



# Multimodal Transportation Solutions

*Working Group Meeting #1*

Boulder, Colorado

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# Transportation Work Scope

- Assess new development's proportionate share of **capital improvements** to mitigate impacts on Boulder's multi-modal transportation system
- Analyze funding options to address **on-going operational costs** of Boulder's multi-modal transportation system
- Coordinate DET/DIF one time revenues and on-going funding solutions with development exactions/agreements



# Additional Capital Funding Options

## ✧ Recommend “improvements-driven” not “standards-driven” approach

- Infrastructure costs (CIP & TMP) related to moving vehicles will be allocated to Vehicle Miles of Travel (VMT)
  - VMT based on inbound trips on an average weekday
- Walk/Bike/Transit infrastructure costs (CIP & TMP) will be allocated to persons and jobs
- Marginal cost approach (growth share of capital cost divided by net increase in service units due to new development)

# Current Development Excise Tax (DET)

By policy, a portion of the consolidated DET authorized by voters in 1998 is also used to acquire land for parks, but the combined total for parkland and transportation is less than the total DET authorized for residential development.

Tax Name	Nonresidential	Residential	
	<i>Per Square Foot</i>	<i>Per Detached Dwelling Unit</i>	<i>Per Attached Dwelling Unit or Mobile Home</i>
<b>Development Excise Tax</b>			
Park Land	N/A	\$1,144.84	\$795.98
Transportation	\$2.48	\$2,226.93	\$1,650.29
Total	\$2.48	\$3,371.77	\$2,446.27
<b>Housing Excise Tax</b>	\$0.51	\$0.23 per square foot	\$0.23 per square foot

Additional parkland needed to accommodate new development could be added to the Parks & Recreation DIF. A policy change to collect the maximum voter-approved DET rate for residential development would provide an additional \$6.37 million for transportation improvements over the next ten years.

# DET Possibility

<b>TYPE OF DEVELOPMENT</b>	<b>CURRENT</b>	<b>PROPOSED 1999</b>	<b>PROPOSED MAXIMUM (LIMITED BY CPD)</b>
NEW AND ANNEXING DETACHED DWELLING UNIT	3,667.05	4,331.06	5,630.38
NEW AND ANNEXING ATTACHED DWELLING UNIT	2,369.03	2,787.77	3,624.10
NEW, ANNEXING AND EXPANDED NON- RESIDENTIAL DEVELOPMENT	1.45 PER SQUARE FOOT	1.91 PER SQUARE FOOT	2.48 PER SQUARE FOOT

## ❖ Use maximum voter-approved DET for transportation?

- Forecast DET revenue over 5-10 years
- Match to a draft list of walk/bike/transit improvements (growth share)
- Identify other revenue (e.g. sales tax) for non-growth share



# Transportation Policy Framework Overview

Range of Funding Solution	Best Use
Development Excise Tax (DET)	Growth Share of Walk/Bike/Transit Capital Improvements
Development Impact Fee (DIF)	Growth Share of Complete Street Capacity Improvements
Special Districts (BID & SID)	Enhancement Capital and Operating Costs
Transportation Maintenance Fee	Citywide Operating Costs (paid by existing and new development)
Sales Tax	Non-growth Share of Capital Improvements and Operating Costs



# Special Districts with Value Capture

- ❖ **Value capture => *infrastructure and development bonuses create value that can be harnessed for the common good***
- ❖ **Business Improvement District (BID)**
  - ❖ Broad authority to construct infrastructure and economic development functions
  - ❖ Boundary is limited to commercial properties
- ❖ **Special Improvement District (SID)**
  - ❖ To provide an economic incentive for infill and redevelopment, cost of improvements can be allocated based on land area
  - ❖ Cost may be financed through bonds approved at election
  - ❖ Assessments can be paid over time using installments

# DIF Best Practices Overview

<i>Old School Fees</i>	<i>Next Generation Fees</i>
"pay to play" revenue source	contractual arrangement to build improvements
driven by generic formulas	driven by plans and policy
long range to buildout	five to ten year planning horizon
one and done	ongoing planning and budgeting process
suburban focus	apply transect concept
uniform across jurisdiction	vary geographically
moving vehicles	moving people
vehicle trips	inbound vehicle miles of travel
one size fits all	residential by dwelling size
loose cost analysis and generous credits	specific improvements with a funding strategy

Source: Guthrie, Dwayne and Carson Bise. 2015. Next-Generation Transportation Impact Fees. American Planning Association, Planning Advisory Service Memo.

