



General Methodology for 2016 Transportation DET/DIF

Working Group Meeting #2

Boulder, Colorado

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TischlerBise.com

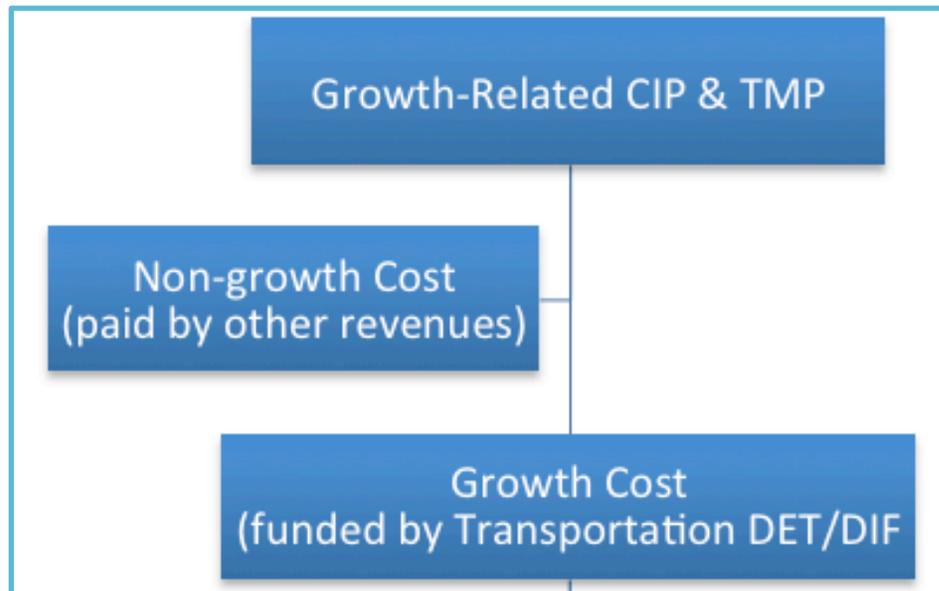


Basic Steps

1. Identify growth-related improvements in CIP & TMP
2. Differentiate growth cost (paid by DET/DIF) from non-growth cost (paid by other revenues)
3. Subtotal growth cost of walk/bike/transit and street improvements
4. Allocate walk/bike/transit growth cost based on functional population
5. Allocate street growth cost based on VMT
6. Apply growth cost to service units per development unit (dwelling unit or square feet of nonresidential)

Overview of Transportation DET/DIF Method

Type of Improvements	Cost Allocation	Service Area	Plan-Based (future)
<i>Walk / Bike / Transit</i>	Functional Population and Jobs	Citywide	Sidewalks, Multi-Use Paths, Bike Lanes, Bus Stops/Pullouts, Buses? and Maintenance Facility?
<i>Streets</i>	Inbound Vehicle Miles of Travel	Citywide	Lane Miles of Streets and Intersection Improvements



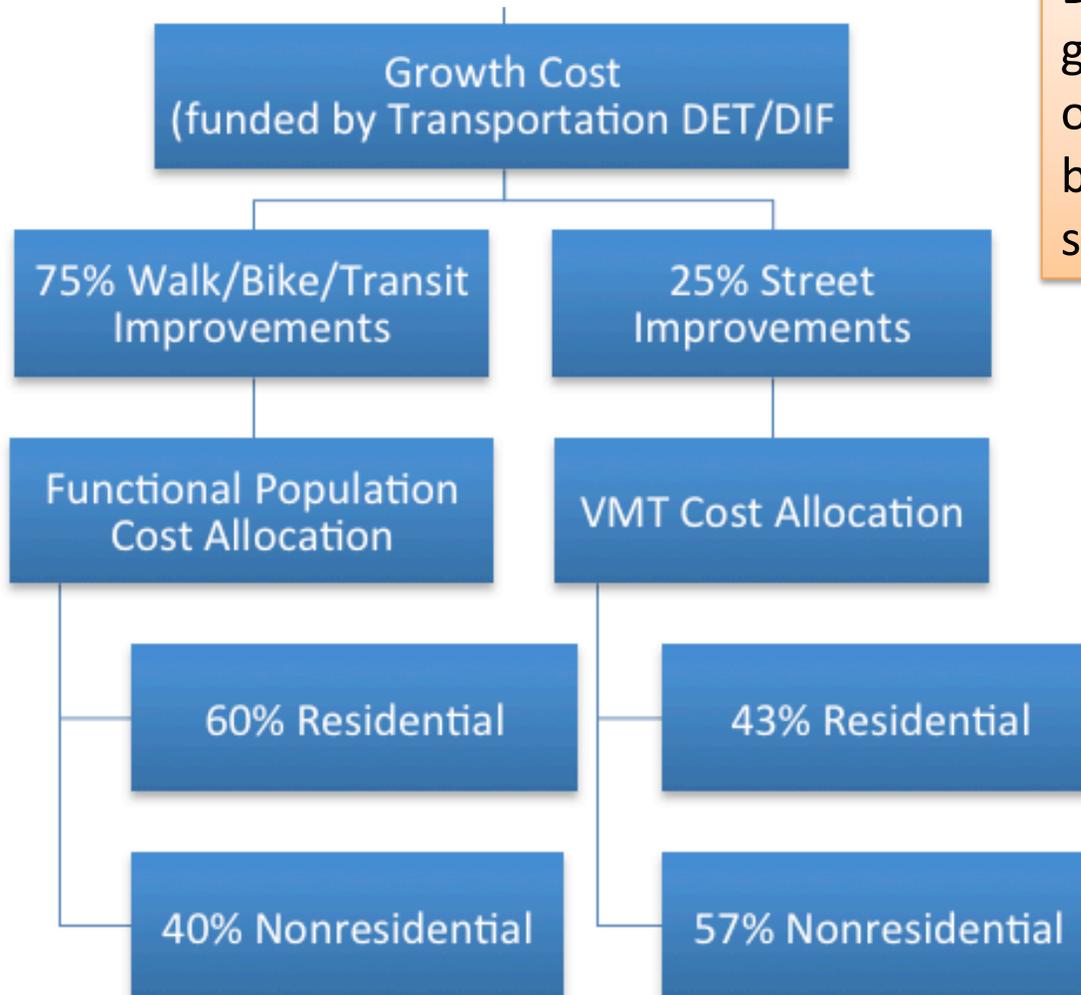
Current Development Excise Tax (DET)

