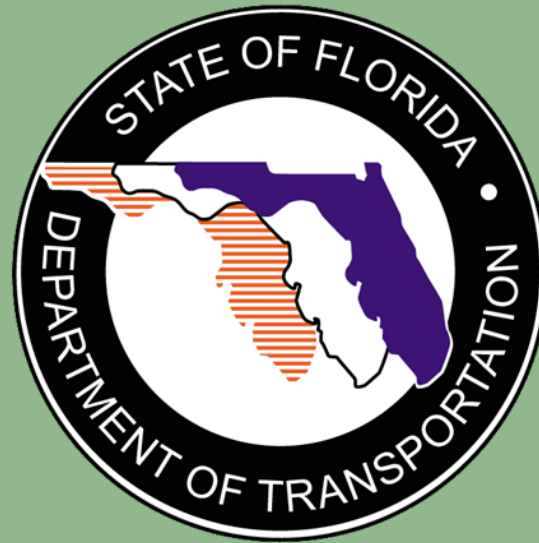


Mobility Fee Model Process Standardization

Presented by: Thomas Hill – FDOT District Two



November 9th, 2009

MTF Discussion Topic

- Legislative direction to provide methodology for mobility fees
- CUTR/UF to Provide Studies
- Focus on Travel Demand Model for Fee Calculation



SB 360 - Issues With Concurrency

- Inequitable
- Lacks uniformity
- May promote sprawl



Evaluation of a Mobility Fee as a Replacement for Concurrency

Goals of the Mobility Fee

- Improved Mobility
- Pay for new impacts to network
- Promote compact, mixed use, and energy-efficient development
- Include all modes



Evaluation of a Mobility Fee as a Replacement for Concurrency

DCA/DOT Joint Report by December 1:

- General Mobility Fee recommendations
- Action plan for implementation
- Recommended legislation
- Costs and benefits to state/local/private sector



