UNIVERSITY HILL COMMERCIAL AREA MANAGEMENT COMMISSION
OFF SITE MEETING – October 1, 2013
1:30 – 3:30 p.m.
1777 West Conference Room, 1777 Broadway
AGENDA

1. Roll Call
2. Committee Assignments
3. Approval of the August 21, 2013 Minutes
4. Police Update
5. Public Participation
6. Public Hearing and Consideration of a Motion to Make a Recommendation to City Council of the Downtown and University Hill Management, Parking Services 2014 Budget
7. Historic District Discussion – James Hewat
8. Smoking Ban Proposals/Discussion
9. CUSG Update
10. UHNA Update
11. Parking Services Update
12. AMPS Guiding Principles Feedback
13. Matters from the Commissioners
    - Innovation District Update – Spark
    - Hill Flea
    - Pass Port of Hill Report
14. Matters from Staff
    - Proposal for the 14th Street Parking Lot Public/Private Partnership
    - Topics for the Joint Board Meeting
    - Attending Other Board Meetings
    - Hill Revitalization Update:
        - o Residential Service District
    - Draft City of Boulder Economic Sustainability Strategy
    - EBikes Proposal
    - Mural Project for the Fall

Attachments
- Sales and Use Tax Revenue Reports – July 2013
- Fund Statement
- Police Stats
- City of Boulder Economic Sustainability Strategy Draft
- EBikes Proposal

DUHMD/PS 2013 Priorities **UHCAMC 2013 Priorities**

University Hill Revitalization

- Support for creation of a Residential Service District
- Innovation District/Organizational Options
- 14th Street Lot Redevelopment

Parking

- Technology Enhancements
- Access/Parking Management Strategy
    - In collaboration with the Transportation Master Plan Update

Downtown Capital and Planning Projects

- 15th Street (Canyon to Arapaho) Streetscape Implementation
- 14th and Walnut Pedestrian Improvements Implementation
- West Pearl Streetscape Design
- Pearl Street Mall Interactive Kiosks Implementation
- Civic Use Pad Recommendations
- Civic Park Master Plan participation

Boulder Junction

- Access Districts (Parking and TDM) Implementation
- Depot Square Construction Coordination

Administration

- Remodel reception area
- TBBI Planning
- CRM and new website implementation

Additional Items:

- Pearl Street Smoking Ban Implementation
- Revisit Mobile Food Vending Ordinance
- Complete CAGID Garage CIP Projects
- Organizational Assessment
    - Transition with Cunningham retirement

- Support the Residential Service District
- Support the Hill Ownership Group
- Create a clear brand identity for the Hill Commercial area that includes a focus on sustainability, creativity, innovation
- Encourage sustainable pilots to meet our energy future
- Think creatively but carefully about affordable housing on the hill
- Provide funding through the CIP for capital projects on the hill
- Develop sustainable partnerships with the University
- Changes to the regulations in the hill commercial area to promote creativity

Mission Statement: We serve the downtown, University Hill and affected communities by providing quality program, parking enforcement, maintenance and alternative modes services through the highest level of customer service, efficient management and effective problem solving.

CITY OF BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING MINUTES FORM

NAME OF BOARD/COMMISSION: **UNIVERSITY HILL COMMERCIAL AREA MANAGEMENT COMMISSION**

NAME/TELEPHONE OF PERSON PREPARING SUMMARY: **Ruth Weiss – 303-413-7318**
NAMES OF MEMBERS, STAFF, AND INVITED GUESTS PRESENT:
COMMISSIONERS: **DAHL, GRIFFITH, MITCHELL (arrived 10:20 am), RAJ (late), WINER,**
STAFF: **WINTER, LANDRITH, WEISS, JOBERT, MATTHEWS**
GUESTS: **MIKE BOYERS, BILL SHRUM**

TYPE OF MEETING: Regular **MINUTES** **MEETING: August 21, 2013**

AGENDA ITEM 1 – Roll Call: Meeting called to order at 9:15 a.m.

AGENDA ITEM 2 – Committee Assignments: Budget – Winer and Griffith; business community – Dahl; UHNA – Raj; UHNA was discussed by Raj and Shrum. Maintenance – Griffith. Winer suggested, from the Joint Board Meeting, to assign commissioners to attend other board meetings. Dahl suggested making assignments at September UHCAMC meeting. Winter commented on future joint board meetings and that each board needs to come up with topics. Griffith asked if other boards have any interesting committees. Winter replied that there is the Civic Use Board, Downtown Boulder and their marketing committee, and BJAD does not have any committees as its too new. Griffith offered that it might be beneficial to start a marketing committee. Dahl agreed with Griffith's suggestion. Marketing – Griffith. Winter offered that it is time consuming. Raj discussed a historic designation and criteria for same. Winter mentioned speaking with James Hewat and perhaps he can do an overview of historic at the next UHCAMC meeting 9/18.

AGENDA ITEM 3 - Approval of July 17, 2013 Minutes: (See Action Item Below):

AGENDA ITEM 4 - Police Update: None

AGENDA ITEM 5 – Public Participation: Mike Boyers mentioned his work with Molly Winter to build a structure with parking and residential; Boyers mentioned 14th and College building – Lofts on College – original plan was to buy two lots from Ron Mitchell and his group, the median was discussed, the building and storage area are being worked on as historic although not confirmed; Griffith requested photos of this site; "student eclectic" is the definition of it by Boyers; Plan B by Boyers is to do underground parking under another building and it would be more expensive but it would offer more parking, UHGID would have as many parking spaces as needed and he is talking with CU to do smaller apartments that are not student oriented and CU could use for staff and be designated as such. A similar parking situation as St. Julien was discussed. Boyers commented that it is only advantageous as long as UHGID can use it; Winter offered that it is a business deal in the end; and, the asset is the access to the building from 13th Street. Boyers continued with design details. The pros and cons to moving the building was discussed. Boyers mentioned that it is a hand laid foundation and moving would be problematic. Boyers would like to rebuild and bump out the front of the Kinsley Building frontage to give more of a street presence. Boyers suggested that the fronts of many buildings should be redone with a historic flair. Griffith suggested a walking tour with James Hewitt on the historic buildings. Boyers offered that the hill should be eclectic. Shrum is against historic designation of this building. Boyers continued that this is a nice project, in process of simplifying report for city council. Winer questioned the timeline and Boyers replied it may be ready in 2015 or 2016. Dahl questioned businesses going in, a California pizza firm is going in and a Starbucks. Griffith mentioned the connectivity of the stairway to the alley and Boyers responded it is part of the design. Griffith queried Boyers as to how to get businesses into the hill. Boyers replied that it is tough; discussions with national chains and stores would be difficult since parking is a negative currently. Raj mentioned that ethnic food would be viable. Boyers mentioned that most of the spaces are pretty small. Boyers mentioned that the 17th and Broadway building is complete and fully occupied in the last week. There are 39 apartments and 100 parking spaces and all student rentals.

AGENDA ITEM 6 – CUSG Update: Shrum offered that school starts next week, they are receptive to working with Dahl, there will be tabling at UMC re: "Passport to the Hill". This is an event from 5 – 10 pm on September 6th, street entertainment, DJ, engaging all the businesses and looking for interactive activities. A passport is provided and one would get a stamp from all participating businesses. These businesses would donate gift certificate in a big drawing with a prize;

hoping restaurants will offer discounts, retail to have coupons and special sales. Dahl mentioned that businesses are getting creative. Dahl mentioned the expense of the project and is looking for more funds from UHGID. The whole idea of the event is to engage hill businesses. Shrum mentioned tabling at UMC next week thru CUSG contacts and email lists and Shrum offered its use to Dahl for 9/6 event. Shrum mentioned that CUSG is partnering up with hill restaurants for food to the drunken students for a few weeks. SPARK Boulder has signed the formal partnership documents, signed a lease and getting keys next week. Brad Feld donated $25000 for a bathroom naming. Shrum continued that the 4 office spaces are sold, 10 large desks are half sold; planning on selling what is available on a one on one; all sold spaces are not students; the pricing structure was mentioned. Indie Go Go in October to use networks to pay for space for year. Shrum continued the November 1st is the planned opening date. Free meeting space if available. Winter commented joint board meetings could be held on the hill. Shrum mentioned that the room and they have av capabilities and they could bring 50 in a lecture. Winter mentioned that other boards may need the space during council chamber remodel. National Hack-a-thon will take place at Sparks.

AGENDA ITEM 7 – UHNA Update: None

AGENDA ITEM 8 - Parking Services Update: Matthews commented on the Day of Service this Saturday and sticker patrol is requested. The plan is to take College west to 9th. Griffith mentioned cigarette butts in the street and Matthews offered that it is swept with the sweeper. Matthews continued that the sweeper is used first thing in the morning and what happens by 10 or 10:30 a.m. is the difference. Winter commented that it is something to coordinate with Streets. Dahl mentioned that ashtrays don't work on the hill. Winter offered that council has asked a smoking ban in areas where people gather in the public right of ways. Winter congratulated Matthews on the pods.

AGENDA ITEM 9 – Matters from the Commissioners: Griffith commented on the Hill Flea. Raj mentioned the historic tour was successful. Griffith mentioned that Jenn Ross thought 5,000 people attended. Griffith offered that marketing helped the success and Winter mentioned it's also about great vendors. Griffith continued that some vendors stated it's their favorite event of the year. Griffith offered that surveying was done and will share results with commission. Winer mentioned that the Freshman Day of Service has a few neighbors participating and more neighbors would be beneficial. Mitchell liked the mural on the theatre building.

AGENDA ITEM 10 – Matters from the Staff: Winter mentioned the pilot of EBikes will test them on multi use paths and the concern downtown is that it's not allowed on sidewalks or streets and the safety issue involved. Landrith is meeting with Tyler Alpern and is committed to Sat 10/12, will be on the syllabus and will execute the entire mural. Griffith asked if there is a theme and Landrith replied that it hasn't been discussed. Landrith needs a private commercial property owner to commit to it. Winter suggested contacting Boyers.

Meeting adjourned at 10:28 a.m.

ACTION ITEMS:

MOTION: Dahl motioned to approve the July 17, 2013 UHCAMC meeting minutes. Dahl seconded the motion. All commissioners approved.

MOTION:

	FUTURE MEETINGS	
September 18, 2013	**Council Chambers**	**Regular**

APPROVED BY: UNIVERSITY HILL COMMERCIAL AREA MANAGEMENT COMMISSION

Attest:
Ruth Weiss

____
Hillary Griffith, Chair

City of Boulder
Sales & Use Tax Revenue Report
July, 2013

Issued September 20, 2013

This report provides information and analysis related to 2013 July YTD sales and use tax collections.

Results are for actual sales activity through the month of July, the tax on which is received by the city in the subsequent month. For clarification of any information in this report, please contact Cheryl Pattelli, Director of Fiscal Services, at (303)441-3246 or cpattelli@bouldercolorado.gov.

Important Note: A tax remittance processing problem was experienced during July of 2012. Processing of a significant number of remittances was delayed and appeared in August 2012 results. Because we analyze based upon comparisons to both monthly and annual prior year results, 2012 data from some of the larger vendors was adjusted for the summary July comparisons included in this report. Even with this partial adjustment, the increases from the month of July 2012 to the month of July 2013, may be overstated. All data has been reconciled and YTD comparisons in August will be consistent for timing in both comparison years.

REVENUE COMPARISONS TO COMPARABLE PERIOD IN PRIOR YEAR

As reflected in Table 1, adjusted Sales and Use Tax has increased from the 2012 base by 6.27%. Table 1 lists actual revenue for both comparative years.

TABLE 1
ACTUAL SALES AND USE TAX REVENUE

TAX CATEGORY	% CHANGE IN REVENUE Increase/(Decrease)	% OF TOTAL
Sales Tax	6.95%	80.30%
Business/Consumer Use Tax	1.04%	9.00%
Construction Use Tax	6.51%	8.09%
Motor Vehicle Use Tax	3.93%	2.62%
Total Sales & Use Tax	**6.27%**	**100.00%**

ANALYSIS OF YEAR-TO-DATE RESULTS

- Retail Sales Tax – YTD retail receipts are up by 6.95%. A significant portion of this increase is due to business-to business sales that are one-time retail (not use tax) and will not reoccur on a monthly basis.
- Business/Consumer Use Tax – YTD revenue is up by 1.04%.
- Construction Use Tax – This category is up by 6.51%. Excluding Boulder Junction projects (the majority of which occurred in the 2012 "base" and are specifically dedicated to fund projects in that area), Construction Use Tax is up by 35.11%. This "adjusted" increase is due primarily due to construction use tax paid in February for large projects (CU and a large private sector multi-family development); other large projects at CU in April and July; and a Boulder Community Hospital project paid in June.
- Motor Vehicle Use Tax is up by 3.93%.

DETAILED ANALYSIS OF MAJOR CATEGORIES

The following monthly information is provided to enable identification of trends in the various categories.

Retail Sales Tax – July YTD retail sales tax revenue was up by 6.95% from that received in 2012. This rate of increase is somewhat artificially overstated because of the processing problems encountered in July of 2012. Also, a significant portion of this increase was due to business-to-business sales. Consumer retail results continue to be somewhat less robust.

Jan	Feb	Mar	Apr	May	Jun	Jul
3.61%	13.56%	6.18%	1.94%	3.48%	9.10%	10.98%

Food Stores - Retail sales tax revenue for food stores is up by 2.32% YTD. A portion of the variable performance is due to timing issues where the vendor files 13 tax returns per year and the extra return does not fall into the same month each year.

