

The background of the slide is a photograph of a vast blue ocean meeting a clear blue sky at a distant horizon. The water has a slight ripple, and the sky has some light, wispy clouds. The overall color palette is various shades of blue.

**Falcon
Transportation Fee
Program Update**

**Highway Advisory
Commission**

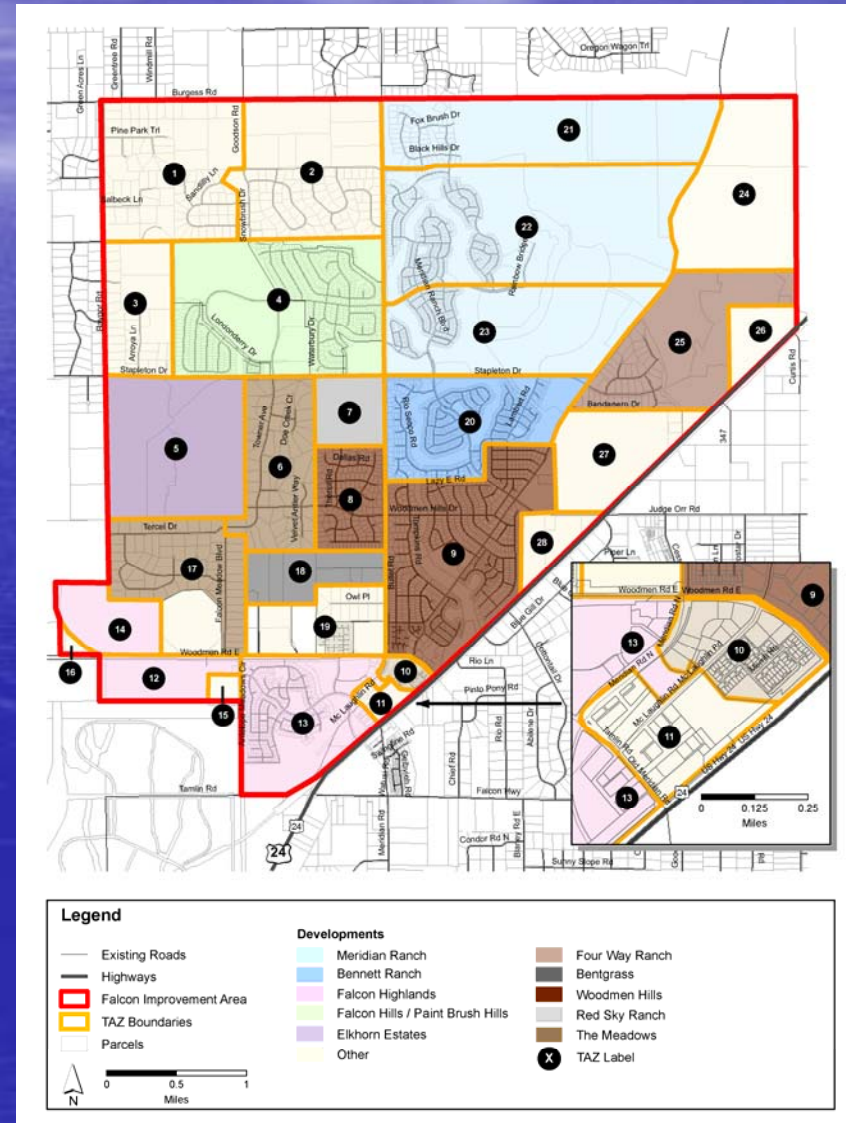
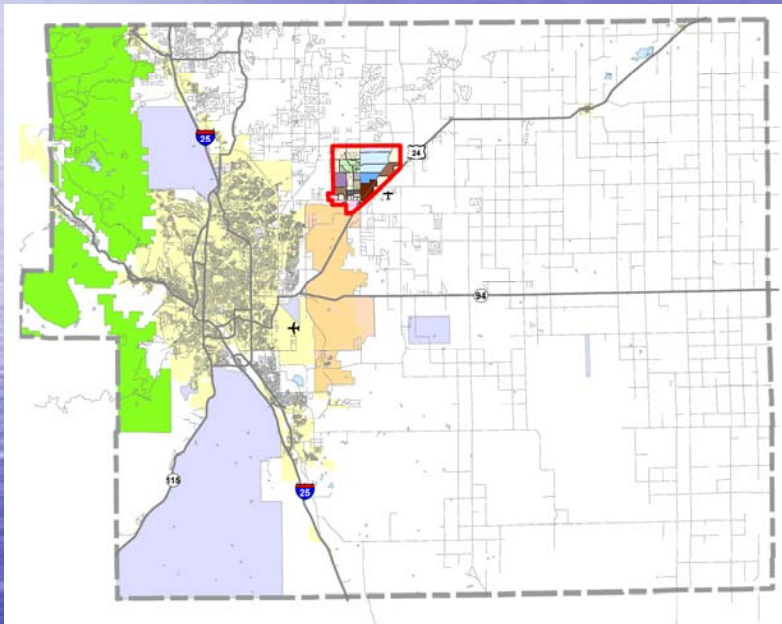
December 16, 2008

