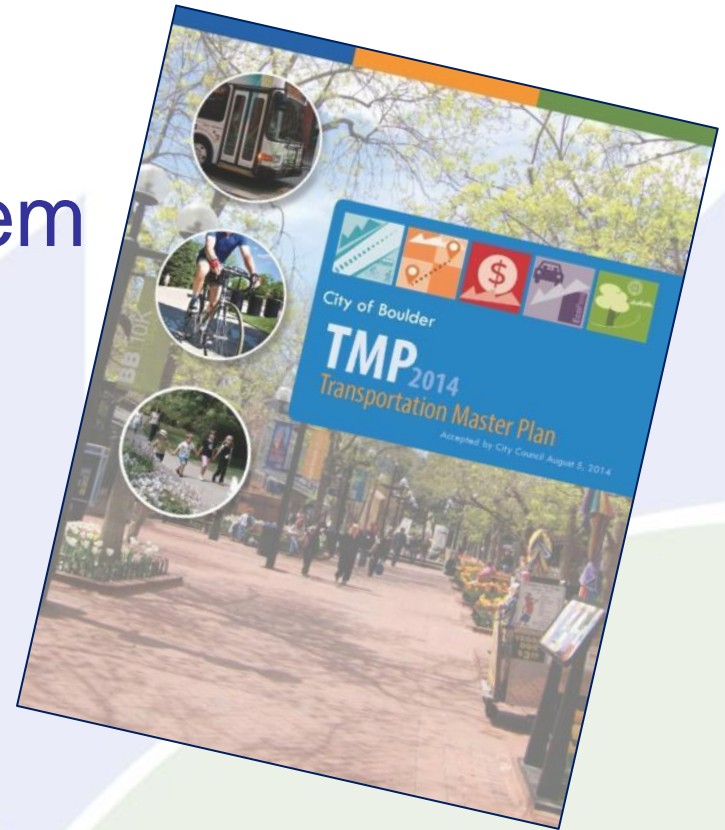


Setting Course for a Low-Carbon Future: Boulder's Climate Commitment



Transportation Master Plan

- Policy foundation for multimodal transport system
- Integrate with land use & climate commitment
- 9 measurable objectives
- Bi-annual Transportation Report on Progress
- Safe Streets Boulder Report
- Continuous improvement