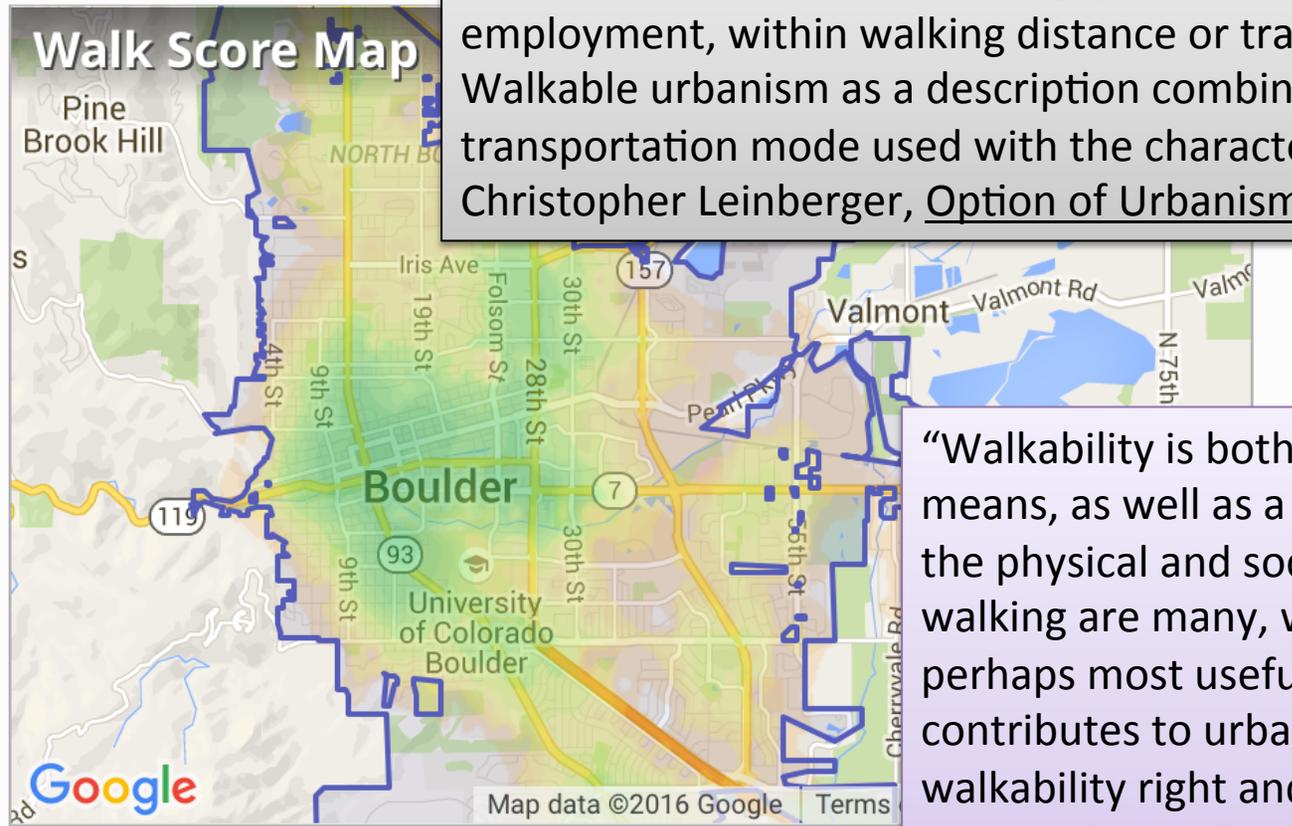
# Walkable Urbanism vs. Drivable Sub-urbanism

Walk Score  
**56**

## Boulder is Somewhat Walkable

Some errands

“Walkable urbanism means that you could satisfy most everyday needs, such as school, shopping, parks, friends, and even employment, within walking distance or transit of one’s home. Walkable urbanism as a description combines the basic transportation mode used with the character of the place.”  
Christopher Leinberger, Option of Urbanism, 2009.