Falcon Transportation Fee Program Update

Background

- Transportation Fee Programs allocates the cost of new transportation improvements among affected stakeholders.
- The overarching goal of this process is to ensure that needed transportation improvements are paid for and built.
- The Falcon Area Transportation Fee was implemented in 2001. The fee was \$116 per trip.
- In 2002, BOCC requested that a model based program be developed.
- In 2004, clarifying statements and reaffirmation of a model based process were adopted.
- In 2008, an interim fee was adopted of \$265.
- Due to input from stakeholders, the interim fee was placed on hold until the model based program is complete.

Falcon Transportation Fee Program Update Improvement Area



Falcon Transportation Fee Program Update

Two Documents

- Audit Report – updates land use assumptions
- Fee Program Update – revises transportation improvements, costs, needs, fair share allocations, and fees



Falcon Transportation Fee Program Update

Draft Audit Report – Trips from Updated Land Uses

- The audit shows that the current fee is too low to ensure improvements are made.

| | Original Study (2001 Fee Program) | Draft Audit Report (updated land uses) | Diff. |
|---------------------|-----------------------------------|--|-----------------|
| Daily Vehicle Trips | 89,360 | 207,953 | 118,593 (+133%) |

NOTE: The preliminary trip estimates from the audit serve only to represent the differences in the original Fee Program's assumptions and actual development.

Falcon Transportation Fee Program Update

General Assumptions and Methodology

- The PPACG travel demand forecasting model was used to verify roadway needs.
- Model was used to determine fair share allocation of costs. Existing deficiencies and impacts from external traffic will not be eligible for the updated Fee Program.
- Administrative costs are included in the updated Fee Program.
- The fee is calculated as the ratio of the eligible roadway improvement costs to the total eligible trips from the developments in the study area.

Falcon Transportation Fee Program Update

Trip Rate Adjustments

- Pass-by rates adjust trips by 30-70% (based on ITE Trip Generation handbook and professional judgment).
- The ITE-to-model normalization factor simply makes the Fee Program trips in 2008 equal to results from the 2008 PPACG model.
- Trip rates were adjusted to account for the relative trip lengths associated with each land use category, because roadway impacts are proportional to the length of the trip.
- More adjustments possible
 - Commercial vs. Residential – non-home-based trips
 - Smoothing among categories