Jan	Feb	Mar	Apr	May	Jun	Jul
(7.02%)	19.74%	(7.91%)	(1.22%)	1.18%	7.79%	5.76%

Sales at **Eating Places** are both an important revenue source (Eating Places comprise approximately 13.00% of sales/use tax) and are usually a significant indicator of the health of the economy in the city. This discretionary category is often correlated with unemployment (disposable income) and consumer confidence. Total July YTD retail tax at Eating Places is up by 3.00%.

Jan	Feb	Mar	Apr	May	Jun	Jul
2.24%	1.15%	2.18%	1.58%	(4.10%)	8.13%	9.95%

Apparel Store retail sales are up by 2.39% YTD.

Jan	Feb	Mar	Apr	May	Jun	Jul
9.08%	(3.08%)	(1.11%)	(1.73%)	6.93%	9.12%	(1.69%)

General Retail is up by 5.65% YTD. A significant portion of the increase is due to business-to-business sales and will not reoccur on a monthly basis.

Jan	Feb	Mar	Apr	May	Jun	Jul
15.69%	14.60%	2.18%	(0.28%)	(5.53%)	6.09%	10.20%

Utilities (primarily retail sales tax on natural gas and electricity) are up by 8.67% YTD. Tax on Public Utilities comprises approximately 5.00% of total sales and use tax revenue.

Three factors appear to be impacting tax on natural gas and electricity sales: 1) base rates have increased; 2) natural gas cost (impacting the "fuel cost adjustment") used for heating and for the generation of electricity are increasing; and 3) conservation may be impacting the volume of usage. According to an article in the June 18, 2013 *Denver Post*, the average electricity bill for the 2013 summer quarter is projected to rise almost 6 percent… when compared with the summer of 2012. In the past 12 months, the spot price of natural gas on the New York Mercantile Exchange has risen more than 47 percent. Last year the natural-gas price hit a 10-year-low. The cost of fuel is just one part of the monthly gas and electric bill, but it is directly passed to customers through the Commodity Adjustment.

Even as natural gas prices and rates increase, the direction for this category may be uncertain if conservation strategies are successful and businesses significantly cut their energy use. According to a 2006 study by the City of Boulder, commercial and industrial sector energy use makes up 83% of Boulder's energy use.

Jan	Feb	Mar	Apr	May	Jun	Jul
(0.18%)	2.82%	3.18%	26.98%	21.01%	10.70%	3.98%

MEDICAL MARIJUANA BUSINESS SALES TAX

In response to the interest expressed in this emerging industry, this section has been added to the monthly revenue report. Monthly sales tax revenue, and the percentage change from the same time period in 2012, is presented below. Total YTD retail sales tax revenue collected in this category is $509,845, up by 16.30% from 2012. This industry represents less than one half one percent of total sales and use tax collections.

Jan	Feb	Mar	Apr	May	Jun	Jul
$66,591	$70,084	$81,364	$73,574	$69,421	$73,714	75,094
24.94%	15.64%	27.19%	11.21%	(1.92%)	15.27%	25.87%

Significant YTD increases / decreases by tax category are summarized in Table 2.

TABLE 2

2013 RETAIL SALES TAX (% Change in Comparable YTD Collections)	
STRENGTHS:	WEAKNESSES:
▪ Food Stores up by 2.32%	▪ Home Furnishings down by 2.25%
▪ Eating Places up by 3.00%	▪ Consumer Electronics down by 13.98%
▪ Apparel Stores up by 2.39%	▪ Univ. of Colorado down by 3.81%
▪ General Retail up by 5.65%	▪ Downtown down by 1.61%
▪ Transportation/Utilities up by 11.75%	▪ UHGID (the "hill") down by 4.20%
▪ Automotive Trade up by 17.20%	▪ N. 28th St. Commercial down by 4.90%
▪ Building Material Retail up by 7.11%	▪ Basemar down by 0.70%
▪ Computer Related Business up by 54.71%	▪ The Meadows down by 9.24%
▪ BVRC (excl 29th St) up by 6.61%	
▪ TwentyNinth St up by 6.87%	
▪ Table Mesa up by 12.98%	
▪ All Other Boulder up by 16.40%	
▪ Metro Denver up by 5.59%	
▪ Out of State up by 13.61%	
▪ Gunbarrel Industrial up by 23.03%	
▪ Gunbarrel Commercial up by 19.74%	
▪ Pearl Street Mall up by 5.09%	
▪ Boulder Industrial up by 20.19%	
▪ Public Utilities up by 8.67%	

2013 USE TAX (% Change in YTD Comparable Collections)	
STRENGTHS:	WEAKNESSES
▪ Motor Vehicle Use Tax up by 3.93%	
▪ Construction Use Tax up by 6.51% (when adjusted to exclude dedicated Boulder Junction tax, up by 35.11%)	
▪ Business Use Tax up by 1.04%	

ACCOMMODATION TAX

Total year 2013 Accommodation Tax revenue is up by 9.32% from the same period in 2012.

ADMISSIONS TAX

Total year 2013 Admission Tax revenue is up by 2.71% from the same period in 2012.

REVIEW OF VARIOUS ECONOMIC DATA & PREDICTIONS FOR THE FUTURE

The *June 2013 Focus Colorado: Economic and Revenue Forecast* by the Colorado Legislative Council Staff continues to be generally positive:

> Colorado's economy continues to improve. Employment is growing and the unemployment rate is falling. Retail sales are also growing and the real estate market is seeing price appreciation due to historically low housing inventories and loose federal monetary policy.
>
> Despite the strength of the economy, there are still several obstacles that will prevent the Colorado economy from accelerating beyond a moderate pace in 2013. Over the next six to nine months, higher federal payroll taxes and federal spending cuts will limit employment and wage growth.

The following information also looks forward to the state of the 2013 economy and discusses some of the positive events and the continuing negative pressures that will impact City of Boulder sales and use tax revenue.

According to the *Confidence Board Consumer Confidence Survey* published August 27, 2013, consumer confidence has increased slightly:

> The Conference Board ***Consumer Confidence Index®***, which had declined in July, increased slightly in August. The Index now stands at 81.5 (1985=100), up from 81.0 in July. The Present Situation Index decreased to 70.7 from 73.6. The Expectations Index increased to 88.7 from 86.0 last month.
>
> Says Lynn Franco, Director of Economic Indicators: "Consumer Confidence increased slightly in August, a result of improving short-term expectations. Consumers were moderately more upbeat about business, job and earning prospects. In fact, income expectations, which had declined sharply earlier this year with the payroll tax hike, have rebounded to their highest level in two and a half years. Consumers' assessment of current business and labor market conditions, on the other hand, was somewhat less favorable than last month."
>
> Consumers' expectations, which had retreated in July, increased in August. Those expecting business conditions to improve over the next six months edged up to 20.1 percent from 19.9 percent. Those expecting business conditions to worsen declined slightly to 11.1 percent from 11.3 percent.
>
> Consumers' outlook for the labor market remained upbeat. Those anticipating more jobs in the months ahead increased to 17.6 percent from 16.7 percent, while those anticipating fewer jobs edged down to 17.3 percent from 17.7 percent. The proportion of consumers expecting their incomes to increase improved to 17.4 percent from 15.7 percent. Those expecting a decrease declined slightly to 13.5 percent from 13.7 percent.

On August 19, 2013, The Boulder County Business Report reported that jobless rates have dropped in the Boulder Valley:

> After slight upticks in June, the unemployment rates in both Boulder and Broomfield counties dropped nearly a percentage point in July, according to the latest figures released Monday by the Colorado Department of Labor and Employment.
>
> Boulder County's unemployment rate dipped to 5.4 percent, down from 6.1 percent last month and 6.5 percent in July 2012. The county had 171,412 people employed and 9,829 looking for

work.

Broomfield County's rate dropped from 7.1 percent in June and 7.7 percent a year ago to 6.3 percent in July, with 30,199 people employed and 2,032 looking for work.

The local improvement came as the state's unemployment rate rose slightly from 7 percent to 7.1 percent. The state added 7,600 nonfarm-payroll jobs from June to July to reach nearly 2.4 million. But a decrease of 6,500 in the number of people participating in the labor force coupled with a decrease of 7,100 in the number of people reporting themselves employed accounted for the increased unemployment rate.

The national unemployment rate decreased to 7.4 percent for July.

According to an August 13, 2013 report by the *National Retail Foundation*, national retail sales edged up in July:

It was a mixed bag for retailers in July, with sales gains in many back-to-school categories like clothing and sporting goods but surprising declines in home-based categories, including building materials and furniture stores. According to the *National Retail Federation* – the world's largest retail trade association – July retail sales (excluding automobiles, gas stations and restaurants) increased 0.3 percent seasonally adjusted from June and increased 5.0 percent unadjusted year-over-year.

"Consumers continue to grind forward in July, marking 13 consecutive months of retail sales gains," NRF President and CEO Matthew Shay said. "However consumers alone can't be expected to shoulder the burden of the economy. Fiscal and monetary policy uncertainties combined with stagnant economic and employment conditions continue to breed a volatile market with extreme swings in consumer spending. The economy can't seem to maintain any amount of momentum. We just can't seem to pull ourselves up."

July retail sales, released today by the U.S. Census Bureau, showed that total retail and food services sales (which include non-general merchandise categories such as automobiles, gasoline stations, and restaurants) increased 0.2 percent seasonally adjusted month-to-month and increased 5.4 percent adjusted year-over-year.

"Spending has stalled and the economy is stuck in neutral," NRF Chief Economist Jack Kleinhenz said. "Even with modest employment gains and steady consumer confidence, Americans remain in a cautiously-positive spending pattern. While clothing and sporting goods retailers saw modest gains with early back-to-school shopping, home-based retailers saw marked decreases, possibly indicating the end of the year-long housing boom. This month's retail sales report will make any decision on tapering that much harder for policymakers in D.C."
According to the *National Retail Federation*, June retail sales, at the National level indicate a growing but measured economy:

A report in the July 2, 2013 *Boulder Daily Camera* indicates that executives are more confident in the economy according to the most recent Leeds Business Confidence Index.

Heading into the third quarter, state business leaders have grown confident about the health of their businesses and the economy, according to survey results released Monday by the University of Colorado's Leeds School of Business.

The third-quarter Leeds Business Confidence Index increased to 60.5 from 58.1 in the second quarter. The index tracks executives' sentiments in six categories: national economy, state economy, industry sales, industry profits, hiring plans and capital expenditures. All metrics in the latest quarterly index measured above the neutral mark of 50.

The index is at its highest level since the 62.2 recorded at the start of the second quarter last year. The latest index also is the seventh consecutive survey of positive expectations.

Survey respondents retained more confidence in the local economy than that of the nation. The Colorado economy index increased to 64.6 from 62.1 in the third quarter of last year, and the national index increased to 58.1 from 50.4 in the comparable year-ago period.

***The Goss Institute's Business Conditions Index for Colorado*, a leading economic indicator that is based on a monthly survey of Colorado business supply managers, also continues to show expansion for the state:**

In May, the index reading surged to 62.8, a two year high, fueled by strength in the manufacturing and construction sectors. The index has increased in four of the first five months of 2013.

The University of Colorado and aerospace industries are anticipating negative financial implications relating to the pending federal sequester, according to the May 29, 2013 *Boulder County Business Report*:

BOULDER - Large public and private universities haven't yet felt the major impacts of federal budget cuts known as sequestration - but they will soon, said Stein Sture, vice chancellor for research at the University of Colorado-Boulder. Speaking as part of a panel on the aerospace industry at Wednesday's Boulder Economic Summit at CU's Wolf Law Building, Sture said those schools are projected to see about a $20 million cut in federal research money by the end of the year alone, about half of which will come from the aerospace and space science disciplines.

The private sector of the aerospace industry finds itself in a similar situation, according to Cary Ludtke, vice president and general manager of Ball Aerospace & Technology Corp.'s Operational Space strategic business unit. "We continue to grow," Ludtke said of Ball. "We're on track for another record year, be it 1 percent bigger than last year's record. I don't think we've seen the other foot fall on sequestration yet, though. We're not immune to that."

While the aerospace panelists were concerned about how looming budget cuts could affect projects such as the development of suborbital space vehicles, another overarching theme of the panel discussion was the strengths the aerospace industry enjoys in Colorado, and in Boulder County in particular.

The following projections are included in the June 30, 2013 publication of *Focus Colorado: Economic and Revenue Forecast* by the Colorado Legislative Council Staff:

	2011	2012	2013	2014	2015
Unemployment Rate	8.6%	8.0%	7.1%	6.9%	6.7%
Personal Income	6.1%	4.4%	5.0%	5.7%	6.0%
Wage and Salary Income	4.3%	4.7%	4.3%	5.3%	6.3%
Retail Trade Sales	6.8%	6.0%	3.5%	6.2%	5.7%
Denver-Boulder Inflation Rate	3.7%	1.9%	2.2%	2.3%	2.4%

The June 2013 publication, *The Colorado Outlook*, by the Governor's Office of State Planning and Budgeting includes the following forecast for the same financial parameters:

	2011	2012	2013	2014	2015
Unemployment Rate	8.6%	8.0%	6.8%	6.5%	5.9%
Personal Income	6.1%	4.3%	4.0%	5.2%	5.1%
Wage and Salary Income	4.3%	4.6%	4.4%	4.8%	4.7%
Retail Trade Sales	7.7%	5.4%	4.3%	5.2%	5.3%
Denver-Boulder Inflation Rate	3.7%	1.9%	2.4%	2.2%	2.7%

It is important to note that "Retail Trade Sales" on the State level are not strictly consistent with the taxable retail sales tax base of the City of Boulder. The State forecasts may include gasoline and some retail services that are not included in the City of Boulder tax base.