Evaluation of a Mobility Fee as a Replacement for Concurrency

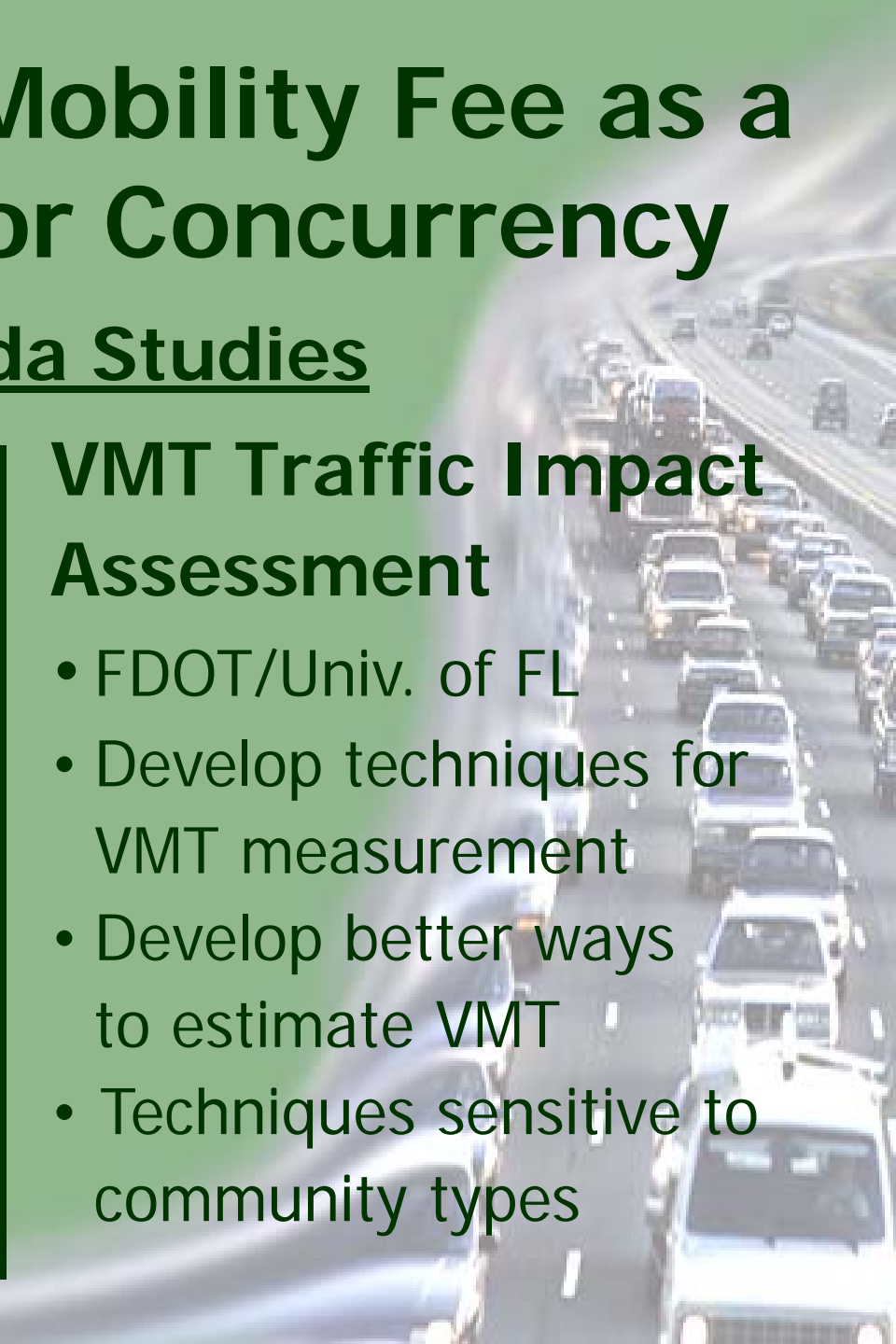
Two Florida Studies

Florida Mobility Fee

- DCA/CUTR
- Develop options for fee policy
- Encourage development in appropriate areas
- Develop a mode neutral revenue source

VMT Traffic Impact Assessment

- FDOT/Univ. of FL
- Develop techniques for VMT measurement
- Develop better ways to estimate VMT
- Techniques sensitive to community types



Steps Needed to Establish a Mobility Fee

- ✓ *Step 1:* Determine institutional structure
- ✓ *Step 2:* Develop mobility plan
- ✓ *Step 3:* Estimate target funding level
- ✓ *Step 4:* Estimate VMT growth
- ✓ *Step 5:* Establish the mobility fee rate
- ✓ *Step 6:* Apply mobility fee

Step 1: Determine Institutional Structure

- Local, countywide, or regional?
- MPO, RTA, RPC, other agency?
- Other participants



Step 2: Develop Mobility Plan

- Plan reflects vision
- Land use and transportation plans are closely related
- Automobile congestion is not the sole determinant of mobility
- Plan (local/regional) reflects community desire for mobility
- Quantify the cost
- Identify anticipated revenues



Step 3: Estimate Target Funding Level

**TFL = Mobility Plan Cost –
Anticipated Revenue**

Example:

Mobility Plan Cost = \$400 Million

Anticipated Revenue = \$250 Million

TFL = \$400 - \$250 = \$150 million

The Unfunded Cost of Growth



Step 4: Estimate VMT Growth

$$\text{VMT}_{\text{Growth}} = \text{VMT}_{\text{Horizon year}} - \text{VMT}_{\text{Base year}}$$

<u>Model Year</u>	<u>VMT</u>
2000	7,700,368
2009(Base)	10,077,213
2015	10,729,086
2025(Horizon)	11,577,621

VMT Growth = 1.5 Million Vehicle Miles

Step 5: Establish The Mobility Fee Rate

Target Funding Level = **\$150 million**

Vehicle Miles Travel Growth = **1.5 million VMT**

Solve the Equation

\$150 Million ÷ 1.5 Million =

\$ 100 per Vehicle Mile Traveled

For New Developments

Step 6: Apply Mobility Fee

One Option

“Model Method”

- Generate # of trips for development
- Use urban model to generate added VMT impact from the development
- Apply Mobility Fee Rate

$$\text{Fee} = \text{Project VMT} \times \text{Rate}$$

Another Option

“Zone Method”

- Develop average trip length by zone
- Generate # of trips for development to each zone
- Trip length x Number of trips = VMT
- Apply Mobility Fee Rate

$$\text{Fee} = \text{Project VMT} \times \text{Rate}$$

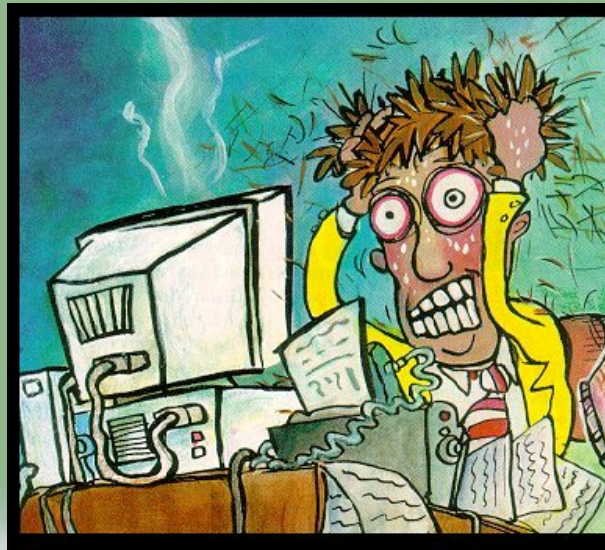
Is Modeling VMT A Viable Way to Accomplish this?