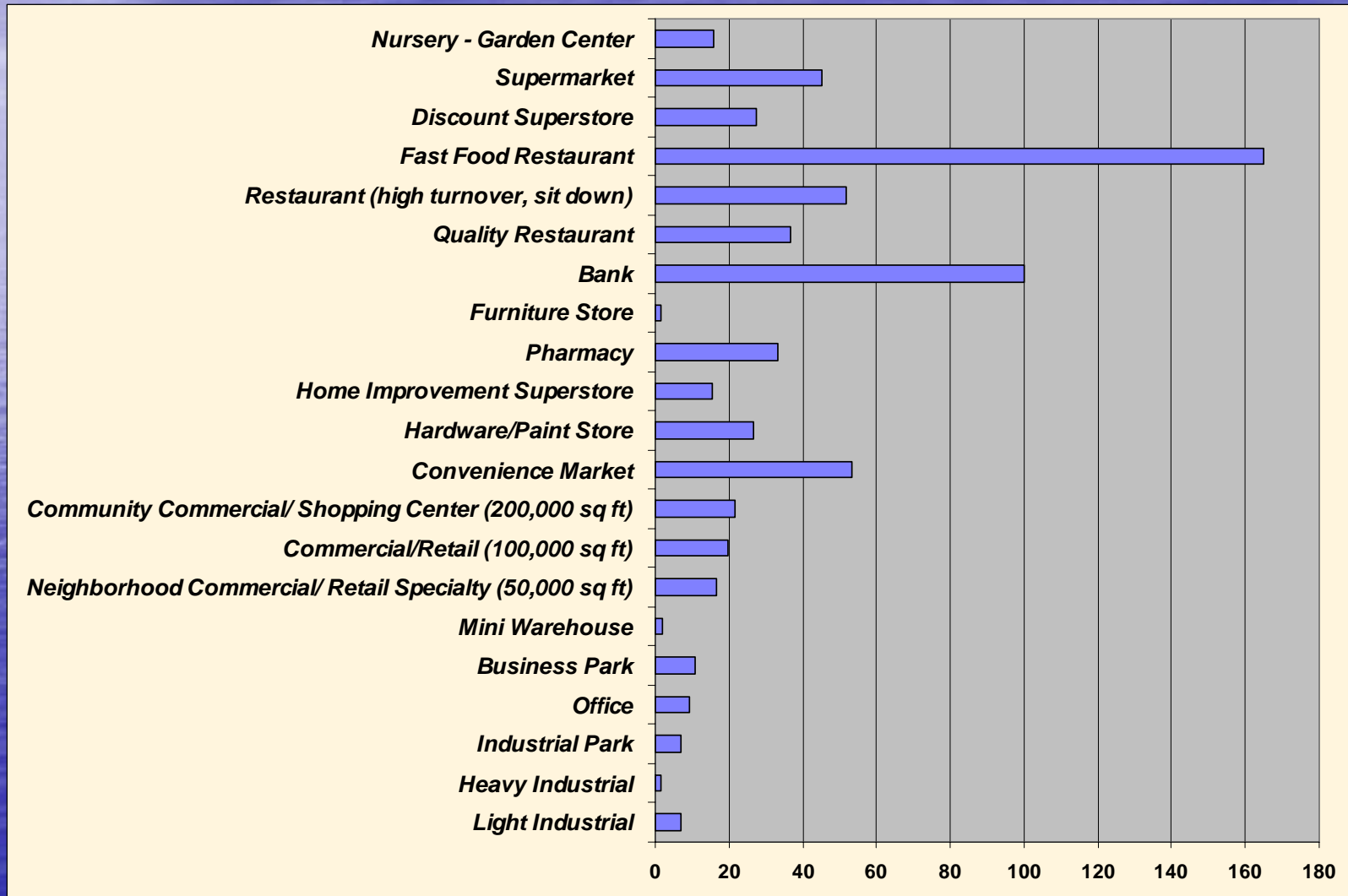
Falcon Transportation Fee Program Update