To evaluate the proposed 2016 Transportation DET/DIF methodology, TischlerBise applied the current rate schedule to projected development over the next ten years to yield expected revenue.

Tax Name	Nonresidential	Residential	
	<i>Per Square Foot</i>	<i>Per Detached Dwelling Unit</i>	<i>Per Attached Dwelling Unit or Mobile Home</i>
Development Excise Tax			
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
Housing Excise Tax	\$0.51	\$0.23 per square foot	\$0.23 per square foot

Assuming the ten-year growth cost of transportation capital improvements is approximately equal to the revenue yield from the current rate schedule will enable the Working Group to focus on the proposed methodology and evaluate changes to the DET/DIF schedule.

Transportation DET/DIF Cost Allocation



Draft methodology assumes a growth cost of \$11.5 million over ten years and 75-25 split between walk/bike/transit and street improvements.

Residential Example of W/B/T Cost Allocation

1.17 Person per Development Unit X \$683 per Person

See Land Use
Assumptions,
TischlerBise
01/27/16

\$8,635,000 Ten-Year Growth Cost of W/B/T
Improvements

multiplied by

60% Residential Proportionate Share

divided by

7,580 Population Increase Over Ten Years



Vehicle Miles of Travel (VMT)

- VMT is a measurement unit equal to one vehicle traveling one mile
- Trip rates require an adjustment factor to avoid double counting at both origin and destination points
 - » Commuting adjustment for residential development
 - » Pass-by adjustment for commercial development
- Trip rates adjusted to account for Boulder-specific travel modes
- Average trip length is 3.8 miles within Boulder
 - » Trip length weighting factors by type of development

Office Example of VMT Cost Allocation

0.01105 VMT per Development Unit X \$52.20 per VMT

0.01103 AWWTE per Square Foot

multiplied by
50% Primary Trip Rate Adjustment

multiplied by
73.2% Vehicle Mode Share

multiplied by
72% Trip Length Weighting Factor

multiplied by
3.8 Miles per Trip

\$2,878,000 Ten-Year
Growth Cost of Street
Improvements

divided by

55,132 Ten-Year VMT
Increase

Comparison of Current and Proposed Methods

2016 Transportation DET/DIF	<i>Development Unit</i>	<i>Walk / Bike / Transit</i>	<i>Streets</i>	<i>Preliminary TOTAL</i>	<i>Current Transportation DET</i>	<i>Increase/ Decrease</i>	<i>Percent Change</i>
Residential (by square feet of finished living space)							
800 or less	Dwelling Unit	\$799	\$249	\$1,048	\$1,650	-\$602	-36%
801 to 1200	Dwelling Unit	\$1,229	\$395	\$1,624	\$1,650	-\$26	-2%
1201 to 1600	Dwelling Unit	\$1,495	\$485	\$1,980	\$1,939	\$42	2%
1601 to 2200	Dwelling Unit	\$1,721	\$561	\$2,282	\$2,227	\$55	2%
2201 or more	Dwelling Unit	\$1,932	\$633	\$2,565	\$2,227	\$338	15%
Nonresidential							
Retail / Restaurant	Square Foot	\$1.23	\$1.39	\$2.62	\$2.48	\$0.14	6%
Office	Square Foot	\$1.76	\$0.57	\$2.33	\$2.48	-\$0.15	-6%
Light Industrial	Square Foot	\$1.13	\$0.36	\$1.49	\$2.48	-\$0.99	-40%
Warehousing	Square Foot	\$0.45	\$0.18	\$0.63	\$2.48	-\$1.85	-75%
Institutional	Square Foot	\$0.39	\$0.48	\$0.87	\$2.48	-\$1.61	-65%
Hospital	Square Foot	\$1.44	\$0.69	\$2.13	\$2.48	-\$0.35	-14%
Nursing Home / Assisted Living	Bed	\$413	\$143	\$556			
Lodging	Room	\$280	\$427	\$707			



Conclusions and Next Steps

- Current Transportation DET rate schedule is not proportionate by type of development
- For residential development, switch to a fee schedule based on dwelling size
- Transportation DET/DIF rates should differentiate by type of nonresidential development
- Next steps
 - » Produce a revised report with a draft list of transportation improvements
 - » Hold a virtual meeting, via WebEx, with members of the Working Group on March 14th