TMP Measurable Objectives

No Growth in Long Term Vehicle Traffic

Max of 20% roadways at LOS F

Safety
Toward Vision Zero

Reduce SOV to 25% of Trips

Expand Fiscally Viable Alternatives for Residents & Employees

Neighborhood Accessibility

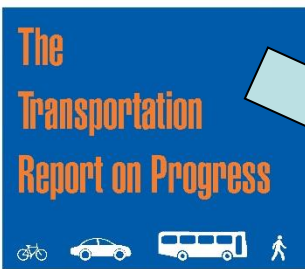
Reduce Mobile Source Emissions

Increase Alternatives with rate of Employee Growth

VMT per Capita



March 2016



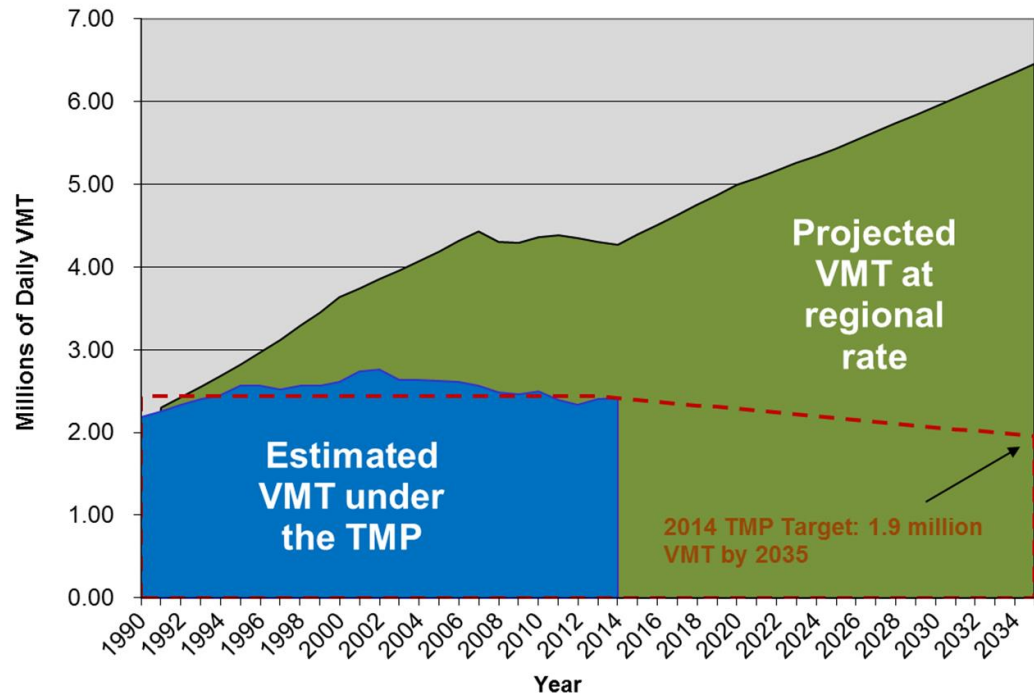
Prepared by the City of Boulder Transportation Division



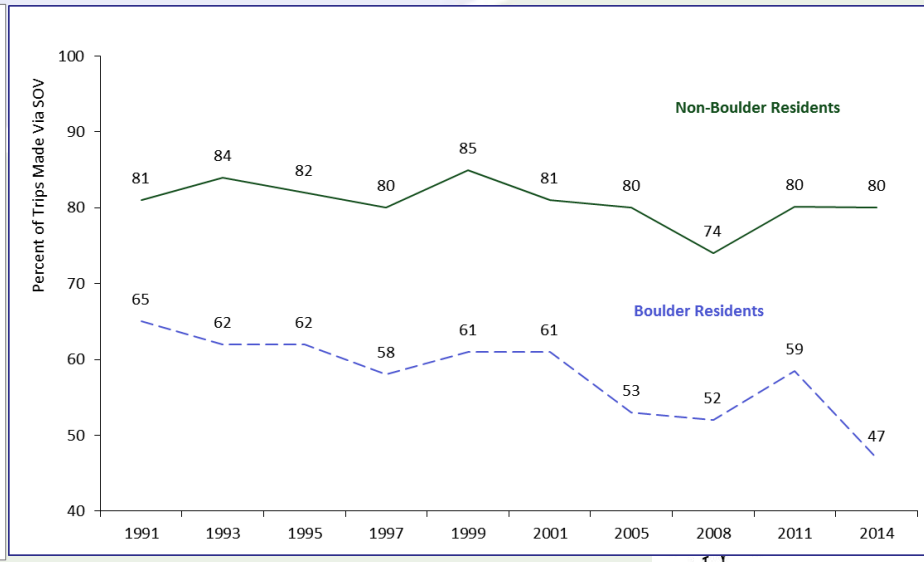
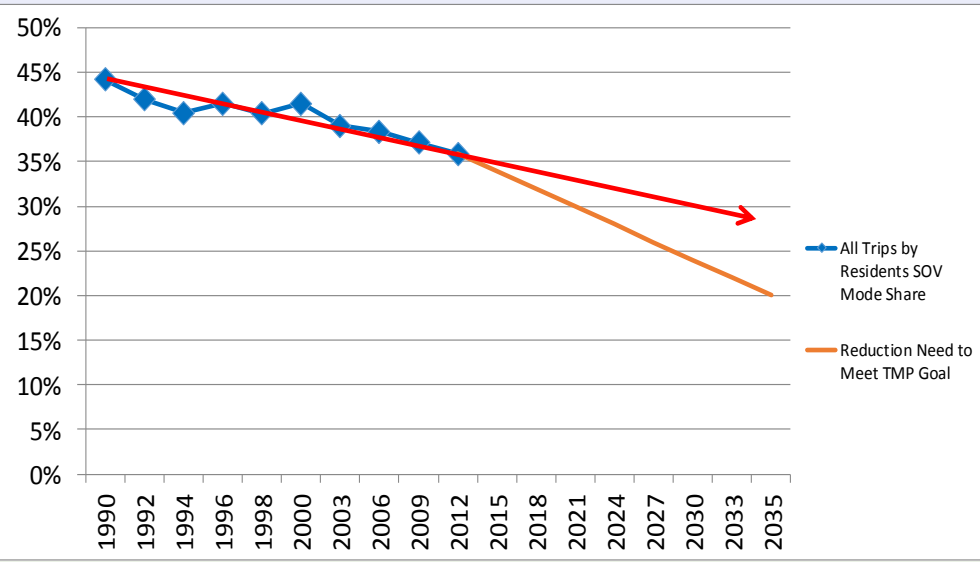
Community Report Card