Daily Trips per Thousand Square Feet

| Land Use Category | Trips (Buildout) | % Trips | Trips (New Growth Only) | % Trips |
|---------------------|---------------------|---------------|-------------------------------|---------------|
| Residential | 117,319 | 44.5% | 61,041 | 36.6% |
| Industrial | 11,788 | 4.5% | 2,917 | 1.7% |
| Commercial-Office | 11,556 | 4.4% | 11,556 | 6.9% |
| Commercial-Retail | 116,840 | 44.3% | 87,416 | 52.4% |
| Institutional | 6,404 | 2.4% | 3,849 | 2.3% |
| Hospitality/Lodging | 0 | 0.0% | 0 | 0.0% |
| Total | 263,907 | 100.0% | 166,780 | 100.0% |

Falcon Transportation Fee Program Update

Daily Trips per Thousand Square Feet



Falcon Transportation Fee Program Update

Unit Costs for Transportation Improvements

- **Unit Costs**
 - From \$1.4 - \$5.0 million per mile for various road types.
 - From \$0.75 - \$1.25 million for signalization/intersection costs.
 - Unit costs can be further adjusted based on developer and county input.
 - Unit costs have been adjusted to 2008 \$\$.
 - See Table 6, page 19 of report for Unit Costs

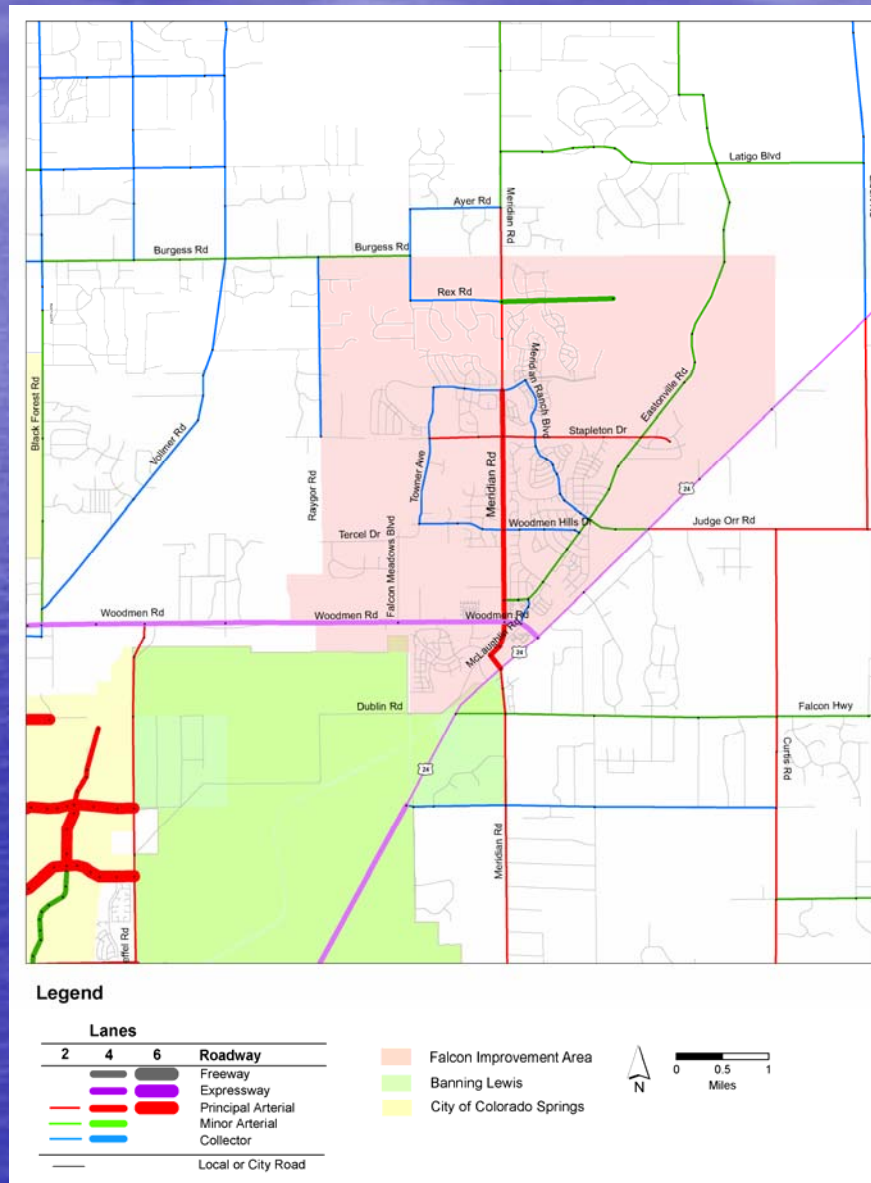
Falcon Transportation Fee Program Update