- Different models; Statewide, District, TPO, Local, Developer
- Local models have different standards
- Pro growth vs. no growth municipalities
- Unfair playing field



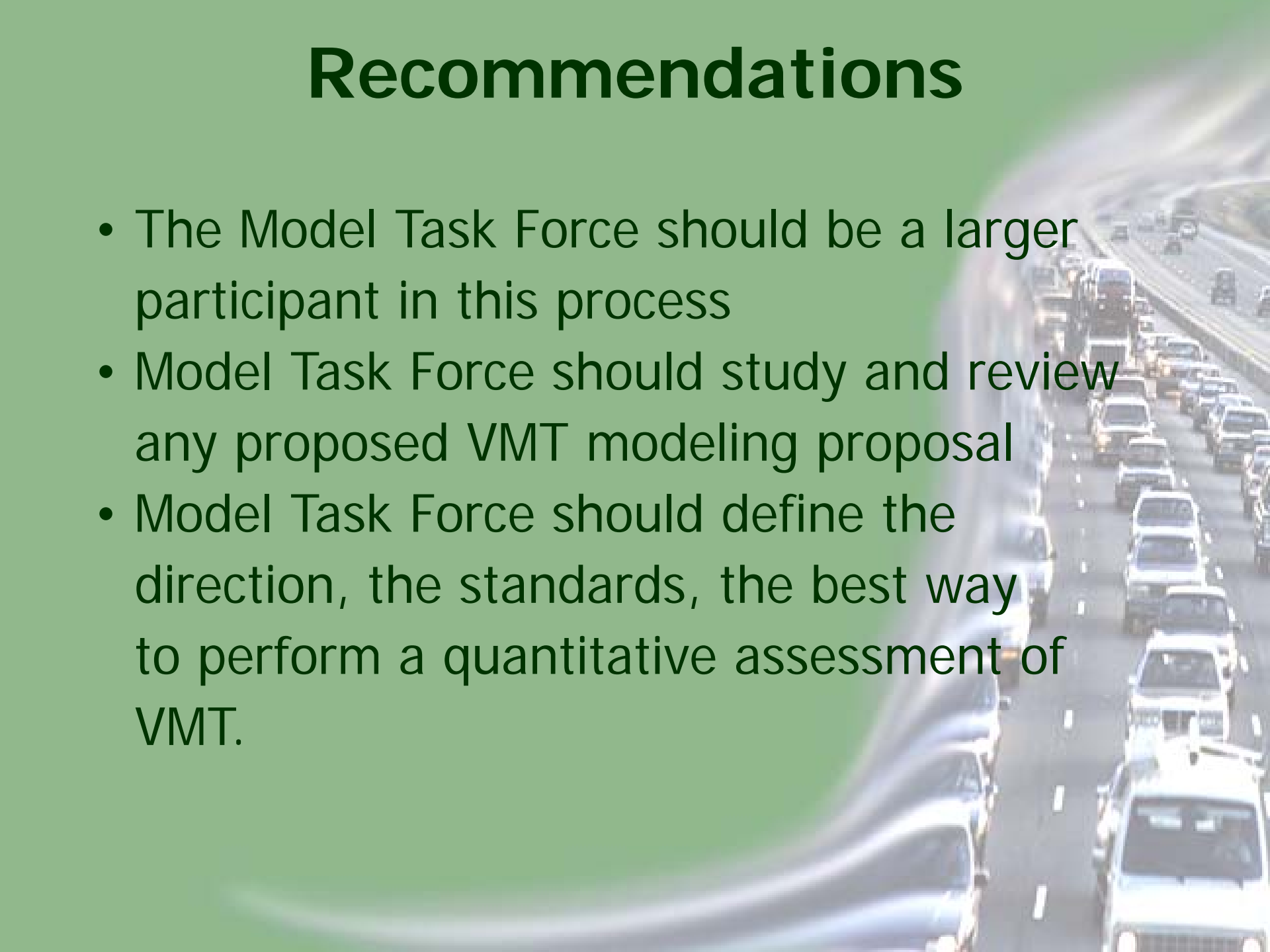
Downstream Results

- Flows into work programs, CIEs, LRTPs
- Competition for funds
- Opposing interests
- Doom, despair, agony, deep dark depression, excessive misery



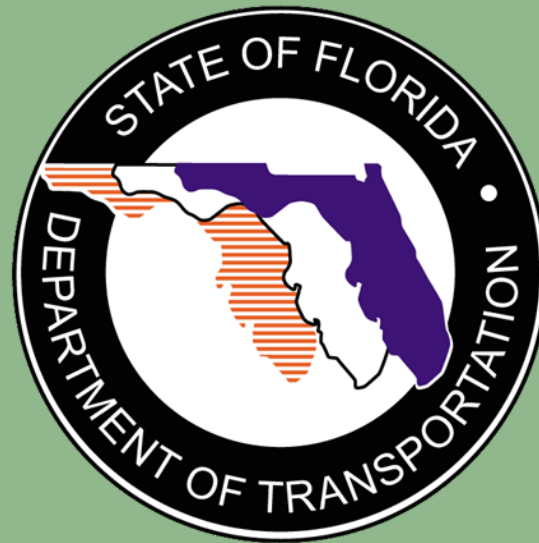
Recommendations

- The Model Task Force should be a larger participant in this process
- Model Task Force should study and review any proposed VMT modeling proposal
- Model Task Force should define the direction, the standards, the best way to perform a quantitative assessment of VMT.



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