TMP Objectives Summary

TMP Objectives for 2035	Baseline	Progress	Trend
1 Reduce vehicle miles of travel (VMT) in the Boulder Valley by 20 percent by 2035	1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.9 million daily VMT	Est. 2.42 million daily VMT for the Boulder Valley in 2014	Static, needs 20 percent further reduction in daily VMT
2 Reduce single occupant vehicle travel to 20 percent of all trips for residents and to 60 percent of work trips for nonresidents	1990 44 percent SOV mode share for residents	Reduced to 36.5 percent in 2015 for residents	Positive but needs to accelerate
	1991 81 percent nonresident SOV commute mode share	Remains at 80 percent in 2014 for nonresident employees	Static, needs significant change
3 Achieve a 16 percent reduction in greenhouse gas emissions and continued reduction in mobile source emissions of other air pollutants	310, 749 million metric tons of GHG in 2013	New objective	To be determined in next 2017/18 report
4 No more than 20 percent of roadways congested at level of service F	23 percent in 1998	9 percent in 2015	Positive
5 Expand fiscally viable transportation options for all Boulder residents and employees, including older adults and people with disabilities	2002 - \$160,000 city support to Via	2015 - \$290,546 city support to Via	6.3 percent annual increase
	2002 - 3,822 est. residents eligible for Neighborhood EcoPass	2015 - 11,922 est. residents eligible for Neighborhood EcoPass	16.3 percent annual increase
6 Increase transportation alternatives commensurate with the rate of employee growth	2002 Estimated Boulder Employees 84,530 Local Transit Service Hours 215,074 Avg. Local Weekday Ridership 18,831 Regional Transit Service Hours 100,956 Avg. Regional Weekday Ridership 7,446 Centerline miles of bike system 138	2015 Estimated Boulder Employees 98,510 Local Transit Service Hours 196,205 Avg. Local Weekday Ridership 20,347 Regional Transit Service Hours 131,402 Avg. Regional Weekday Ridership 11,713 Centerline miles of bike system 163	
	7 "Toward Vision Zero" for fatal and serious injury crashes: continuous	2016 Safe Streets report in progress	New objective
8 Increase the share of residents living in complete, walkable neighborhoods to 80 percent	26 percent of residents lived in a walkable neighborhood in 2014	New objective	To be determined
9 Reduce daily resident VMT to 7.3 miles per capita and nonresident one-way commute VMT to 11.4 miles per capita	11.2 mile per day for Boulder residents in 2012	New resident data in 2016	To be determined
	14.3 nonresident one-way commute in 2014	New nonresident data will be collected in 2017	To be determined