Total Net Sales/Use Tax Receipts by Tax Category	JULY YTD Actual 2012	2013	% Change	% of Total
Sales Tax	41,691,056	44,588,551	6.95%	80.30%
Business Use Tax	4,944,451	4,995,860	1.04%	9.00%
Construction Sales/Use Tax	4,215,571	4,490,107	6.51%	8.09%
Motor Vehicle Use Tax	1,399,775	1,454,780	3.93%	2.62%
Total Sales and Use Tax	**52,250,853**	**55,529,298**	6.27%	100.00%

Total Net Sales/Use Tax Receipts by Industry Type	JULY YTD Actual 2012	2013	%Change	% of Total
Food Stores	7,060,548	7,271,502	2.99%	13.09%
Eating Places	7,283,592	7,489,710	2.83%	13.49%
Apparel Stores	1,938,148	1,979,308	2.12%	3.56%
Home Furnishings	1,369,935	1,342,742	-1.98%	2.42%
General Retail	10,704,534	11,103,416	3.73%	20.00%
Transportation/Utilities	3,966,529	4,460,858	12.46%	8.03%
Automotive Trade	3,498,949	3,924,383	12.16%	7.07%
Building Material-Retail	1,881,502	1,972,897	4.86%	3.55%
Construction Firms Sales/Use Tax	3,856,388	3,664,454	-4.98%	6.60%
Consumer Electronics	1,196,668	1,060,212	-11.40%	7.12%
Computer Related Business Sector	3,044,313	3,955,302	29.92%	13.15%
All Other	6,449,747	7,304,515	13.25%	0.00%
Total Sales and Use Tax	**52,250,853**	**55,529,298**	6.27%	100.00%

Total Net Sales/Use Tax Receipts by Geographic Area	JULY YTD Actual 2012	2013	% Change	% of Total
North Broadway	764,580	777,908	1.74%	1.40%
Downtown	3,564,664	3,638,323	2.07%	6.55%
Downtown Extension	351,743	404,433	14.98%	0.73%
UHGID (the "hill")	590,982	554,121	-6.24%	1.00%
East Downtown	360,062	364,119	1.13%	0.66%
N. 28th St. Commercial	2,583,516	2,596,897	0.52%	4.68%
N. Broadway Annex	263,330	475,490	80.57%	0.86%
University of Colorado	745,765	458,296	-38.55%	0.83%
Basemar	1,156,578	1,348,856	16.62%	2.43%
BVRC-Boulder Valley Regional Center	10,967,307	10,309,467	-6.00%	18.57%
29th Street	4,215,533	4,355,308	3.32%	7.84%
Table Mesa	1,336,155	1,386,279	3.75%	2.50%
The Meadows	482,747	440,956	-8.66%	0.79%
All Other Boulder	2,940,832	3,357,650	14.17%	6.05%
Boulder County	574,794	640,121	11.37%	1.15%
Metro Denver	1,626,565	1,600,984	-1.57%	2.88%
Colorado All Other	127,672	131,820	3.25%	0.24%
Out of State	5,579,467	6,130,866	9.88%	11.04%
Airport	17,416	44,745	156.92%	0.08%
Gunbarrel Industrial	2,958,933	3,149,748	6.45%	5.67%
Gunbarrel Commercial	632,351	669,247	5.83%	1.21%
Pearl Street Mall	1,518,685	1,595,592	5.06%	2.87%
Boulder Industrial	4,280,534	5,334,070	24.61%	9.61%
Unlicensed Receipts	632,203	1,484,625	134.83%	2.67%
County Clerk	1,399,775	1,454,780	3.93%	2.62%
Public Utilities	2,578,665	2,824,597	9.54%	5.09%
Total Sales and Use Tax	**52,250,853**	**55,529,298**	6.27%	100.00%

Miscellaneous Tax Statistics	JULY YTD Actual 2012	2013	% Change in Taxable Sales
Total Food Service Tax	360,990	355,128	-1.62%
Accommodations Tax	2,705,984	2,958,133	9.32%
Admissions Tax	354,893	364,496	2.71%
Trash Tax	867,195	882,300	1.74%

COMPARISON OF YEAR-TO-DATE ACTUAL REVENUE FOR THE YEAR 2013 TO COMPARABLE PERIOD IN 2012

USE TAX BY CATEGORY / **SALES TAX BY CATEGORY**

USE TAX JULY YTD Actual 2012	2013	% Change	Standard Industrial Code	SALES TAX JULY YTD Actual 2012	2013	% Change
25,345	73,003	188.04%	Food Stores	7,035,204	7,198,498	2.32%
104,988	95,815	-8.74%	Eating Places	7,178,604	7,393,896	3.00%
14,959	10,095	-32.52%	Apparel Stores	1,923,189	1,969,212	2.39%
3,873	7,465	92.74%	Home Furnishings	1,366,061	1,335,277	-2.25%
966,286	815,333	-15.62%	General Retail	9,738,248	10,288,082	5.65%
78,644	115,986	47.48%	Transportation/Utilities	3,887,885	4,344,871	11.75%
1,448,157	1,520,916	5.02%	Automotive Trade	2,050,792	2,403,467	17.20%
50,988	12,183	-76.11%	Building Material-Retail	1,830,515	1,960,714	7.11%
3,671,888	3,466,695	-5.59%	Construction Use Tax	0	0	na
0	0	na	Construction Sales Tax	184,500	197,759	7.19%
23,941	51,421	114.78%	Consumer Electronics	1,172,727	1,008,791	-13.98%
1,937,356	2,242,755	15.76%	Computer Related Business	1,106,957	1,712,547	54.71%
2,233,373	2,529,079	13.24%	All Other	4,216,374	4,775,436	13.26%
10,559,797	**10,940,747**	3.61%	**Total Sales and Use Tax**	**41,691,056**	**44,588,551**	6.95%

USE TAX BY CATEGORY / **SALES TAX BY CATEGORY**

USE TAX JULY YTD Actual 2012	2013	% Change	Geographic Code	SALES TAX JULY YTD Actual 2012	2013	% Change
32,162	48,656	51.29%	North Broadway	732,418	729,252	-0.43%
143,652	272,441	89.65%	Downtown	3,421,012	3,365,882	-1.61%
3,285	31,234	850.95%	Downtown Extension	348,458	373,199	7.10%
20,954	8,050	-61.58%	UHGID (the "hill")	570,029	546,071	-4.20%
39,033	28,136	-27.92%	East Downtown	321,029	335,982	4.66%
41,298	179,336	334.25%	N. 28th St. Commercial	2,542,218	2,417,561	-4.90%
9,978	232,748	2232.61%	N. Broadway Annex	253,352	242,742	-4.19%
269,474	131	-99.95%	University of Colorado	476,291	458,165	-3.81%
64,626	264,504	309.28%	Basemar	1,091,952	1,084,352	-0.70%
1,392,607	237,953	-82.91%	BVRC	9,574,701	10,071,514	5.19%
205,250	69,530	-66.12%	29th Street	4,010,283	4,285,779	6.87%
23,824	23,664	-0.67%	Table Mesa	1,312,332	1,362,615	3.83%
6,989	9,150	30.92%	The Meadows	475,758	431,806	-9.24%
1,345,436	1,545,566	14.87%	All Other Boulder	1,595,396	1,812,083	13.58%
46,217	72,141	56.09%	Boulder County	528,577	567,981	7.45%
252,089	149,677	-40.63%	Metro Denver	1,374,476	1,451,306	5.59%
19,074	6,151	-67.75%	Colorado All Other	108,597	125,669	15.72%
799,630	700,574	-12.39%	Out of State	4,779,836	5,430,292	13.61%
7,220	30,014	315.71%	Airport	10,196	14,732	44.49%
2,404,588	2,467,719	2.63%	Gunbarrel Industrial	554,345	682,028	23.03%
5,484	3,984	-27.35%	Gunbarrel Commercial	626,867	665,263	6.13%
21,452	22,203	3.50%	Pearl Street Mall	1,497,233	1,573,388	5.09%
1,396,700	1,868,123	33.75%	Boulder Industrial	2,883,833	3,465,947	20.19%
572,106	1,151,819	101.33%	Unlicensed Receipts	60,098	332,807	453.77%
1,399,775	1,454,780	3.93%	County Clerk	0	0	na
36,896	62,463	69.29%	Public Utilities	2,541,768	2,762,135	8.67%
10,559,797	**10,940,747**	3.61%	**Total Sales and Use Tax**	**41,691,056**	**44,588,551**	6.95%