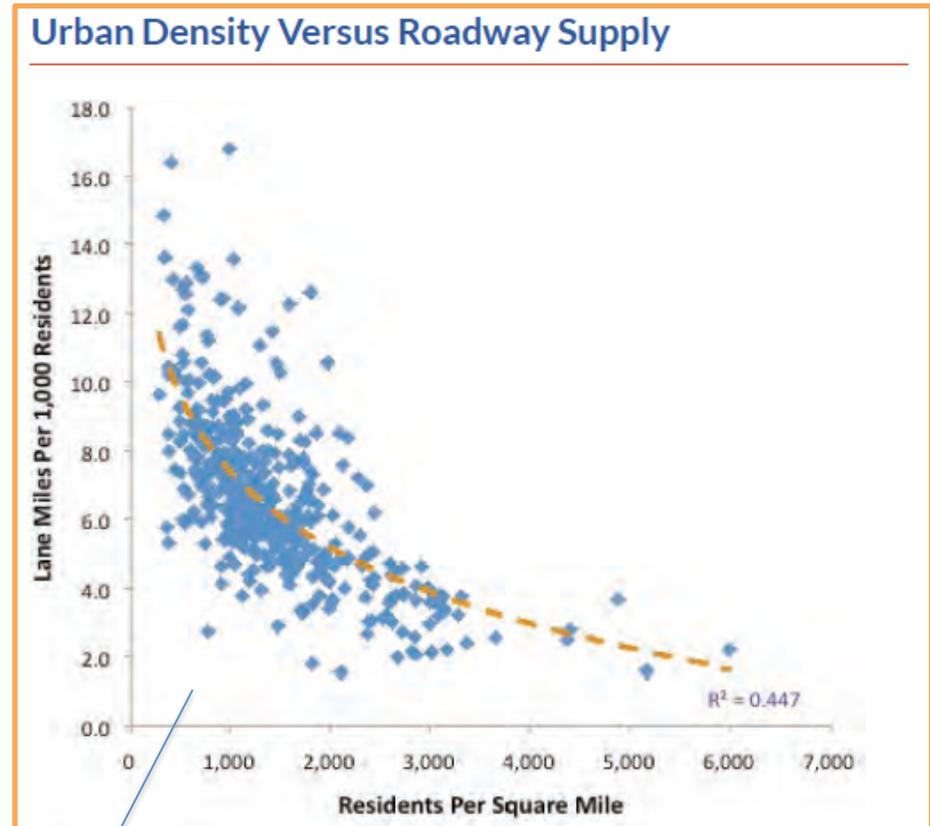


“Walkability is both an end and a means, as well as a measure. While the physical and social rewards of walking are many, walkability is perhaps most useful as it contributes to urban vitality...Get walkability right and so much of the rest will follow.”  
Jeff Speck, Walkable City, 2012.

Source: <https://www.walkscore.com>

# Rationale for Lower Fees in Urban Areas

- ❖ Urban settings provide options for walking, biking, and transit service, thus lowering the vehicular *mode share*
- ❖ Mixed land use, more compact development, and better jobs-housing balance reduces average *trip length*
- ❖ On average, urban residential has fewer persons and vehicles available per unit, thus lowering vehicular *trip generation rates*



Source: Analysis of Public Policies that Unintentionally Encourage and Subsidize Urban Sprawl, lead author Todd Litman, Victoria Transportation Policy Institute, 2015.

# Option A – Citywide DIF with Policy Reduction

Analysis of mixed-use developments in six regions of the United States found an average 29% reduction in trip generation as a function of seven “D” variables

## People/Household Characteristics

- *Demographics* (college students, young professionals and aging boomers)

## Land Use Characteristics

- *Density*
- *Diversity* (horizontal and vertical mixed use)
- *Development Scale*

## Transportation and Land Use Characteristics

- *Design* (place making and complete streets)
- *Destination Accessibility* (connectivity, urban grid, small blocks)
- *Distance to Transit*

