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

Source: DCA website
**Step 1: Determine Institutional Structure**

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

Source: DCA website
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

Source: DCA website
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

Source: DCA website
### Step 4: Estimate VMT Growth

VMT Growth = VMT Horizon year - VMT Base year

<table>
<thead>
<tr>
<th>Model Year</th>
<th>VMT</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>7,700,368</td>
</tr>
<tr>
<td><strong>2009 (Base)</strong></td>
<td><strong>10,077,213</strong></td>
</tr>
<tr>
<td>2015</td>
<td>10,729,086</td>
</tr>
<tr>
<td><strong>2025 (Horizon)</strong></td>
<td><strong>11,577,621</strong></td>
</tr>
</tbody>
</table>

VMT Growth = 1.5 Million Vehicle Miles

Source: DCA website
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

Source: DCA website
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

Fee = Project VMT x 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

Fee = Project VMT x Rate

Source: DCA website
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, ClEs, 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.