TOTAL CITY SALES AND USE TAX COLLECTIONS

REVENUE CATEGORY	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	% Change in Taxable Sales
RETAIL SALES TAX	2006	4,734,249	4,645,436	5,537,253	4,659,458	4,882,331	6,129,363	4,737,773	5,237,757	6,156,056	4,950,305	4,387,847	7,891,618	63,949,446	7.10%
Rate Chg 3.41%>3.56%	2007	5,118,353	5,014,615	6,918,421	4,965,981	5,500,701	6,712,841	5,565,371	6,393,028	6,954,377	5,747,963	5,695,703	8,411,484	72,998,838	9.34%
Rate Chg3.56%>3.41%	2008	5,197,400	5,105,109	6,005,946	5,331,447	5,488,450	6,572,335	5,508,796	6,258,640	6,620,535	5,382,779	5,255,155	7,443,455	70,170,045	0.35%
Rate3.41%	2009	4,919,570	4,659,632	5,850,038	5,077,648	5,131,444	6,428,343	5,206,770	5,790,533	6,093,314	5,170,325	4,735,769	7,814,230	66,877,613	-4.69%
	2010	4,576,034	5,386,190	6,196,697	5,320,225	5,470,595	6,895,283	5,522,076	5,943,315	6,855,385	5,652,938	5,240,211	8,414,157	71,473,106	6.87%
	2011	5,394,367	5,132,437	6,692,597	5,630,200	5,708,608	7,016,826	5,580,953	6,531,707	7,286,644	5,765,805	5,830,545	8,390,145	74,960,833	4.88%
	2012	5,363,541	5,129,096	6,754,740	5,599,150	5,988,770	7,304,270	5,551,489	7,062,958	7,502,227	6,188,194	5,693,025	9,604,529	77,741,989	3.71%
	2013	5,557,163	5,824,808	7,171,949	5,707,649	6,197,302	7,968,604	6,161,076	0	0	0	0	0	44,588,551	-42.65%
Change from prior year (Month)		3.61%	13.56%	6.18%	1.94%	3.48%	9.10%	10.98%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		3.61%	8.48%	7.58%	6.19%	5.63%	6.33%	6.95%	-8.54%	-20.74%	-28.59%	-34.56%	-42.65%		
CONSUMER USE TAX	2006	686,686	517,101	1,277,146	577,144	964,529	781,362	895,403	776,258	1,054,696	727,776	1,092,224	1,287,157	10,637,482	-4.43%
(includes Motor Vehicle)	2007	763,650	574,006	975,178	888,726	733,196	858,072	975,456	652,501	923,667	732,463	716,317	1,575,908	10,369,140	-6.63%
RateChg3.56%>3.41%	2008	818,034	991,472	1,109,160	669,214	736,901	1,067,769	732,334	596,399	899,934	989,683	599,876	1,253,267	10,464,043	5.35%
Rate3.41%	2009	909,558	657,250	1,062,587	997,891	531,724	790,819	858,325	1,299,767	989,089	741,578	698,452	1,600,457	11,137,497	6.44%
	2010	687,502	778,796	913,223	701,931	662,382	945,800	620,328	633,593	909,315	752,143	618,493	1,366,131	9,589,636	-13.90%
	2011	1,247,135	650,595	1,034,670	727,395	850,561	1,166,185	958,724	771,357	1,044,032	703,092	903,665	1,410,793	11,468,205	19.59%
	2012	763,425	768,580	859,971	976,451	1,212,071	1,033,899	729,829	940,127	957,894	1,417,818	737,310	1,469,940	11,867,314	3.48%
	2013	1,132,015	762,369	979,120	866,143	911,993	963,938	835,063	0	0	0	0	0	6,450,640	-45.64%
Change from prior year (Month)		48.28%	-0.81%	13.86%	-11.30%	-24.76%	-6.77%	14.42%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		48.28%	23.65%	20.13%	11.02%	1.55%	0.02%	1.68%	-11.45%	-21.74%	-33.22%	-37.96%	-45.64%		
CONSTRUCTION USE TAX	2006	197,263	331,341	420,749	294,094	337,237	774,420	352,533	261,409	343,749	559,975	410,958	1,018,272	5,302,000	-5.28%
Rate Chg 3.41%>3.56%	2007	293,078	347,860	112,016	293,061	621,413	430,207	1,119,425	259,226	421,376	286,524	376,978	253,590	4,814,755	-13.02%
RateChg3.56%>3.41%	2008	330,080	347,219	748,549	454,797	327,855	241,649	100,759	442,652	347,954	217,885	107,831	381,753	4,048,982	-12.21%
Rate3.41%	2009	944,905	111,907	425,028	776,511	279,761	995,132	721,209	676,301	235,485	223,169	591,970	1,467,798	7,449,176	83.98%
	2010	591,599	242,591	245,829	362,619	226,230	1,921,675	1,075,078	467,423	245,361	234,021	406,868	531,670	6,550,964	-12.06%
	2011	622,872	281,210	274,661	240,970	2,150,036	352,336	352,846	455,211	478,988	314,958	177,137	471,157	6,172,383	-5.78%
	2012	385,392	1,697,323	315,856	503,719	342,448	375,499	595,334	214,896	422,866	473,523	799,552	371,254	6,497,662	5.27%
	2013	732,539	941,380	298,613	577,351	366,959	728,141	845,123	0	0	0	0	0	4,490,107	-30.90%
Change from prior year (Month)		90.08%	-44.54%	-5.46%	14.62%	7.16%	93.91%	41.96%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
Change from prior year (YTD)		90.08%	-19.63%	-17.76%	-12.14%	-10.11%	0.68%	6.51%	1.35%	-7.48%	-15.71%	-26.71%	-30.90%		
TOTAL FOR MONTH & CHANGE FROM PREVIOUS YEAR (MONTH & YTD)															
Rate 3.41%	2006	5,618,198	5,493,878	7,235,148	5,530,696	6,184,096	7,685,145	5,985,709	6,275,424	7,554,500	6,238,056	5,891,030	10,197,046	79,888,928	4.52%
Rate Chg 3.41%>3.56%	2007	6,175,081	5,936,481	8,005,615	6,147,768	6,855,311	8,001,120	7,660,252	7,304,754	8,299,420	6,766,951	6,788,999	10,240,982	88,182,732	5.73%
Ratechg3.56%>3.41%	2008	6,345,513	6,443,800	7,863,654	6,455,459	6,553,206	7,881,753	6,341,889	7,297,691	7,868,423	6,590,347	5,962,862	9,078,475	84,683,070	0.26%
Rzte3.41%	2009	6,774,033	5,428,789	7,337,653	6,852,049	5,942,929	8,214,294	6,786,304	7,766,601	7,317,887	6,135,072	6,026,191	10,882,485	85,464,286	0.92%
	2010	5,855,134	6,407,577	7,355,749	6,384,774	6,359,207	9,762,758	7,217,482	7,044,332	8,010,061	6,639,102	6,265,572	10,311,957	87,613,706	2.51%
	2011	7,264,374	6,064,242	8,001,928	6,598,565	8,709,205	8,535,347	6,892,523	7,758,275	8,809,664	6,783,855	6,911,348	10,272,096	92,601,421	5.69%
	2012	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	6,876,652	8,217,981	8,882,987	8,079,535	7,229,887	11,445,723	96,106,966	3.79%
	2013	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	0	0	0	0	0	55,529,298	-42.22%
Less Refunds	2005	-246	-66,044	-909	-2,666	-1,647	-10,080	-3,062	-4,207	-846	-1,586	0	-4,757	-96,051	
	2006	-40,302	-5,272	-22,761	-363	-5,099	0	0	-7,568	-806	-5,947	-406	-16,773	-105,296	
	2007	0	-38,291	-2,013	-729	-9,326	-14,547	-14,440	-677	0	-5,963	0	-5,015	-91,001	
	2008	-978	0	-46,974	-1,409	0	-2,375	-445	-9,493	-1,429	0	-48,521	-500	-112,123	
Less Refunds	2009	-3,335	0	0	-1,111	-602	-692	-967	-3,520	-2,747	-179,087	-65,331	-26,376	-283,770	
	2010	-3,469	-68,130	-35,924	-1,444	-43,920	-3,832	-1,648	-4,204	-7,969	0	-12,480	-214	-183,234	
	2011	-8,569	-2,479	-1,188	-2,918	0	0	-7,175	0	0	-162	0	-140,199	-162,690	
Adjusted total	2006	5,577,896	5,488,606	7,212,388	5,530,333	6,178,998	7,685,145	5,985,709	6,267,856	7,553,694	6,232,110	5,890,624	10,180,273	79,783,631	4.51%
Rate Chg3.41%>3.56%	2007	6,175,081	5,898,190	8,003,602	6,147,039	6,845,984	7,986,572	7,645,812	7,304,077	8,299,420	6,760,988	6,788,999	10,235,967	88,091,731	5.76%
	2008	6,344,536	6,443,800	7,816,680	6,454,050	6,553,206	7,879,378	6,341,444	7,288,198	7,866,995	6,590,347	5,914,341	9,077,975	84,570,947	0.23%
Rate3.41%	2009	6,770,698	5,428,789	7,337,653	6,850,938	5,942,327	8,213,602	6,785,337	7,763,080	7,315,140	5,955,985	5,960,860	10,856,109	85,180,517	0.72%
	2010	5,851,665	6,339,447	7,319,826	6,383,330	6,315,288	9,758,926	7,215,834	7,040,127	8,002,092	6,639,102	6,253,092	10,311,744	87,430,472	2.64%
	2011	7,255,806	6,061,763	8,000,739	6,595,647	8,709,205	8,535,347	6,885,348	7,758,275	8,809,664	6,783,693	6,911,348	10,131,897	92,438,731	5.73%
	2012	6,512,359	7,594,999	7,930,567	7,079,320	7,543,289	8,713,668	6,876,652	8,217,981	8,882,987	8,079,535	7,229,887	11,445,723	96,106,966	3.97%
	2013	7,421,717	7,528,557	8,449,682	7,151,142	7,476,254	9,660,683	7,841,262	0	0	0	0	0	55,529,298	-42.22%
% Change (month)		13.96%	-0.87%	6.55%	1.01%	-0.89%	10.87%	14.03%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%		
% Change (YTD)		13.96%	5.98%	6.18%	4.92%	3.73%	5.10%	6.27%	-8.17%	-19.93%	-28.29%	-34.41%	-42.22%		

Sales Tax Revenues Generated in the UHGID Area by Standard Industrial Classification

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	All Others	GRAND TOTAL
2011 (sales tax rate of 3.41%)							
January	4,508	50,434	1,204	2,400	41,573	607	100,726
February	4,634	46,429	973	2,297	14,543	671	69,547
March	4,870	51,312	1,994	2,249	16,370	668	77,463
April	5,438	63,130	1,834	2,458	18,769	(1,169)	90,460
May	4,175	54,496	1,611	1,950	23,499	529	86,261
June	4,024	50,581	2,424	2,264	15,386	619	75,299
July	4,386	49,870	2,253	2,261	17,955	532	77,257
August	5,529	54,031	2,960	2,839	55,422	777	121,559
September	6,123	66,479	5,588	2,264	28,218	997	109,669
October	5,946	63,727	3,410	3,019	19,015	(5,330)	89,788
November	4,833	50,013	3,257	2,699	14,365	548	75,716
December	3,754	45,248	3,688	2,629	16,701	797	72,817
2011 TOTAL	58,221	645,750	31,199	29,330	281,816	246	1,046,562
2012 (sales tax rate of 3.41%)							
January-December	74,972	630,882	28,068	30,800	254,698	8,615	1,028,035
2012 TOTAL	123,584	976,448	38,589	45,055	377,068	13,363	1,574,107
2013 (sales tax rate of 3.41%)							
January	5,943	42,419	683	1,897	31,839	663	83,444
February	6,733	46,945	793	2,316	14,240	494	71,521
March	7,356	58,210	2,599	2,239	14,365	933	85,702
April	8,177	60,898	1,098	2,254	14,133	566	87,126
May	7,428	44,535	1,141	1,945	17,979	502	73,530
June	6,202	49,128	2,797	1,675	15,800	1,084	76,686
July	6,773	43,431	1,410	1,929	14,014	506	68,063
August	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-
2013 TOTAL	48,612	345,566	10,521	14,255	122,370	4,748	546,072

Sales Tax Revenues Generated in the UHGID Area by Standard Industrial Classification

	Food Stores	Eating Places	Apparel Stores	Home Furnish.	Gen. Merchandise	All Others	GRAND TOTAL
2011 (sales tax rate of 3.41%)							
January	4,508	50,434	1,204	2,400	41,573	607	100,726
February	4,634	46,429	973	2,297	14,543	671	69,547
March	4,870	51,312	1,994	2,249	16,370	668	77,463
April	5,438	63,130	1,834	2,458	18,769	(1,169)	90,460
May	4,175	54,496	1,611	1,950	23,499	529	86,261
June	4,024	50,581	2,424	2,264	15,386	619	75,299
July	4,386	49,870	2,253	2,261	17,955	532	77,257
August	5,529	54,031	2,960	2,839	55,422	777	121,559
September	6,123	66,479	5,588	2,264	28,218	997	109,669
October	5,946	63,727	3,410	3,019	19,015	(5,330)	89,788
November	4,833	50,013	3,257	2,699	14,365	548	75,716
December	3,754	45,248	3,688	2,629	16,701	797	72,817
2011 TOTAL	58,221	645,750	31,199	29,330	281,816	246	1,046,562
2012 (sales tax rate of 3.41%)							
January-December	74,972	630,882	28,068	30,800	254,698	8,615	1,028,035
2012 TOTAL	123,584	976,448	38,589	45,055	377,068	13,363	1,574,107
2013 (sales tax rate of 3.41%)							
January	5,943	42,419	683	1,897	31,839	663	83,444
February	6,733	46,945	793	2,316	14,240	494	71,521
March	7,356	58,210	2,599	2,239	14,365	933	85,702
April	8,177	60,898	1,098	2,254	14,133	566	87,126
May	7,428	44,535	1,141	1,945	17,979	502	73,530
June	6,202	49,128	2,797	1,675	15,800	1,084	76,686
July	6,773	43,431	1,410	1,929	14,014	506	68,063
August	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-
2013 TOTAL	48,612	345,566	10,521	14,255	122,370	4,748	546,072

UHGID Sales Tax Revenues (NO use tax)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
January	83,022	96,846	100,032	99,422	98,853	118,058	120,247	113,123	110,986	112,825	100,726	85,100	83,445
February	65,046	56,994	63,769	64,521	72,140	79,436	78,684	81,957	76,043	73,913	69,547	84,232	71,520
March	64,537	68,740	69,760	72,985	72,060	75,944	75,112	72,996	78,172	83,309	77,463	93,790	85,702
April	60,826	68,547	62,055	66,129	74,662	82,378	79,016	91,281	80,517	84,060	90,460	84,564	87,124
May	61,329	56,306	62,078	65,583	61,131	68,638	90,603	74,823	71,299	74,711	86,261	84,923	73,530
June	92,013	76,086	69,726	73,693	69,085	72,486	71,063	66,754	62,685	74,080	75,299	69,958	76,685
July	59,675	63,058	48,079	53,263	65,768	56,168	67,097	65,755	62,034	71,846	77,257	67,462	68,064
August	88,127	87,167	125,801	124,050	144,466	109,263	118,556	145,179	149,212	138,971	121,559	96,703	
September	123,121	129,966	104,739	108,698	99,702	147,416	149,898	117,567	118,373	121,834	109,669	121,503	
October	66,451	73,867	81,351	82,562	93,865	89,472	101,034	93,772	82,191	89,506	89,788	90,290	
November	60,396	58,271	67,097	64,189	65,915	60,321	71,082	65,404	70,564	71,343	75,716	74,312	
December	86,683	71,034	74,835	72,674	62,359	72,197	79,696	64,029	83,085	77,446	72,817	75,198	
Totals	**911,224**	**906,884**	**929,322**	**947,770**	**980,005**	**1,031,777**	**1,102,088**	**1,052,642**	**1,045,162**	**1,073,843**	**1,046,562**	**1,028,035**	**546,070**
Tax Rate	3.26	3.26	3.26	3.41	3.41	3.41	3.56	3.41	3.41	3.41	3.41	3.41	3.41
$ change from p	-9,460	-4,340	22,438	18,448	32,235	51,772	70,311	-49,446	-7,480	28,681	-27,281	-18,527	
% change from	-1.0%	-0.5%	2.5%	2.0%	3.4%	5.3%	6.8%	-4.5%	-0.7%	2.7%	-2.5%	-1.8%	
3 year avg change			0.3%	1.3%	2.6%	3.6%	5.2%	2.5%	0.5%	-0.8%	-0.2%	-0.5%	

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UHGID Yearly Summary

Sales and Use Tax Breakdown by Industry Category

	Food Stores	Eating Places	Apparel Stores	Home Furnishings	General Merch	All Other	Total
2013	$48,617	$348,022	$10,530	$14,255	$122,416	$10,281	$554,121
	9%	63%	2%	3%	22%	2%	100%
2012	$123,604	$985,681	$38,598	$45,055	$379,550	$41,861	$1,614,349
	8%	61%	2%	3%	24%	3%	100%
2011	$58,221	$650,532	$31,199	$29,330	$281,896	$49,701	$1,100,879
	5%	59%	3%	3%	26%	5%	100%
2010	$40,028	$604,913	$37,852	$30,571	$355,637	$81,746	$1,150,748
	3%	53%	3%	3%	31%	7%	100%
2009	$49,066	$578,900	$44,712	$24,213	$326,839	$34,018	$1,057,749
	5%	55%	4%	2%	31%	3%	100%
2008	$60,686	$568,892	$63,307	$24,768	$333,780	$12,073	$1,063,507
	6%	53%	6%	2%	31%	1%	100%
2007	$56,250	$588,610	$72,142	$30,921	$353,173	$19,270	$1,120,367
	5%	53%	6%	3%	32%	2%	100%
2006	$56,511	$525,911	$86,527	$33,045	$321,897	$19,261	$1,043,152
	5%	50%	8%	3%	31%	2%	100%
2005	$58,421	$493,955	$98,605	$28,891	$288,004	$29,024	$996,900
	6%	50%	10%	3%	29%	3%	100%
2004	$47,446	$461,253	$87,695	$25,958	$301,938	$124,607	$1,048,897
	5%	44%	8%	2%	29%	12%	100%
2003	$43,618	$417,782	$94,036	$35,450	$304,099	$46,965	$941,951
	5%	44%	10%	4%	32%	5%	100%
2002	$42,268	$407,606	$89,454	$34,104	$313,795	$41,419	$928,646
	5%	44%	10%	4%	34%	4%	100%