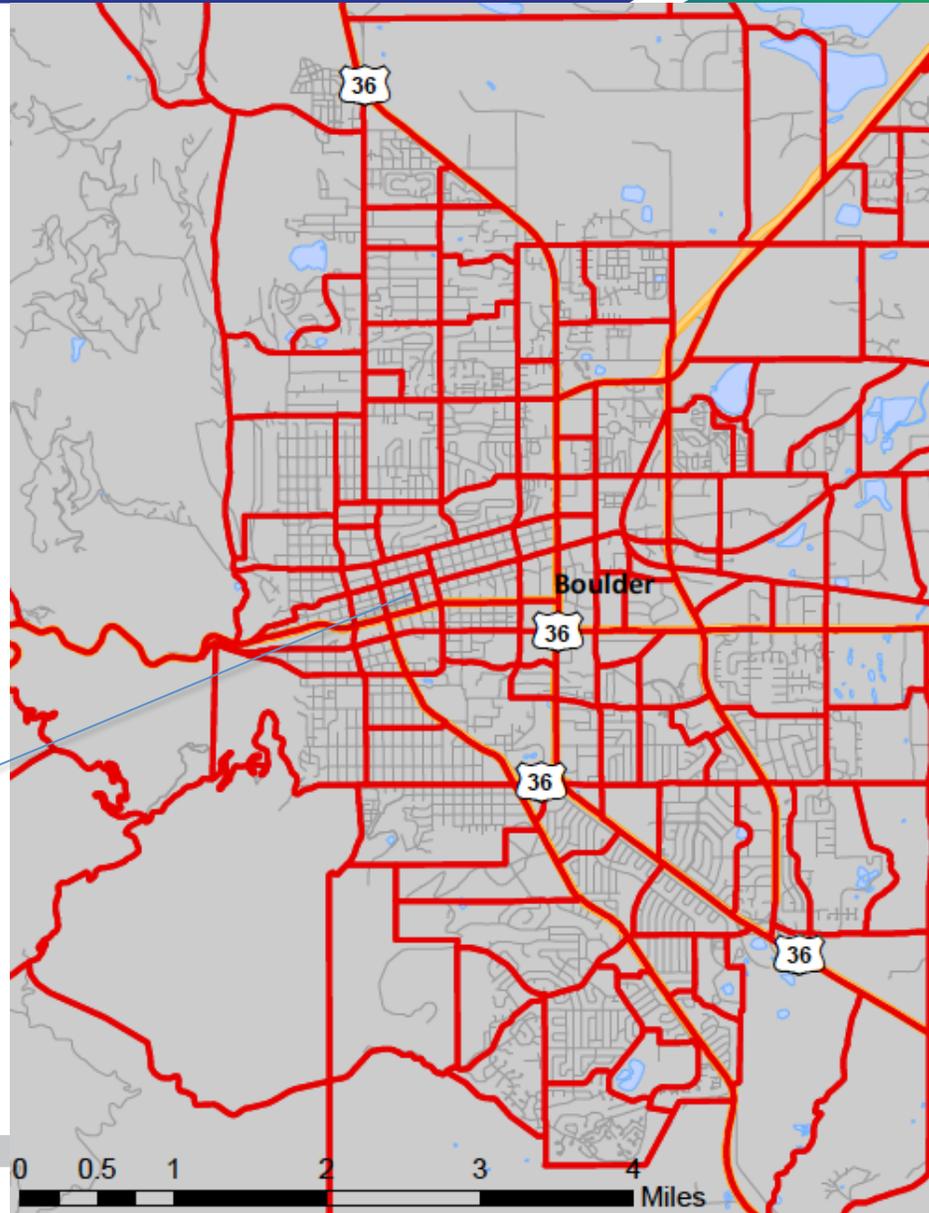
Source: TischlerBise graphic based on Reid Ewing, Michael Greenwald, Ming Zhang, Jerry Walters, Mark Feldman, Robert Cervero, Lawrence Frank, and John Thomas. 2011. “Traffic Generated by Mixed-Use Developments: Six-Region Study Using Consistent Built Environmental Measures.” *Journal of Urban Planning and Development* 137(3): 248–61.

# Option B – Separate Service Areas

“Most local governments finance public facility capital and operating costs through average cost approaches ... the result is that less costly areas pay more than their full cost and more costly areas pay less than theirs.”  
Arthur Nelson, Reshaping Metropolitan America, 2013.

Boulder Traffic Analysis Zones

Census tracts and block groups can provide data for identifying lower fee areas





# Questions and Next Steps

**Questions?**  
**Additional information?**  
**Other ideas not yet discussed?**

## **Next Steps**

- Growth-related improvements, growth costs, funding strategy and revenue projections
- Working Group Meeting #2 on 3/2/16

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