



Transportation Funding Working Group Meeting #6 Summary
Tuesday, May 20, 2019: New Britain, First Floor Conference Room
1101 Arapahoe Ave., Boulder

- I. **Dot Voting (10)**
 - a. Congestion Pricing User Fees: 2 green, 3 yellow
 - b. County-wide Transportation tax: 5 green 1 yellow
 - c. TUF: 4 greens, 1 yellow
 - d. Vehicle Efficiency Fee: 2 greens, 2 yellow, 1 red
 - e. Congestion pricing- parking fees: 2 green, 3 yellow
 - f. GIDs- 3 red, 1 yellow
 - g. Value Added Tax- 4 yellow
 - h. Head Tax- 3 red
 - i. Curbside Management fees- 2 green 2 yellow

- II. **Presentation on Rates– Chris (15)**

Mechanism	Rate	Revenue
County-wide Sales Tax	\$0.01 sales tax	\$55 million
Vehicle Registration Fee	\$42 per year per vehicle	\$2.7 million
Cordon Fee	\$1 per entry into city	\$11 million
Parking Fee	\$1 per commuter parking	\$15 million

Trans. Maintenance Fee	\$80/yr detached residential unit	\$5 million
	\$53/yr multi-family residential unit	
	\$0.20/sq.ft. commercial/retail	
	\$0.10/sq.ft. office	
	\$0.02/sq.ft. warehouse/light industrial	

III. Open discussion – Record comments on wall (60)

Tier 1 Mechanisms (Highest Level of Consensus and could be implemented in the near term)

1. Transportation Utility/Maintenance Fee
 - a. Maintain what we have in terms of infrastructure and core services
 - b. Could come in the form of a two-part fee; a base fee for maintenance/core services and a second part devoted to specific, designated enhancements
 - c. Potentially frees up existing sales tax other unmet funding needs
2. County-wide Transportation Tax
 - a. Momentum is building regionally around a county-wide transportation tax (likely a sales tax) and may be packaged as a Transportation and Affordable Living Tax to tackle both regional housing and transportation issues.
 - b. Important to remember that the state 110 ballot item passed on both Boulder and Boulder County

Tier 2 Mechanisms (Consensus with some caveats/issues to address/implementation concerns or that could be implemented in the mid to long term)

1. Congestion Pricing
 - a. Could come in various forms depending on at what point of the trip the fee is collected; i.e. cordon fee, dynamic pricing along corridors, or at the end of the trip at the parking space.
 - b. Perhaps best implemented in conjunction with regional multimodal and BRT/ transit projects come on line to ensure that viable regional and local first and final mile options exist for regional commuters.
 - c. Local first and final mile improvements could be funded by a portion of the regional funding returning to local municipalities
 - d. We would need to address and mitigate issues of equity and economic impact
 - e. Could be set at rates that incent behavior change
 - f. Could possibly replace some portion of the dedicated sales tax in the future.
2. Vehicle Registration Fee

- a. A viable mechanism but less consensus on what is it collected on, i.e. vehicle efficiency or vehicle value
- b. Needs to address equity concerns
- 3. Curbside management/dynamic pricing fee
 - a. A viable mechanism to continue to research and perhaps pilot so that it is ready when Transportation Network Companies use of public ROW and curbside access increase
 - b. Revenue can be used to incent shared, electric advanced mobility future.

Tier 3 Mechanisms (Mechanism that are likely be considered at state or federal level and need to be kept on our radar)

- 1. Vehicle miles of travel tax/fee
 - a. Colorado has already conducted pilots along with many other states.

I would also add that the city will likely continue to use Access Districts to provide ongoing funding for programs and services through property taxes in specific areas of the city, and will continue to collect impact fees and excise taxes from new developments. The city's dedicated sales tax for transportation will also continue to be collected however there is a possibility of replace it with a more predictable and stable source of funding in the future.

Next Steps: I am going to finalize our meeting notes and flesh out the above tiers in more detail and send that out to the group for review and comments. After that we can decide as a group if we would like to hold an additional meeting or finalize the group's recommendations via a shared doc/email. I anticipate that I will have that ready early next week and will be contacting you.

IV. Individual Chips Exercise (not completed)

V. Next Steps

- a. Review what goes forward and how FWG reviews if appropriate
- b. Discuss options for more detailed work on funding