Roadway Networks

- 2008 Existing Roadway Network
- 2035 Roadway Network
 - Identifies Transportation Improvements needed to accommodate future growth
 - Acceptable Standard = LOS D
 - Based on 2035 Travel Demand Forecasting Model of the Pikes Peak Area Council of Government (PPACG)

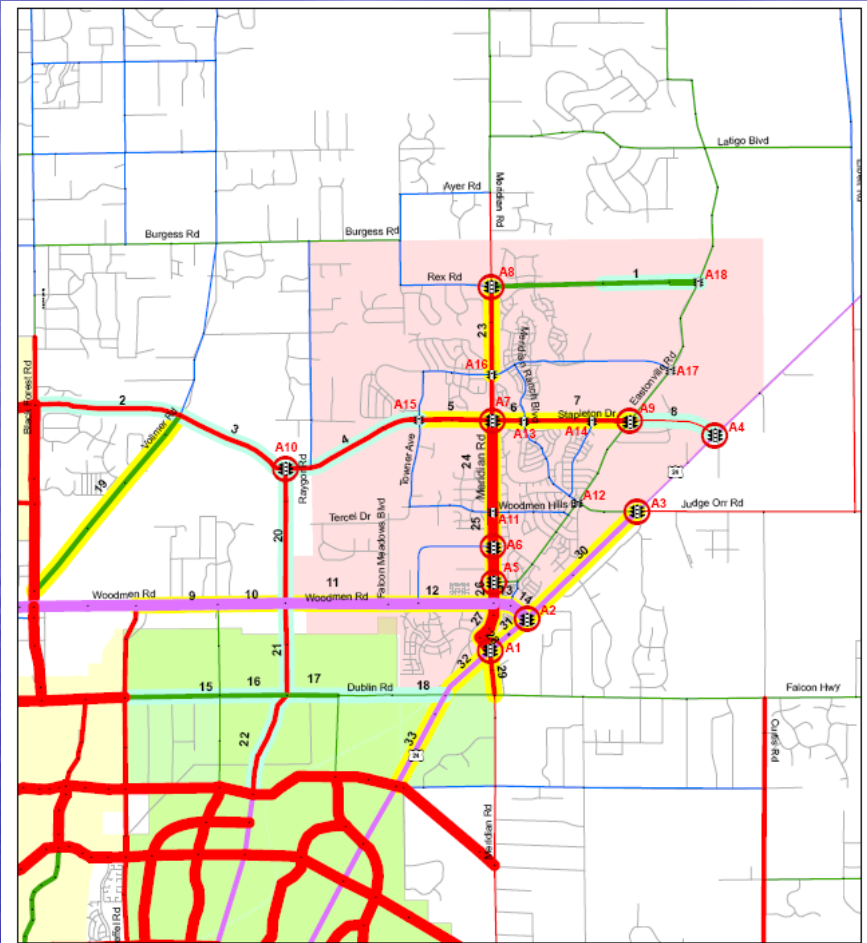
Falcon Transportation Fee Program Update