VMT trendline and SOV Mode Share



Community Transit Network & Regional Transit



1234567
1234

RTD
EcoPass

Josephine
Montoya

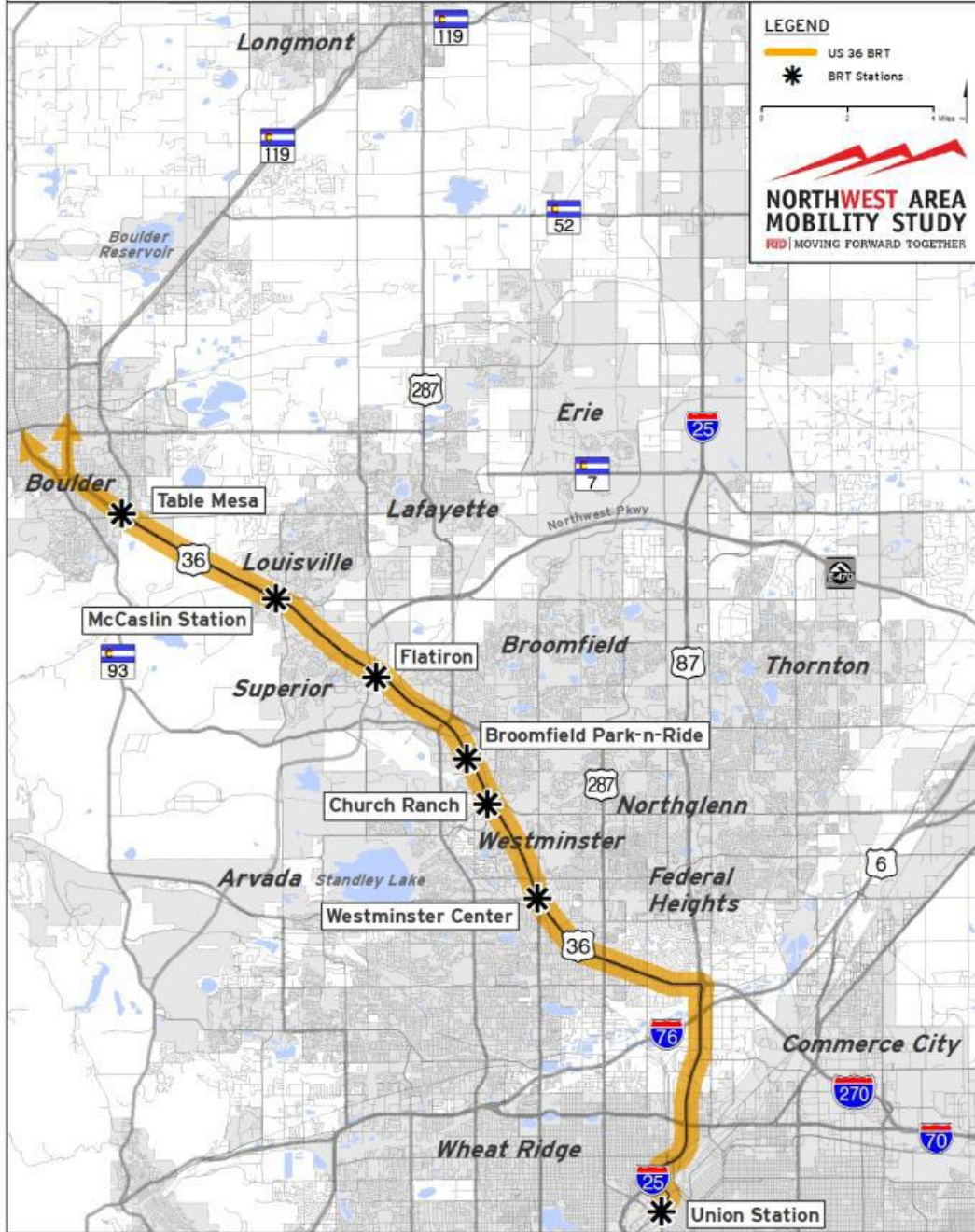


US36 Mayors & Commissioners Coalition

connecting communities



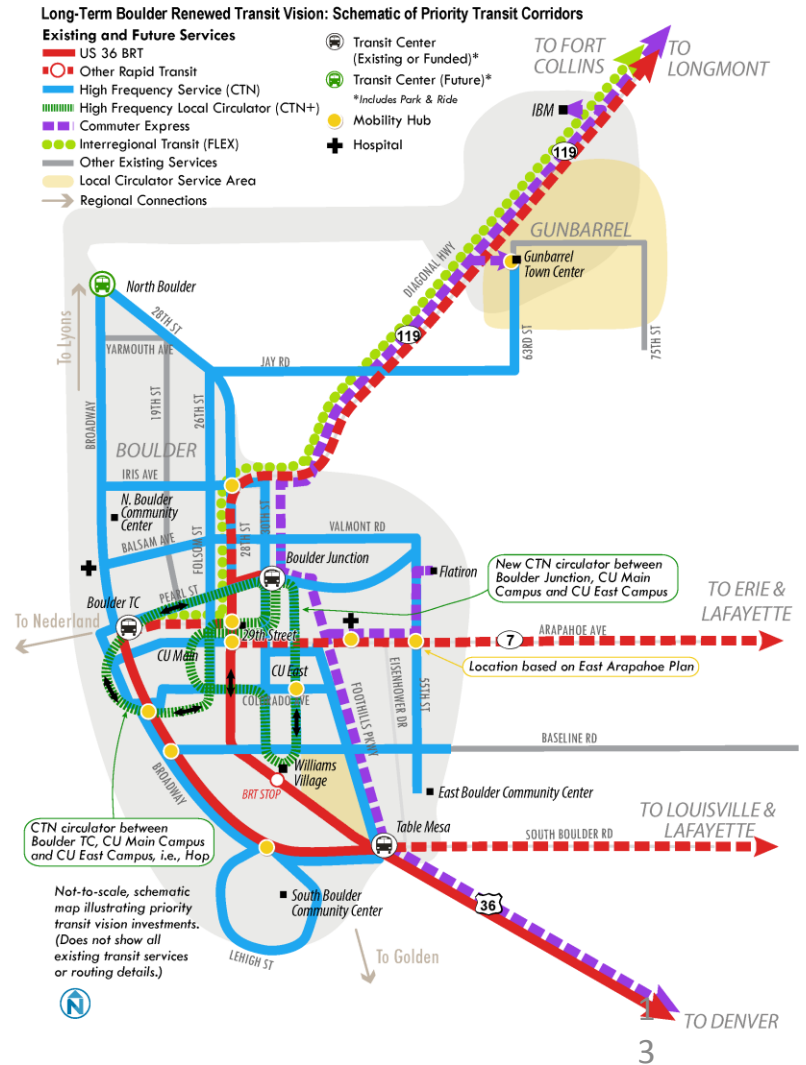
US 36 BUS RAPID TRANSIT (BRT) COMMITMENTS



Map of Boulder's
Renewed Vision for
Transit,
Includes US36
Flatiron Flyer BRT
plus other regional
arterial BRT corridors



**NORTHWEST AREA
MOBILITY STUDY**
RTD | MOVING FORWARD TOGETHER



Boulder's famous multi-use creek paths double as floodways



Boulder's District Approach



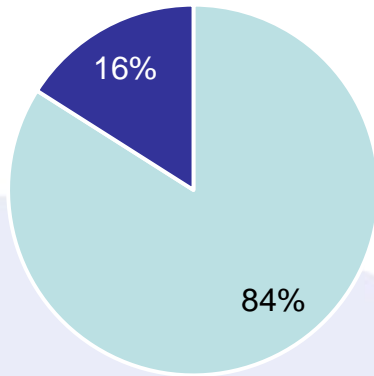
Investment Principles

- Aligned with TMP Policies
- Balanced & sustainable
- Prioritized:
 - Safety
 - Operations & maintenance
 - Efficiency & enhancements
 - Quality of life
- Integration among all modes