City Wide Yearly Summary

UHGID Sales and Use Tax as a Percent of Total City Wide Sales and Use Tax

	Food Stores	Eating Places	Apparel Stores	Home Furnishings	General Merch	All Other	Total
2013	$7,060,548	$7,283,592	$1,938,148	$2,566,603	$10,704,534	$22,697,428	$ 52,250,853
	1%	5%	1%	1%	1%	0%	1.1%
2012	$13,060,743	$12,937,276	$3,717,039	$4,850,986	$20,402,962	$41,137,961	$ 96,106,967
	1%	8%	1%	1%	2%	0%	1.7%
2011	$12,241,084	$11,838,300	$ 3,426,738	$ 5,259,120	$19,948,416	$ 39,725,073	$ 92,438,731
	0%	5%	1%	1%	1%	0%	1.2%
2010	$11,130,533	$10,930,482	$ 2,690,372	$ 4,459,406	$19,279,577	$ 38,940,102	$ 87,430,472
	0%	6%	1%	1%	2%	0%	1.3%
2009	$11,160,109	$10,572,840	$ 2,626,020	$ 4,304,383	$17,515,062	$ 39,002,103	$ 85,180,517
	0%	5%	2%	1%	2%	0%	1.2%
2008	$11,204,475	$10,910,035	$ 2,819,260	$ 4,827,635	$18,101,297	$ 36,708,245	$ 84,570,947
	1%	5%	2%	1%	2%	0%	1.3%
2007	$11,205,584	$10,888,135	$ 2,804,311	$ 5,522,090	$18,040,152	$ 39,631,459	$ 88,091,731
	1%	5%	3%	1%	2%	0%	1.3%
2006	$10,392,069	$ 9,582,212	$ 2,424,694	$ 4,611,056	$15,402,540	$ 37,371,060	$ 79,783,631
	1%	5%	4%	1%	2%	0%	1.3%
2005	$10,046,723	$ 8,995,846	$ 2,362,366	$ 4,465,788	$14,587,419	$ 35,882,350	$ 76,340,492
	1%	5%	4%	1%	2%	0%	1.3%
2004	$10,148,861	$8,637,718	$2,232,147	$3,118,312	$14,123,007	$32,171,342	$70,431,387
	0%	5%	4%	1%	2%	0%	1.5%
2003	$9,052,658	$7,847,285	$2,046,951	$3,922,549	$13,185,423	$31,552,637	$67,607,503
	0%	5%	5%	1%	2%	0%	1.4%
2002	$9,294,397	$8,133,237	$2,346,305	$4,164,992	$13,572,651	$33,815,600	$71,327,182
	0%	5%	4%	1%	2%	0%	1.3%

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CITY OF BOULDER
2013 FUND FINANCIAL

UNIVERSITY HILL COMMERCIAL DISTRICT

	2012 Actual	2013 Revised	2014 Recommended	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected
Beginning Fund Balance	$ 722,624	$ 776,122	$ 739,493	$ 748,188	$ 742,279	$ 722,889	$ 687,444	$ 638,292
Sources of Funds								
Property Tax	$ 25,999	$ 28,127	$ 28,690	$ 29,264	$ 29,849	$ 30,446	$ 31,055	$ 31,676
Ownership Tax	1,392	1,500	1,500	1,500	1,500	1,500	1,500	1,500
14th Street Lot-Meters	53,013	66,000	55,000	55,000	55,000	55,000	55,000	55,000
Pleasant Lot--Meters	15,625	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Pleasant Lot--Permits	40,667	37,996	39,034	39,034	40,986	40,986	43,986	43,986
Parking Products - Meterhoods/Tokens	13,351	6,000	7,000	7,000	7,000	7,000	7,000	7,000
Interest and Miscellaneous	9,126	6,158	4,363	4,639	4,602	4,482	4,262	3,957
Transfer in - On-Street Meters	400,000	400,000	425,000	425,000	425,000	425,000	425,000	425,000
Total Sources of Funds	$ 559,174	$ 560,781	$ 575,587	$ 576,437	$ 578,937	$ 579,414	$ 582,803	$ 583,119
Uses of Funds								
Operating -								
Parking Operations Personnel	$ 148,395	$ 161,649	$ 158,761	$ 165,112	$ 171,716	$ 178,585	$ 185,728	$ 193,157
Parking Operations NonPersonnel	161,941	144,261	144,261	147,146	150,089	153,091	156,153	159,276
Capital Major Maintenance/Improvements	-	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Capital Replacement Reserve	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000
DUHMD/Admin Personnel	104,115	115,155	115,689	120,316	125,129	130,134	135,339	140,753
DUHMD/Admin Non Personnel	32,302	30,406	30,406	31,014	31,634	32,267	32,912	33,571
Marketing/Economic Vitality	2,400	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Special Studies and Consultants	-	39,000	39,000	39,000	39,000	39,000	39,000	39,000
Eco-Pass Program	-	675	675	675	675	675	675	675
Sick/Vacation Accrual	8,378	2,323	2,323	2,416	2,513	2,613	2,718	2,826
Transfers -								
Cost Allocation	47,523	47,264	49,100	50,082	51,084	52,106	53,148	54,211
Carryovers & Encumbrances	$ -	30,000	-	-	-	-	-	-
Total Uses of Funds	$ 514,054	$ 599,733	$ 569,215	$ 584,761	$ 600,840	$ 617,471	$ 634,673	$ 652,469
Sick/Vacation Accrual Adjustment	$ (8,378)	$ (2,323)	$ (2,323)	$ (2,416)	$ (2,513)	$ (2,613)	$ (2,718)	$ (2,826)
Ending Fund Balance Before Reserves	$ 776,122	$ 739,493	$ 748,188	$ 742,279	$ 722,889	$ 687,444	$ 638,292	$ 571,768
Reserves								
Operating Reserve	$ 128,514	$ 149,933	$ 142,304	$ 146,190	$ 150,210	$ 154,368	$ 158,668	$ 163,117
Pay Period 27 - Reserve	9,814	11,714	13,714	15,714	17,714	19,714	21,714	23,714
Sick/Vacation/Bonus Reserve	26,680	29,003	31,326	33,742	36,254	38,868	41,585	44,411
Total Reserves	$ 165,008	$ 190,650	$ 187,344	$ 195,646	$ 204,178	$ 212,949	$ 221,967	$ 231,243
Ending Fund Balance After Reserves	$ 611,114	$ 548,842	$ 560,844	$ 546,633	$ 518,710	$ 474,495	$ 416,324	$ 340,526

8/20/2013

City of Boulder
Economic Sustainability Strategy

Draft for Public Review
8-5-13

Introduction

In response to input from the local business community and direction from City Council, the city of Boulder has developed an Economic Sustainability Strategy (ESS) designed to support the city's economic vitality by building on its strengths and addressing challenges.

Economic vitality in the city of Boulder is a public-private collaboration to promote a healthy economy which supports the outstanding quality of life enjoyed by its residents. Boulder is following a sustainable path to economic development, adopting strategies that foster innovation, competitiveness, and entrepreneurship, and maintaining a positive business climate, while enhancing community character and preserving environmental quality.

The ESS will be used to guide the actions, work program, and efforts of the city and its strategic partners related to economic sustainability, and to integrate and inform other city plans and processes. The strategy will help Boulder manage and react to change while maximizing the use of available resources, and to encourage and support the creativity, innovation and entrepreneurship that drives the city's economy.

The ESS is the key tool to implement the Economic Vitality strategy area of the city's Sustainability Framework. The Sustainability Framework is based on the goals and policies of the Boulder Valley Comprehensive Plan and the city's priority based budgeting process and is used to assess and evaluate plans and programs against goals of the City Council and community.

Implementing the ESS will rely on both the city and external stakeholders including businesses, commercial property owners and non-profit organizations that work with businesses. Leveraging community assets is critical to maintaining a strong and diverse economy.

The ESS will be regularly evaluated through informal and formal (surveys, focus groups, etc.) feedback to ensure that actions are achieving desired results.

Economic Sustainability

There are critical interrelationships among economic, social and environmental health. Maintaining a healthy, adaptable economy that is vital to the community's quality of life and high level of services and amenities, which support a diverse economy with a qualified and diversified work force that meets employers' needs and supports a range of jobs while providing for and investing in a quality of life, unique amenities, and infrastructure that attracts, sustains, and retains businesses and entrepreneurs.

Economic Sustainability Strategy

Vision

Boulder will continue to be recognized throughout the world as a city where employers and employees innovate, create, and thrive in a manner consistent with their community's environmental and social values.

Mission

The city supports a healthy, adaptable economy that reflects our community's economic, social and environmental sustainability goals through:

- *Sustainable income and employment*
- *Strategic redevelopment*

- *Diverse economic base*
- *Superb quality of life*
- *Sustainable business practices*
- *A well-educated, highly skilled workforce*

This living *strategy document* outlines the ESS and is designed to be a flexible document with actions that are updated annually as community needs and priorities change. It includes strategies and actions organized into three categories:

- **People** –workforce, quality of life and social issues
- **Place** – physical environment (infrastructure, amenities, buildings)
- **Process** – ease of doing businesses (city processes, programs, codes and procedures)

A **"place-based"** approach to economic sustainability seeks to create vibrant, amenity-rich business districts that vary in their focus and intensity but all of which offer environments that support key industry clusters, retain talented workers and enhance a unique and sustainable "Boulder" quality of life. Each area of the city is different and a place-based approach looks at Boulder's various employment areas to identify desired change and tailored strategies for achieving that change.

Strategies describe how the city can best respond to issues raised in the 2012 Primary Employer Study and other research conducted by the city while furthering the ESS vision and the goals articulated in the Boulder Valley Comprehensive Plan (BVCP). The strategies are based on a "place-based" approach to economic vitality, improving city codes and process and addressing broader policy issues.

Action items identify how strategies will be implemented over the next 5 to 10 years. Some actions can be accomplished by the city through improvements in internal processes and procedures. Others involve coordination with external stakeholders or require further analysis, particularly when an issue to be addressed may lead to policy changes or major program additions or enhancements. Action items are categorized as priority actions to be completed in 2014 or long-term actions that may begin during this timeframe but would be completed at a later date.

Boulder's Economy

Boulder is a highly desirable place to work, live, and play. The city is an important employment center for the area and has a diverse and healthy economy. Boulder businesses represent a wide variety of industries and the city has a high concentration of aerospace, bioscience, clean tech, data storage, digital media, natural and organic products, outdoor recreation and software companies. While the majority of the city's employers are small businesses, several Fortune 300 corporations have a presence in Boulder. This diversity has contributed to the city's economic vitality and helped mitigate effects of recent economic downturns.

Businesses in Boulder build on the foundation of the city's highly educated workforce, superb quality of life, favorable business climate, high concentration of companies in growing industries and synergies with the University of Colorado and 14 federal labs. The city attracts talented entrepreneurs who have created a unique business community focused on cutting edge innovation and vision. The city has been recognized as one of the nation's best cities for start ups in 2013 and Richard Florida, author of *The Rise of the Creative Class,* named Boulder the most creative city in the U.S. in 2012 based on a detailed analysis of how more than 350 metro areas ranked in technology (new ideas, inventions, high-tech companies), talent (skilled, ambitious individuals), and tolerance (non-judgmental, open-minded).

Many people choose to work or live in Boulder because of its high quality of life, sense of place and extensive amenities. Boulder boasts hundreds of miles of bike and walking trails, excellent bus service, easy access to open space and the mountain backdrop, numerous and varied art, cultural, dining, entertainment and shopping options, excellent schools, and high quality healthcare. These community characteristics have created a strategic economic advantage that is difficult to replicate, but requires careful consideration and planning to ensure its viability into the future.

Boulder is a land-constrained, compact community by design, reflecting the city's commitment to a sustainable urban form while protecting the area's scenic beauty, open space and recreational opportunities. With relatively little undeveloped land available for commercial development, the city is strategic about economic vitality. Boulder's economic sustainability efforts recognize the importance of jobs already in the city; and business retention and support for homegrown companies is a priority. While the ESS is intended to help implement the results of the 2012 Primary Employer Study, Boulder's economic sustainability is much broader. Economic sustainability also results from the unique mix of a successful and healthy tourist industry, partnerships with universities and federal laboratories, and many arts, cultural, entertainment and retail options. The city also recognizes the importance of the primary employers that make up the core of the local economy. Primary employers are defined by city ordinance as:

> *A business or organization of any number of employees that generates more than 50 percent of its revenues from activities outside of Boulder County, and shall include, but is not limited to those facilities of such business and organization devoted to manufacturing, research and development, data processing, telecommunications and publishing, but shall not include hotels, motels, retailers, or food service facilities.*

Primary employers bring new money into the local economy, support secondary employers (restaurants, printers, banks, etc.) and pay substantial property taxes, sales and use taxes and permit and development fees to the city. Many of the city's economic vitality efforts, including business outreach and assistance, a flexible rebate program and a microloan program, have focused on primary employers.

In 2012, city staff, along with the University of Colorado Leeds Business Research Division and the Boulder Economic Council, conducted a primary employer study identifying the issues, trends and needs of Boulder's primary employers relative to the city's existing industrial and commercial space.

