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

Community Sustainability Framework

- Environmentally Sustainable Community
- Safe Community
- Economically Vital Community
- Good Governance
- Livable Community
- Accessible & Connected Community
- Healthy & Socially Thriving Community

Boulder Valley Comprehensive Plan

- Priority-Based Budgeting
- Department Strategic/Master Plans
- Subcommunity and Area Plans

- Operating Budget
- Capital Improvements Program
- Development Standards and Zoning
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
## Community Report Card

### March 2016

**The Transportation Report on Progress**

Prepared by the City of Boulder Transportation Division

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### Community Report Card

#### TMP Objectives Summary

<table>
<thead>
<tr>
<th>TMP Objectives for 2035</th>
<th>Baseline</th>
<th>Progress</th>
<th>Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reduce vehicle miles of travel (VMT) in the Boulder Valley by 20 percent by 2035</td>
<td>1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.5 million daily VMT</td>
<td>Est. 2.42 million daily VMT for the Boulder Valley in 2014</td>
<td>Static, needs 20 percent further reduction in daily VMT</td>
</tr>
<tr>
<td>2. Reduce single occupant vehicle travel to 20 percent of all trips for residents and to 60 percent of work trips for nonresidents</td>
<td>1990 44 percent SOV mode share for residents</td>
<td>Reduced to 36.5 percent in 2015 for residents</td>
<td>Positive but needs to accelerate</td>
</tr>
<tr>
<td>3. Achieve a 16 percent reduction in greenhouse gas emissions and continued reduction in mobile source emissions of other air pollutants</td>
<td>1991 81 percent nonresident SOV commute mode share</td>
<td>Remains at 80 percent in 2014 for nonresident employees</td>
<td>Static, needs significant change</td>
</tr>
<tr>
<td>4. No more than 20 percent of roadways congested at level of service F</td>
<td>23 percent in 1998</td>
<td>9 percent in 2015</td>
<td>Negative</td>
</tr>
<tr>
<td>5. Expand fiscally viable transportation options for all Boulder residents and employees, including older adults and people with disabilities</td>
<td>2002 - $160,000 city support to Via</td>
<td>2015 - $290,546 city support to Via</td>
<td>6.3 percent annual increase</td>
</tr>
<tr>
<td>6. Increase transportation alternatives commensurate with the rate of employment growth</td>
<td>2002 Est. Boulder Employers 19,059, Long Term Service Hours 251,927, Linear Long Term Service Hours 109,305</td>
<td>2015 Est. Boulder Employers 19,510, Long Term Service Hours 261,094, Linear Long Term Service Hours 119,347</td>
<td>16.3 percent annual increase</td>
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<tr>
<td>8. Increase the share of residents living in complete, walkable neighborhoods to 80 percent</td>
<td>26 percent of residents lived in a walkable neighborhood in 2014</td>
<td>New objective</td>
<td>To be determined</td>
</tr>
<tr>
<td>9. Reduce daily resident VMT to 7.3 miles per capita and nonresident one-way commute VMT to 11.4 miles per capita</td>
<td>11.2 miles per day for Boulder residents in 2012</td>
<td>New resident data in 2016</td>
<td>To be determined</td>
</tr>
<tr>
<td>10. 14.3 nonresident one-way commute in 2014</td>
<td>New nonresident data will be collected in 2017</td>
<td>To be determined</td>
<td></td>
</tr>
</tbody>
</table>
VMT trendline and SOV Mode Share

2014 TMP Target: 1.9 million VMT by 2035

All Trips by Residents SOV Mode Share
Reduction Need to Meet TMP Goal
Community Transit Network & Regional Transit
US36 Mayors & Commissioners Coalition

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

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

City Transportation Budget
$33M/year

By Mode

- Roadways
- Walk, Bike, and Transit

Operational & Maintenance
[VALUE],
Capital
[VALUE]
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
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