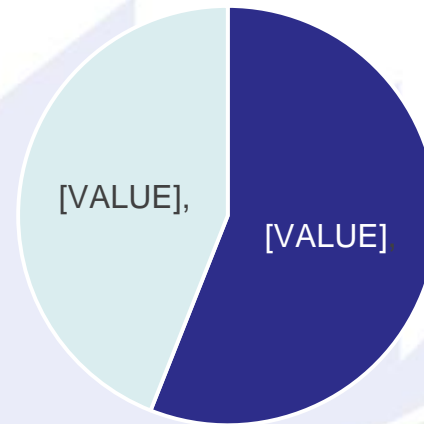
City's Current Investment

City Transportation Budget
\$33M/year



■ Ops & Maint ■ Capital ■ ■

By Mode



■ Roadways ■ Walk, Bike, and Transit ■ ■

- Sources:
 - Local sales tax (60+%)
 - State & Federal
 - Gas taxes
 - Vehicle registration fees (state)

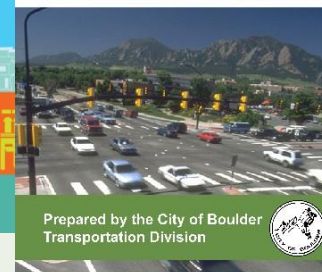
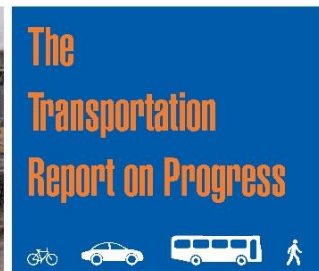
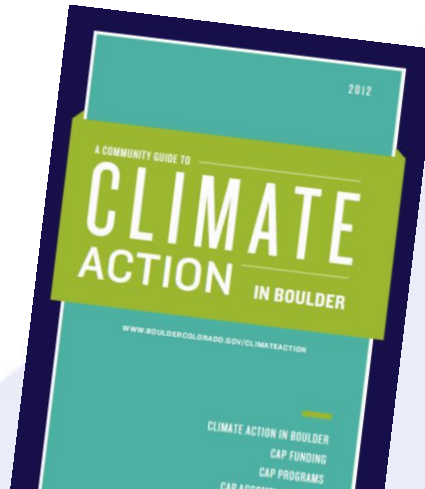


Boulder's Funding Future

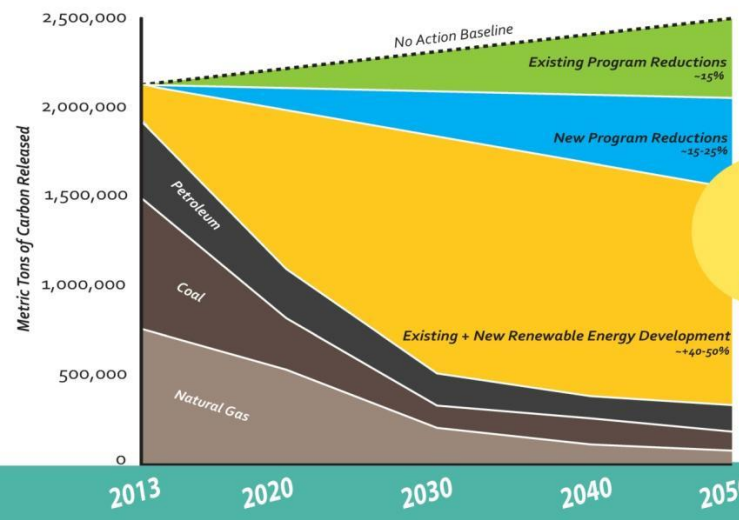
- Diversify local funding sources
 - Impact of on-line sales
- Explore new sources
 - User Fees, Public Private Partnerships
 - Employer/Employee Tax
- State & Federal funding declining
 - Leverage multi-agency and public/private partnerships



Moving Forward Challenges & Opportunities



Prepared by the City of Boulder
Transportation Division



An aerial photograph of a mountain valley. In the foreground, a river winds through a lush green valley. In the middle ground, a city is visible, nestled in a valley. The background shows rolling green hills and distant mountain ranges under a clear blue sky.

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www.bouldertransportation.net