Key findings from the 2012 Primary Employer include:

- Boulder has approximately 554 primary employers
  - 8.2% of all Boulder employers
- Boulder's primary employers employ an estimated 26,059 individuals
  - 29% of all individuals employed in Boulder *(excluding self-employed)*
- Boulder's primary employers occupy approximately:
  - 538 commercial buildings (29% of all commercial buildings in city)
  - 7.5 million square feet of commercial space (35% of total)
- Primary employers are concentrated in three main areas: East Boulder (44%), Gunbarrel (15%) and Downtown (15%).
  A significant number of primary employers expect to expand in the next few years and many anticipate needing more space and moving to a new location.

The four key issues identified in the study were:

1. Availability of suitable space for expansion
2. Lack of flexibility in allowed uses
3. High cost of land / cost of doing business
4. Lack of amenities in some areas of the city

People

Introduction

Boulder has a well educated, highly skilled and creative workforce. The city has the nation's highest percentage of college graduates and a very high concentration of individuals employed in scientific and technical occupations including aerospace engineers, architects, biochemists, environmental scientists and software developers. This high concentration of talent reflects the presence of the University of Colorado at Boulder, federal labs, and technology-intensive industries which draw companies and entrepreneurs from around the world.

Boulder's workforce draws from several key sources. The desirability of Boulder's quality of life and a collaborative and supportive business climate has attracted people with world-class talent and skills for many decades, and the workforce includes many who chose Boulder as a place to live and found a job here. The workforce also includes technically trained and "creative class" workers drawn to growing Boulder companies, residents who grew up and remained in Boulder and University of Colorado and other area college graduates who find work and careers in the city. City-wide, median income has decreased for Boulder households since 2000. Poverty rates and other negative economic indicators are increasing among certain populations (e.g. Latino residents, seniors, children).

Issues and Challenges

- An educated, creative and productive workforce has always been vital to Boulder's economic prosperity, and will be even more so in the future as other communities, other states, even other nations cultivate the education, creativity and productivity of their workforces. Workforce training and high quality education needs to be a focus, especially in the Science, Technology, Education and Math (STEM) fields.

- Boulder's workforce is drawn to employment areas with a wide variety of amenities, uses, and services (e.g. restaurants, retail), recreational amenities, the arts, and increased walkability to public transportation, bicycle, and pedestrian facilities. East Boulder and Gunbarrel are primary employment centers that lack the same diversity of amenities that are available to downtown workers.

- Changing work patterns and technology have resulted in more individuals operating small businesses and start-ups from their homes, with occasional visitors or part-time employees. Current city regulations for home occupations do not always reflect these types of home-based businesses that many times are compatible with residential uses. (Note: see Process 2014 Action chart)

- While most of the individuals who work in Boulder are residents within Boulder County, between half and two-thirds of Boulder employees live outside the city limits. While the city has a high concentration of self employed and residents who work from home, over 59,000 employees commute into the city for work (2013 City of Boulder estimate), using the U.S. 36 Corridor (26%) and the Diagonal Highway 119 (18%) (Boulder Economic Council Commuting Patterns Study 2012).

- As technology changes, there will be increased demand for workforce with specialized skills. Current K-12 and post K-12 higher education options, including non-university training, professional and technical schools, and community colleges, may need to be expanded and customized to meet the needs of employers, workers and residents. In addition, demographic trends indicate between 2020 and 2025 Colorado will require a significant in-migration of employees to fill vacancies from retirees.

Strategies

- Expand opportunities for workers to live within the city.

- Expand regional transit alternatives with local partners so that commuters have more transportation options other than single occupant vehicles.

- Work with employers to develop and support programs designed to help attract workers with highly specialized skills and experience, and provide workforce training opportunities.

2014 Action Chart

Priority Actions	**Responsible Parties**	**Timing**
<u>Action 1.1</u>: Enhance **engagement with education and training organizations,** seeking opportunities to collaborate on development of the workforce available to Boulder employers.		
<u>Action 1.2</u>: (2014) Ensure that the city's **Transportation Master Plan update, city involvement in the RTD Northwest Area Mobility Study, and the city's Access Management and Parking Strategy** focus on developing strategies and funding mechanisms for addressing the local and regional commuting challenges and opportunities for Boulder workers.		
<u>Action 1.3</u>: (2014) Through the city's **Comprehensive Housing Strategy** currently under development, understand and develop approaches for the needs, desires and preferences of Boulder workers who do not live inside the city limits. Expand housing opportunities for those working in Boulder.		
<u>Action 1.4</u>: Support local business and industry organizations to **foster "productive collisions"** of local workers which provide opportunities for exchanges of ideas and collaboration.		

Longer term Actions

- Work with strategic partners – industry associations, business organizations, and education institutions – and employers to develop a plan to help attract workers in select fields.

- Work with the Boulder Chamber and other community partners to implement the Innovation Blueprint 3.0, in particular to "expand mentoring and training programs for entrepreneurs, female and minority business leaders, facilitate cross-industry collaboration, and develop talent among our university student population".

Place

Introduction

The workplace needs of today's employers are vastly different from those of just a few years ago. The city's employment areas need to make a similar transformation. Each area of the city is different and a more place-based approach would identify desired change and tailored strategies for achieving that change. There is enormous opportunity to improve Boulder's employment areas to provide a greater diversity of uses and services, increased walkability, improved quality of the built environment, and increased access to public transportation, bicycle and pedestrian facilities. Public investment in infrastructure can also be a key component.

The city has three major employment centers, generally described as Downtown, East Boulder, and Gunbarrel. Primary employers have also clustered in other areas like the Twenty Ninth Street area (Crossroads subcommunity), Boulder Junction, the North Boulder subcommunity, as well as smaller commercial centers. However, with the development of the city, those employment areas on the west side of Boulder benefit from the smaller, tighter street grid and pre-war development pattern, whereas the East Boulder and Gunbarrel employment areas are very auto oriented in large superblocks, and a lack of a connected street grid.

The 2012 Primary Employer Study highlights the unique characteristics and needs of specific Boulder areas where most primary employers are located. Desired public and private amenities like restaurants, shopping, parking, bike paths, and transportation – and the needs of primary employers – differ greatly between Downtown, East Boulder, and Gunbarrel.

- **Downtown** restaurants, retail, district parking, and the Pearl Street Mall serve downtown employees, residents, and visitors. Downtown zoning includes non-industrial primary employer offices in addition to financial services and other professional offices. Employers love downtown for the many opportunities for "casual collisions" on the mall or in a coffee shop. Some companies find the parking district convenient, while others do not choose a downtown location because they don't want their employees or visitors to pay for parking. High demand has resulted in very limited office space availability.

- **East Boulder** houses a mix of manufacturers, research and development, and a wide range of industrial uses, and is the city's largest employment center for primary employers. Free and abundant parking is seen as a plus for most employers. Bike paths and sidewalks provide pedestrian access. There are some lunchtime options within Flatiron Park and in the area of the 55th and Arapahoe intersection, but many employees drive to Twenty Ninth Street, downtown, or other commercial areas for more eating options. Additional amenities such as pedestrian connections, restaurants and other services are desired. Shuttle buses or other transportation options have been requested.

- **Gunbarrel** is evolving, with new housing, retail, brewery/restaurant, and hotel development all under construction. Gunbarrel is home to many larger companies, and employers desire more eating options and services in this portion of Boulder. As in East Boulder, parking is free for employees and visitors. More Gunbarrel housing options – in type and price –would allow more Gunbarrel workers to consider living closer to work.

Boulder recognizes the need to revitalize its older commercial and industrial areas, renovate "tired buildings" and support business growth in these areas. As a mature, compact city with little remaining vacant land, the city has an opportunity to revitalize areas of the city that are not reaching their full potential. Strategic planning to address the unique needs and priorities of each employment area and ensure that economic sustainability and place-making is a primary outcome is the essence of the place-based approach. While supporting and sustaining these vibrant places, the city can help to retain and attract primary employers as well as enhance the unique character of Boulder's sub communities and advance other community sustainability goals.

Issues and Challenges

- Main employment centers of East Boulder and Gunbarrel lack a diversity of amenities, uses, and services (e.g. restaurants, retail), increased walkability, recreational amenities, the arts, and increased access to public transportation, bicycle, and pedestrian facilities to meet the needs of Boulder's workforce.

- As an older community, Boulder has an older commercial building stock as compared to newer, remodeled space in neighboring or similar cities. As a result, "tired" buildings may not provide the amenities or upgrades desired by employers.

- There is limited availability of high quality, large floor plate commercial space to meet the demand of growing Boulder larger primary employers. Many larger employers look for the efficiencies provided by larger floor plates.

- The very low supply (low vacancy rate) of downtown office space presents a challenge due to the high desirability and demand for downtown space (and its numerous amenities and concentration of companies) by Boulder primary employers.

Strategies

- Support the vitality of Boulder's varied employment areas throughout the community (e.g. Twenty Ninth Street, South Boulder, and North Boulder) through a place-based approach that builds upon the unique amenities to those areas, in addition to the city's main employment centers.

- Enhance the East Boulder employment area to create a more desirable place for companies and workers with desired amenities: eating and drinking places, retail services, the arts, and increased multi-modal access to public transportation and bicycle and pedestrian facilities.

- Continue the efforts in the Gunbarrel community center, to create a more inviting and diverse place for companies and workers, with desired amenities and increased access to public transportation and bicycle and pedestrian facilities.

- Ensure Downtown Boulder's continued success as a vibrant, desirable location for a rich mix of uses by finding opportunities to upgrade and create additional space for key industries as well as high quality outdoor spaces, including implementation of the civic area plan.

- Encourage and incentivize the upgrading of Boulder commercial buildings in appearance, tenant amenities, energy efficiency, and other sustainability measures.

- Support a multi-pronged, community development based strategy to maximize the unique assets and opportunities of University Hill.

2014 Action Chart

Actions	Responsible Parties	Timing
Action 2.1: Implement the **Civic Area Plan** Phase 1 including investment strategies, financing tools, capital improvements, flood protection, safety improvements, and feasibility planning for future phases.		
Action 2.2: Work to support public and private investment in amenities in the East Boulder employment area through the **East Arapahoe area planning effort** (to begin in 2013).		
Action 2.3: Examine the mix and type of businesses located in and around **North Boulder** as part of the Subcommunity Plan update, including analysis of the feasibility of fully developing the Village Center.		
Action 2.4: In partnership with **the Hill** stakeholders, provide resources and coordination for the implementation of the **Residential Service District and the innovation district concept**. Develop a cross departmental Hill team to ensure coordination of and communication about Hill programs and activities.		

Longer term Actions

- Support areas like Diagonal Plaza to maximize redevelopment opportunities and strengthen economic health (from BVCP policy 5.01).

- Explore incentives and financial tools for commercial property owners to upgrade their building stock, catalyze commercial energy upgrades, and provide employee amenities.

- Through the Sustainable Streets and Centers project and East Arapahoe area planning, study East Boulder and Gunbarrel zoning (e.g. open space, parking, and floor area requirements) and consider updates to reflect current employment trends and needs of primary employers.

Process

Introduction

Many issues related to primary employers' space, location, and expansion are purely defined by the market. To support the retention and attraction of today's talented workforce and progressive employers, however, the city can have a direct influence on a number of important issues:

- The city's comprehensive plan sets broad economic policy and land use direction.
- The city's zoning districts define the uses allowed in different areas occupied by primary employers.
- Developing new space or upgrading existing buildings require review and permits by the city.
- Business retention, expansion, outreach, and incentives through the city's economic vitality program.

The comprehensive plan recognizes that land use regulations impact the ability of businesses to evolve. The city's regulations and review processes need to provide flexibility to allow businesses to be responsive to emerging technologies and evolving industry sectors. There are daily interactions between employers and Boulder's city government. These occur when companies get services from the city and are subject to city regulations and programs. These include licensing and taxing, permitting and development review, the adoption of legislation, and business assistance and business retention services provided by the Economic Vitality program. Over the past few years, the city has placed additional focus on the improvement of these business services, as part of the city's vision to strive for service excellence. Efforts implemented and underway include expanded economic vitality services, a web business portal, and new ways to communicate about city news and projects that matter to businesses.

Many Boulder primary employers lease their space. They often grow quickly and move frequently, triggering remodeling to meet tenants' needs. Remodeling construction requires some combination of city development review and permits. Timing windows are routinely affected by lease timing and company operations. As companies plan their moves from space to space (often every few years), the cost, predictability, and timing of building improvement projects and permits (including code-triggered upgrades) become key factors in their decisions to stay and grow in Boulder.

The city's economic vitality program provides support for business relocation, retention, and expansion. One tool is the flexible rebate business incentive program in which the city manager can approve customized rebates of sales and use taxes and permit and development review fees to key primary employers. A microloan program provides an additional funding source for Boulder small businesses.

Issues and Challenges

- The city's discretionary review process can result in a wide range of outcomes which can increase the level of risk and associated costs (which affects the ability to build the development potential according to the zoning code).

- Because most primary employers are lessees (81 percent) and move frequently, employers and property owners may not invest capital in building upgrades.

- Certain city zoning regulations on the uses of commercial space (and size of uses) may unnecessarily limit use flexibility.

- Upgrading older buildings can result in significant building improvement requirements (e.g. energy code, accessibility, wiring, utilities) that may be unexpected to a property owner or a business tenant.

- Land cost is a significant factor; Boulder's commercial land cost is generally higher than surrounding communities and this affects decisions to upgrade and develop commercial property.

Strategies

- Ensure that Boulder's land use and other codes respond to changes that support 21st century employer needs for flexibility in commercial uses and employee workplaces.

- Encourage owners of Boulder's industrial and commercial building stock to update their buildings so that they become models of 21st century energy efficiency.

- Make doing business with the city easier, through improved application and permitting processes.

- Continue and expand the city's economic vitality efforts in business retention and expansion, outreach, incentives, and assistance.