2008 Existing Network



Falcon Transportation Fee Program Update

2035 Roadway Network and Capacity Improvements



Legend

| Lanes | | Roadway | | |
|-------|---|---------|--------------------|-----------------------------|
| 2 | 4 | 6 | Freeway | Falcon Improvement Area |
| | | | Expressway | Banning Lewis |
| | | | Principal Arterial | City of Colorado Springs |
| | | | Minor Arterial | Roadway Widening |
| | | | Collector | New Roads |
| | | | Local or City Road | X Map ID |
| | | | | Major Intersection Upgrades |
| | | | | Minor Intersection Upgrades |
| | | | | 0 0.5 1 Miles |

Falcon Transportation Fee Program Update

Cost Calculations and Eligibility Criteria

- No existing deficiencies allowed
- Fair Share Allocation based on relative trip impacts by Falcon new growth on each roadway improvement
- Percent of improvement in unincorporated El Paso County
- CDOT and RTA projects removed (not eligible)
- Funding projects outside of Improvement Area?
 - Scenario E – yes
 - Scenario F - no

Falcon Transportation Fee Program Update

Eligibility Issues

- Funding Improvements Outside of Improvement Area
 - Falcon developments cause trip impacts outside of Improvement Area
 - Improvement Area was not designed based on consideration of impacts from Falcon developments
 - Arguments:
 - Eligible - Developers should pay for their fair share of impacts regardless of an arbitrary study area boundary.
 - Eligible – These are needed improvements to accommodate new growth in Falcon. Limited public funding jeopardizes their implementation and could limit development in Falcon.
 - Not Eligible - In theory, Falcon developments cause impacts well beyond the Improvement Area, so their responsibility should end at the boundary.
 - Not Eligible – In theory, developments outside of the Improvement Area are not helping fund projects inside the Falcon area.

Falcon Transportation Fee Program Update

Fee Program Cost Calculations (table 9, page 24)

| | Scenario E | Scenario F |
|--------------------------------------|----------------------|----------------------|
| Capacity Improvement Costs | \$ 50,016,063 | \$ 35,518,329 |
| Signal and Intersection Improvements | \$ 18,500,000 | \$ 18,500,000 |
| Administrative Costs – Estimated | \$ 100,000 | \$ 100,000 |
| Total Fee Program Costs | \$ 68,616,063 | \$ 54,118,329 |
| Number of New Trips | 166,780 | 166,780 |
| Cost per Trip | \$ 411.42 | \$ 324.49 |

Falcon Transportation Fee Program Update

Specific Assumptions for Review

- Land Uses
- Trip Rates
- Unit Costs
- 2035 Improvement Needs
 - LOS D
 - Signals and Intersections
- Cost Calculations – existing deficiencies, fair share, etc.
- Eligibility Criteria
- Other?

Falcon Transportation Fee Program Update

Ongoing Administration

- Tracking credits and reimbursements
- Program compliance and accountability
- Reporting and annual reconciliation
- Use of third party administrator
- Include the cost of Fee Program development and administration into the fee

Falcon Transportation Fee Program Update

Program Implementation Options

- **Reimbursement Program**
 - Lower fees
 - Developer to construct arterials on site
- **CIP Style Program**
 - Higher fees
 - Fees collected to build system
- **Hybrid**
 - Combination of credits and reimbursements
 - Case-specific construction arrangements

Falcon Transportation Fee Program Update

Stakeholder Comments

- Process of Implementation
- Consider a Metropolitan District / expand the boundaries
- Perceived fairness / the cost is too high
- Commercial vs. Residential
- Model
- Land use changes

Falcon Transportation Fee Program Update

Completed to Date

- Stakeholder meetings held on May 8, June 11, Sep 4, Oct 8, and Dec 10, 2008.
- Monthly updates to the HBA.
- Draft audit report of original Falcon fee program, unit cost assumptions, trip rate assumptions, and updates have been emailed to stakeholders. All documents are also on a webpage.
- Stakeholders have been asked to review and provide comment on all documents.

Falcon Transportation Fee Program Update

Steps Required for Implementation

- EPC Highway Advisory Commission meeting
- EPC Planning Commission meeting
- EPC Board of County Commissioners
 - Work session
 - Final adoption