2014 Action Chart

Actions	Responsible Parties	Timing
Action 3.1: **Update commercial and industrial zoning use charts and definitions to provide more flexibility** for space options, respond to the dynamic nature of Boulder's primary employers, and to allow and encourage desired amenities.		
Action 3.2: Continue to improve the **commercial tenant finish permit process** to make it more timely and predictable (with predictable requirements) for applicants and property owners.		
Action 3.3: **Update home-based occupation** regulations reflect current industries and businesses, the use of the Internet, and to balance potential impacts to residential neighborhoods while allowing flexibility for home-based businesses.		

Longer term Actions

- Evaluate updates to zoning bulk and intensity methods (height, stories, FAR, building size, open space, setbacks, parking).

- Examine policies and regulations around complimentary uses and amenities in employment centers, such as eating establishments, retail and services.

- Consider increased funding for flexible rebate incentives.

- Modify/enhance development review processes (review thresholds, review times, fees, predictability).

C I T Y O F B O U L D E R
INFORMATION ITEM
MEMORANDUM

To: Downtown Management Commission (September 9, 2013)
Open Space Board of Trustees (September 11, 2013)
University Hill Commercial Area Management Commission (Sept. 18, 2013)
Parks and Recreation Advisory Board (Sept. 23, 2013)

From: Tracy Winfree, Director of Public Works for Transportation
Michael Gardner-Sweeney, Transportation Planning and Operations Coordinator
Kathleen Bracke, GO Boulder Program Manager
Molly Winter, Executive Director of Downtown, University Hill and Parking Services
Dean Paschell, Communication & Public Process Manager, Open Space and Mountain Parks
Jeff Haley, Parks Planner, Parks and Recreation Department
Marni Ratzel, Senior Transportation Planner

Date: September 4, 2013

Subject: Electric-assisted Bicycle potential pilot project on multi-use paths

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EXECUTIVE SUMMARY

Currently, within the city of Boulder, electric-assist bicycles or "e-bikes" are allowed to operate on the road and use bike lanes but prohibited from multi-use paths and sidewalks. As directed by council, the City of Boulder is considering a potential demonstration pilot project to test e-bike use on multi-use paths maintained to a transportation standard. The pilot would evaluate behavior of e-bike users to determine whether these vehicles can co-exist with current uses on these multi-use paths. The pilot would not include use on facilities that are pedestrian only or intended to preserve the natural environment. Specifically, e-bike use would continue to be prohibited on sidewalks or Open Space and Mountain Park (OSMP) trails.

The Transportation Division is proceeding with a public process that is scheduled to provide a proposal for City Council consideration in October 2013. The Transportation Advisory Board (TAB) will consider a staff recommendation at their meeting on September 23rd and then forward their recommendation to City Council. A first and second reading of proposed ordinance(s) regarding the e-bike demonstration pilot project is scheduled for the October 1 and October 22 Council meetings, respectively.

This memorandum provides affected City boards with information on the options under consideration for the potential e-bikes demonstration pilot project and public process forums for the community to provide input. At Board meetings scheduled in September, the Board staff liaison will ask for feedback on the potential options. Board input from September meetings will be incorporated into the staff memorandums to City Council.

BACKGROUND

The City of Boulder is in the process of updating the Transportation Master Plan (TMP). The 2013 TMP update builds on a strong foundation of success through policy refinement, using a collaborative approach and addressing the current and future transportation needs of the community while integrating with the city's broader sustainability planning initiatives.

As part of the TMP update, the Transportation Division is introducing new strategies to increase bicycle and pedestrian mode share. Throughout the summer and fall, the TMP update's "Complete Streets Bike and Pedestrian Living Laboratory" will provide test facilities and pilot programs to better understand the community's transportation choices and identify potential opportunities, barriers, and ultimately strategies to encourage more people to walk and bike. E-bikes are one bicycle innovation under review by the City of Boulder as part of the living laboratory. For more information regarding the Transportation Master Plan update and the living laboratory, visit www.bouldertmp.net and select "Complete Streets" or "Living Laboratory".

An e-bike is essentially a bicycle that can be propelled by both human power and electric-assist power. It is designed for people interested in completing trips by bike but concerned about their physical ability to ride longer distances or climb steeper hills. The electric range, speed, and cost of an e-bike are moderate. **Attachment A** provides photos of some e-bikes and an FAQ about e-bikes.

Integrating a comprehensive program of the 5 E's

The City of Boulder's approach to support bicycling and walking is to achieve a comprehensive program that includes Engineering, Encouragement, Education, Enforcement and Evaluation initiatives. As part of the TMP update, staff is refining strategies to address concerns raised by community members for congestion and conflicts on the bicycling system today.

Independent of a pilot project to test e-bike use on paths, staff will be taking action to encourage cyclists to ride at appropriate speeds on the path system. This action will include the installation of 15 mph speed limit signs at some path locations and will be supported by an outreach campaign to raise public awareness on user rights and responsibilities as well as the rules of the path, including 15 mile per hour speed limit and walk right/pass left. Field observations to record unsafe behavior including speeding and other safety concerns along the path system will be conducted. Formal police enforcement activities also may be scheduled as resources allow and based on the findings of the field observations.

If approved by Council, the proposed e-bikes pilot project for the off-street multi-use paths (non-OSMP) will be an opportunity to enhance this comprehensive approach, including additional efforts for education and enforcement. Results will be evaluated as part of the living laboratory analysis. This evaluation would include field observations to track user behavior and guide formal police enforcement activities. Based on results and as resources allow, targeted enforcement efforts may be conducted to record time spent and observations of safety concerns by various users including e-bikes, regular bikes, pedestrians and others as well as issuance of summonses / warning.

Current Regulations
Colorado State Law defines an e-bike as a two or three wheeled vehicle with pedals and equipped with an electric motor not exceeding 750 watts of power with a top motor-powered speed of 20 mph. In Colorado, e-bikes may be operated on the road and within bicycle lanes. E-bikes are prohibited from using their motors on bike and pedestrian paths, unless allowed by local ordinance.

The city of Boulder definition currently differs from State Law by defining an e-bike by further limiting the motor capacity of an e-bike to no more than 400 watts of continuous input power. E-bikes are allowed to use bike lanes. As a motor vehicle, e-bikes are currently prohibited from using multi-use paths and sidewalks and OSMP trails.

A map of multi-use paths that are on OSMP fee property is shown in **Attachment B**. These are hard surface facilities maintained to a transportation standard and integrated into the urban fabric of the greenway system. How to handle these facilities during the pilot program will need to be addressed.

Policy changes under consideration
As directed by City Council, staff is developing a proposal to allow e-bike use on multi-use paths (non-OSMP). The City definition of an e-bike also is under review. Below are options being considered for defining and regulating e-bikes in the City of Boulder. Staff will identify a recommended option to the Transportation Advisory Board at its meeting on September 23, 2013.

Options for defining an e-bike

Option 1: No change to the existing e-bike Definition (BRC 7-1-1 Definitions):
"Electric assisted bicycle" means a bicycle with a battery powered electric motor with a capacity of *no more than four hundred watts* continuous input power rating which assists the person pedaling and which is not capable of propelling the bicycle and rider at more than *twenty miles per hour* on level pavement.

Option 2: Amend e-bike definition to conform with Colorado State Law* CRS 42-1-102(28.5):
"Electrical assisted bicycle" means a vehicle having two tandem wheels or two parallel wheels and one forward wheel, fully operable pedals, an electric motor *not exceeding seven hundred fifty watts* of power, and a top motor-powered speed of *twenty miles per hour*.
**Denver and Fort Collins also uses this definition.*

Options for regulating an e-bike

Option 1: Clarify the existing law regulating e-bikes. E-bikes may operate on the roadway and within designated on-street bike lanes but are prohibited from using the motor on multi-use paths, trails and sidewalks.

Option 2: Adopt an ordinance to test e-bike use on multi-use paths for a demonstration period of one year. This ordinance would sunset 12 months after it commences. E-bike use on the following would continue to be prohibited:

- OSMP trails, including those that currently allow bikes
- Sidewalks, except those designated as multi-use paths

This option would allow the city to evaluate the impacts of allowing e-bike riders to operate the motor while bicycling on multi-use paths. The pilot project would include comprehensive program that encompasses the five E's of engineering, encouragement, education, enforcement and evaluation. Signs to inform path users of the pilot project and the current 15 mph speed limit would be installed at select locations along the pathway system to educate users. The Boulder Police Department would schedule and track targeted enforcement efforts at select locations along the path system during the pilot project. Automatic in-pavement loop detectors will track bike volume. Manual counts would be conducted to collect volume data by user type (pedestrian, bike, e-bike, other). Additionally, an online survey and intercept surveys of multi-use path users would be conducted to gather input on the pilot program and use of e-bikes on multi-use paths.

Option 3: Adopt ordinance to test e-bike use on multi-use paths, except for a segment of the Boulder Creek Path, for a demonstration period of one year. This ordinance would sunset 12 months after is commences. E-bike use on the following would continue to be prohibited:

- OSMP trails, including those that currently allow bikes
- Sidewalks, except those designated as multi-use paths
- The Boulder Creek Path between Eben G. Fine Park and Scott Carpenter Park

Public input on the potential pilot program to test e-bike use on multi-use paths has expressed a concern for impacts to the pedestrian experience and safety. This option would restrict the use of the motor on an e-bike along the Boulder Creek Path from the western city limit (west of Eben G. Fine Park) to 30th Street (Scott Carpenter Park). As the spine of the greenway system, this segment of the Boulder Creek Path is a well publicized tourist destination and serves as a linear park along the Boulder Creek riparian corridor. In addition to the comprehensive program outlined in Option 2, additional strategies would likely be required to regulate the use of e-bikes as non-motorized vehicles along the prohibited segment of the Boulder Creek path.

Public Process

Considering a trial period to test the use of e-bikes on off-street multi-use pathways has raised Council interest due to community support expressed through a petition and testimony provided to the Council. About 10 or 15 community members attended the City Council meeting on Tuesday, May 21 to speak in support of changing city policy to allow e-bikes on paths. In response, the Transportation division has spearheaded an internal review of e-bike regulations. An interdepartmental team comprised of Parks & Recreation, Open Space and Mountain Parks, the City Attorney's office, Boulder Police Department and Transportation as well as Downtown University Hill Management & Parking Services is involved in the review.

On Wednesday, Aug. 7, Transportation Division staff convened a public meeting to present details about the potential e-bikes pilot project and provide an opportunity for community input. More than 30 community members attended and expressed differing opinions about advancing a pilot project. This meeting was the initial forum to introduce the idea. Throughout August and

September, staff will continue to seek public comment to inform a recommendation for the potential pilot project and changes to the definition of an e-bike.

As detailed in **Attachment C**, the public process includes several forums for community input, including public meetings, an online survey, Web and social media, and intercept surveys of multi-use path users. Staff also is working to schedule opportunities in August and September for community members to learn more about and test ride e-bikes, including the city-sponsored Boulder Green Streets event on Sunday, Sept. 22. Community members also are encouraged to attend the Transportation Advisory Board public hearing scheduled for September 23, 2013 as well as the Council meetings where the e-bike policy changes will be considered. These are scheduled for October 1 for a first reading of ordinance language and October 22 for a second reading of ordinance language and a public hearing.

Some of the concerns expressed to date include congestion on the paths along with the ability to adequately define technology for appropriate power/speed capability. Those in opposition expressed that electric assisted bicycles would adversely impact pedestrian safety and the quality of life on Boulder's multi-use trails as well as increase conflicts and congestion along the system. Some suggested that the multi-use path system needs to separate bicyclists from walkers. Increased awareness through an education and outreach campaign followed up with targeted enforcement all was expressed as vital components to consider.

Staff also is researching experience in other communities that have allowed or, in some cases, not allowed e-bikes from using similar off-street, multi-use paths similar to Boulder's off-street pathway/greenways network.

NEXT STEPS

On Monday Sept. 23, 2013, the Transportation Advisory Board will convene a public hearing and consider a recommendation regarding the City Council meeting in October on the E-bikes Pilot Demonstration Project.

In preparation for this meeting, the Transportation Division is drafting a staff memorandum to the TAB that will include a DRAFT City Council memorandum for the October 1 meeting. This DRAFT memorandum will present a staff recommendation on potential amendments to e-bike regulations and draft ordinance(s) for their consideration. The TAB packet for the September meeting will be posted by 5 p.m. on Friday Sept. 13. Materials may be viewed at: https://bouldercolorado.gov/boards-commissions/transportation-advisory-board-current-agenda

On Tuesday, Oct, 1 2013, the City Council will take action on an introduction, first reading and consideration of a motion on proposed amendments to ordinance(s) regulating e-bikes in the city of Boulder based on the staff recommendation and TAB recommendation from the meeting on Sept. 23.

On Tuesday, Oct. 22, 2013, the City Council will convene a public hearing on a second reading and consideration of a motion on proposed amendments to ordinance(s) regulating e-bikes in the city of Boulder based on the staff recommendation and TAB recommendation from the meeting on Sept. 23.

Agenda packets for Council Meetings are posted by 3:30 p.m. on the Friday prior to each council meeting. Materials may be viewed at:
https://bouldercolorado.gov/city-council/city-council-meetings

For more information, please contact Senior Transportation Planner Marni Ratzel at ratzelm@bouldercolorado.gov or 303-441-4138.

Attachment A: About E-bikes – photos and FAQs
Attachment B: Greenway/Transportation system path on OSMP free property
Attachment C: E-bike public process forums

Attachment A

About e-bikes

An electric-assisted bicycle is most often powered by a lithium battery and controlled by a console that tracks speed and offers different power options. These power options include a human power only and several ranges of power assist options (Pedelec). Some models also offer a throttle option that does not require the rider to pedal in order to propel the bicycle. The distance a rider can travel on an e-bike before charging the battery is estimated to be 15 to 60 miles, depending on the size of the motor and batter as well as the power option selected by the rider when traveling. An e-bike generally weighs between 35 and 55 lbs. The cost of an e-bike generally ranges from $1,500 to several thousand dollars.

A regular bicycle can be transformed into an e-bike by installing a conversion kit comprised of an electric motor and battery. BionX, a Canadian company reputed to be a leading manufacturer of e-bike conversion systems, sells kits that range in price from $1,100 to $2,100.

Questions & Answers

Source: http://www.hybrid-cycles.com/faqs.php

How fast can electric bikes go?

On motor power alone, our electric bikes can travel up to 20 mph, depending on the weight of the rider and the difficulty of the terrain. Downhill and/or with the rider pedaling, higher speeds may be achieved.

How far can an electric bike go on a single charge?

Different models have different ranges. Hybrid Cycles offers several models that can travel up to 25 miles on a single charge in pedal-assist mode, while others can travel up to 40 miles on a single charge in pedal-assist mode. These ranges assume a 150-pound rider traveling on flat ground and may vary based on rider and terrain.

How do the different modes work?

Hybrid electric bicycles use batteries to power a quiet, efficient electric motor. In pedal-assist mode (electric-motor-assist mode), the bike senses the torque applied while pedaling, and the motor kicks in as needed to help the rider, making it easier to pedal up hills or on long rides. In throttle mode (electric motor power mode), the motor does all the work and the rider need not pedal at all. In manual mode (traditional mode), the rider shuts off the motor completely and pedals the bike just like a conventional bicycle.

The throttle / electric motor power mode requires the least exertion and provides the most speed on flat terrain, while the pedal-assist / electric-motor-assist mode provides the furthest range on a single charge.

How do you charge the battery?

Simply plug the charger into any standard wall outlet and insert the battery into the charger.

How long does it take to charge the battery completely?

Charge times vary depending on the charge depletion, the manufacturer, model, and battery type. The initial charge should take between 6-12 hours. A fully depleted SLA battery takes between 6-8 hours to charge, while NiMH & Li Ion batteries take between 4-6 hours. Electric bikes cost very little to charge.

What is the battery life?

With normal usage and proper maintenance, the battery should last 800 charge cycles.

How often should I charge the battery?

For longest life, charge the battery after each ride (or daily, if you ride more than once a day). If your bike is out of use for a long period of time, you should charge the battery at least once every three weeks.

Does the battery recharge while riding?

On most bikes, no. The Easy Motion Neo bikes employs a regenerative braking system, which recharges the battery while you are coasting or braking. While this does extend the power-assist range somewhat, you will still need to plug in the battery for a full charge.

Do I always need to pedal?

No. Throttle mode requires no pedaling at all. Pedal-assist mode requires pedaling, but provides more power for climbing.

What sort of maintenance does an electric bike require?

Care for your hybrid bicycle as you would any other high-end bicycle. Keep it clean and dry, keep your battery charged, and take it into a bike shop periodically for tune-ups.

Are electric bicycles considered bikes, or are they motor vehicles?

Electric bikes are considered bikes (not motor vehicles), under federal law, unless your state or local entity has passed a law otherwise. Normal bicycle laws apply. Be sure to check your state and local laws for any recent changes.

Do electric bikes require a license or registration?

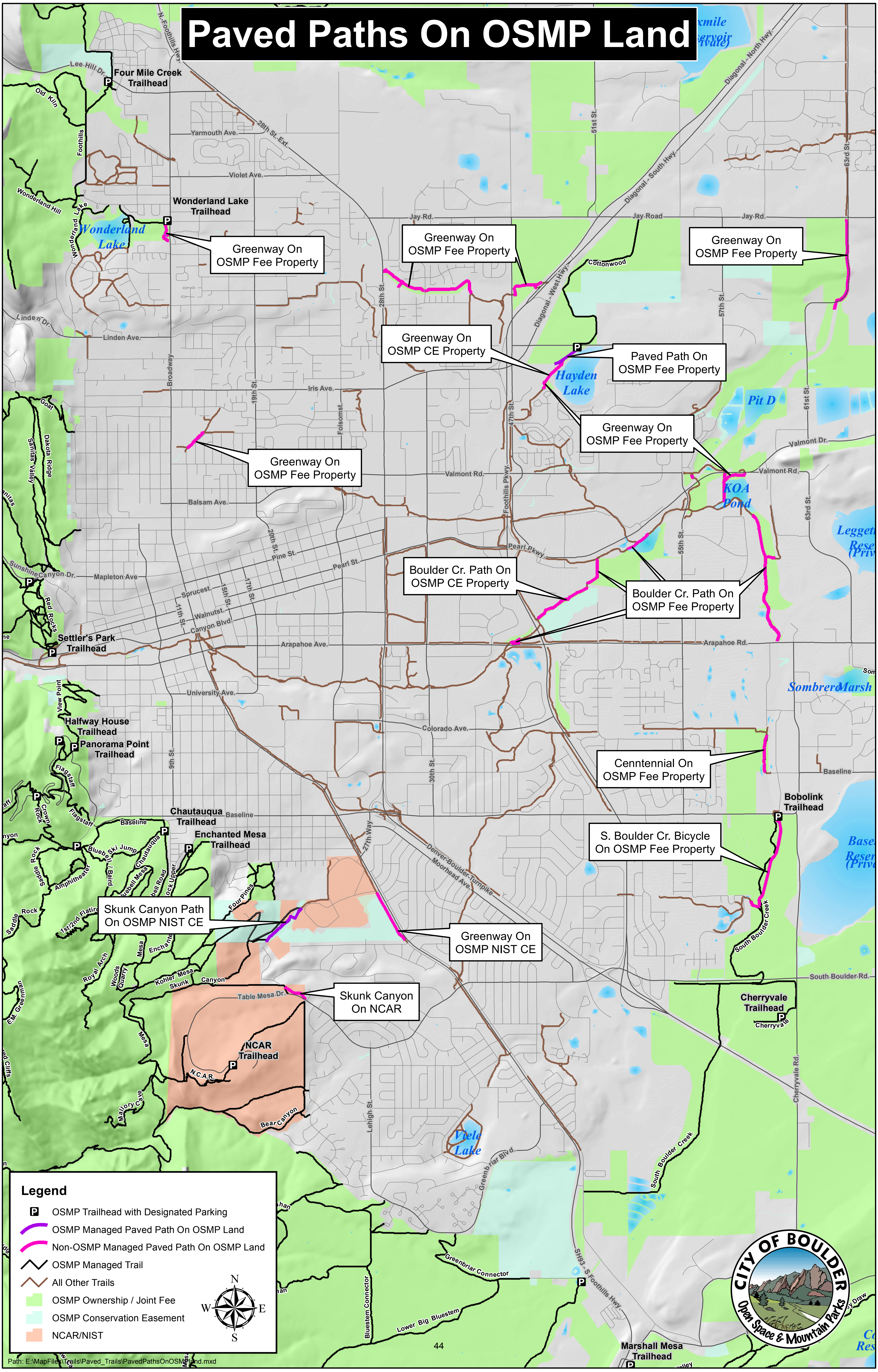
The rules vary from state to state. Check with your local DMV for information about electric bikes for your state. Rider age minimums and helmet laws also apply to electric bikes in some states.

Attachment A

Some models of electric-assisted bicycles

	**Emotion Diamond** • 36V / 8Ah battery • 250 Watt mid-drive motor • Range up to 62 miles per charge • 8 Speed • Pedelec • Motor assist up to 20 mph • 46 lbs • Retail: $2950 *Source: petesbikes.com*
	**Pedego 2013 City Commuter Classic** • 36/10, 36/15 or 48Watt/10Ah • 400/500 Watt rear Hub Motor • Range up to 28 miles per charge • 7 speed • Pedelec/Throttle • Motor assist up to 20 mph • 40 lbs • Retail: $2395+ *Source: smallplanetvehicles.com*
	**Yukon Navigator** • 24V 10Ah battery • 250 Watt rear Hub Motor • Range up to 28 miles per charge • Single Speed • Pedelec • Motor assist up to 15 mph • 77 lbs • Retail: $500+ *Source: bing.com & Amazon.com*
	**Currie IZIP E3C** • 36V 11.4Ah lithium icon battery • 500 Watt rear Hub Motor • Range up to 30+ miles per charge • 27 Speed • Pedelec/Throttle • Motor assist up to 20 mph • 50 lbs • Retail: $2499+ *Source: bing.com & REI.com*

Paved Paths On OSMP Land



E-bike Project Public Process

The public process includes several forums for community input.

E-bike Policy Review Project web page – provides information on this effort and will be updated with information on upcoming public meetings. www.boulderTMP.net, E-bike Policy Review

Electric-Assist Bike Survey – this survey asks questions about your opinion on the potential demonstration project and seeks input on suggestions for how to address concerns you or others may have with testing e-bike use on multi-use paths. www.boulderTMP.net, E-bike Survey

Inspire Boulder (MindMixer) is an idea collaboration website that allows community members to share and discuss ideas about city projects, issues and programs. Click on the **View Topics** link under **Transportation** to interact with others and provide input on the Living Laboratory demonstration projects, including the potential changes to regulations regarding e-bikes.

E-bike test ride events - Staff has scheduled two opportunities in September for community members to learn more about and test ride e-bikes. Details of these events are:

- On Wednesday, Sept. 4, from 4 to 5 p.m. at the County Clerk and Recorder building located at 1750 33rd Street. A public meeting will follow from 5 to 7 p.m.
- On Sunday, Sept. 22, from 10 a.m. to 4 p.m. at the city-sponsored *Boulder Green Streets* event. Visit the *Connected Mobility Zone* at 13th Street and Alpine.

Public Meetings – Public input is being sought at two public meetings.

- On Wed. August 7, a public meeting was held from 4 to 6 p.m. at the Boulder Public Library, Boulder Creek room located at 1001 Arapahoe Avenue. At this meeting Transportation staff presented the potential e-bike pilot project concept and gather public input.
- On Wednesday, Sept. 4 a public meeting will be held from 5 to 7 p.m. at the County Clerk and Recorder Building located at 1750 33rd Street. This purpose of this meeting present an update on the options being considered for the E-bike policy and provide community members an opportunity to provide input on these options.

Intercept surveys – Staff is conducting a survey of users traveling along multi-use paths. Users will be stopped and asked to answer a questions about their familiarity with e-bikes and opinion of the potential pilot project to test e-bike use on multi-use paths.

Community members also are encouraged to attend the Transportation Advisory Board (TAB) public hearing in September as well as the Council meetings where the e-bike policy changes will be considered, in October. Details of these meetings are included below.

- On Monday, Sept. 22, at 6 p.m, the TAB will convene a meeting in the Council Chambers located at 1777 Broadway. The E-bike item is on the TAB agenda and includes a public hearing and TAB consideration of a recommendation regarding the City Council meeting in October on the E-bikes Pilot Demonstration Project.

You have the opportunity to speak to the Board to express your opinions about city issues. To help accommodate everyone, please arrive a few minutes before the meeting time of 6 p.m. to sign up in-person to speak. Each speaker will be given three minutes to speak. Please limit your time to city issues. Be clear, concise, and constructive. For additional guidance, please review the Speaking at Council Meetings rules.

- On Tuesday, Oct. 1 at 6 p.m, and on Tuesday Oct. 22, at 6 p.m. the **City Council** will convene a meeting in the Council Chambers located at 1777 Broadway. The E-bike item is on the Council agenda for a first reading of the proposed amendments to ordinance(s) at the Oct. 1 meeting and for a second reading which includes a public hearing at the Oct. 22 meeting. Council will consider a recommendation from the TAB regarding the E-bikes Pilot Demonstration Project.

  You have the opportunity to speak to the Council to express your opinions about city issues. To help accommodate everyone, please review the Speaking at Council Meetings rules for guidance on how to sign up to speak and additional information.

Sign Up for the TMP Community Feedback Panel - This is an initiative of the TMP and an opportunity to be queried on TMP-related issues, receive updates including meeting announcements, and volunteer for various events associated with the TMP update. By design, most of the inquiries submitted to the TMP Community Feedback Panel will be online. But, Panel members also will be recruited for focus groups and other in-person groups, especially where we need to reach a specific demographic group, like in-commuters and interested but concerned cyclists. Panel members complete a profile with information about themselves and their travel patterns so that outreach and queries to the Panel can reach specific target audiences. Inquiries will be planned throughout the year as the TMP work continues and evolves. Over 400 people have signed up for the Panel as of July.

Transportation Master Plan (TMP) Update Process
The City of Boulder is in the process of updating the Transportation Master Plan (TMP). The 2012-13 TMP update builds on a strong foundation of success through policy refinement, using a collaborative approach and addresses the current and future transportation needs of the community while integrating the city's broader community and sustainability planning efforts.

E-bikes are one bicycle innovation under review by the City of Boulder as part of the TMP update's "living laboratory." The city is looking for public feedback to better understand transportation choices and identify strategies that encourage more people in our community to walk and bike.

For more information on the TMP Update and Living Laboratory project, please visit the project web page at www.BoulderTMP.net. You also may contact Marni Ratzel, Senior Transportation Planner with GO Boulder and the project manager for the TMP Bike Innovations, including e-bike policy review at ratzelm@bouldercolorado.gov or 303-441-4138 to ask questions, provide input of discuss details of the e-bike policy review.