

Presentation Florida Association of County Engineers and Road Superintendents June 28, 2006



- Ordinance Development
- Proportionate Fair-Share Ordinance
- Implementation Process
- Next Steps





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Developing the Ordinance

- Participatory Process
 - Concurrency Advisory Group
 - Technical Subcommittee
 - Interdepartmental Staff Workgroup
 - Office of the Comptroller



Board Discussions

- February 22, 2005
- June 28, 2005
- August 2, 2005
- September 20, 2005
- October 4, 2005
- November 1, 2005





Board Discussions

- December 20, 2005
- January 10, 2006
- February 7, 2006
- March 7, 2006
- March 28, 2006
- May 23, 2006









- Staffed by Senior Staff
- Worked with the Office of the Comptroller
- Sought Technical Assistance
- Provided for Public Input



- Area of Influence
 - Percentage of Trips
 - Size of the Project
 - Standard Distance 1 Mile Urban / 2 ¹/₂ Mile Rural



- Defining Project Trips
 - PM Peak Direction Trips
 - PM Peak Two-Way Trips



- Impact Fee Credit Calculation
 - Vehicle Miles of Travel
 - Historic Distribution of Fees
 - Actual Expenditures in CIP



- Segments
 - Portion of Segment in Impact Area
 - Entire Segment if Project Impacts Any Portion



- Cost
 - Year of Expenditure
 - Discount
 - Current Cost Estimates



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Concurrency Management System

- Starts with a Request for a Capacity Encumbrance Letter
- Requires a Traffic Study

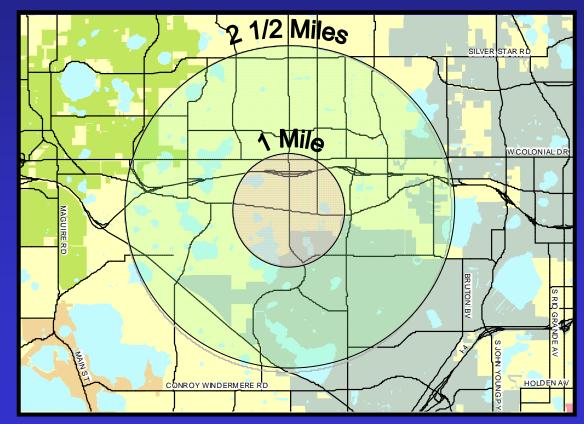


Traffic Study

- Section 30-562
 - ITE Trip Generation
 - Area of Influence
 - Trip Distribution / Assignment
 - Service Volume



Area of Influence





Proportionate Fair-Share Formula

Σ[[(Development Trips)/(SV Increase)] X Cost]

Development Trips = PM Peak Hour Peak
 Directional Trips Generated by the Project



Proportionate Fair-Share Formula

Σ[[(Development Trips)/(SV Increase)] X Cost]

SV Increase = Increase in Peak Hour Peak Directional Capacity that Results from Improvement

 Level of Service Standards
 FDOT Quality Level of Service Handbook Generalized Tables and Approved Capacity Computation Tools

LOS A-B

LOS C-D





Level of Service Standards

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS							
Level of Service						Interchange spacing ≥ 2 mi. apart							
Lanes	Divided Undivided	A 100	B 340	C 670	D 950	E 1,300	Lanes	Δ	B	el of Servi C	D D	Е	
2	Divided	1,050	1,720	2,500	3,230	3,670	2	1,270	2,110	2,940	3,580	3,980	
3	Divided	1,600	2,590	3,740	4,840	5,500	3	1,970	3,260	4,550	5,530	6,150	
STATE TWO-WAY ARTERIALS Class I(>0.00 to 1.99 signalized intersections per mile)					4	2,660	4,410	6,150 7,760	7,480 9,440	8,320 10,480			
lass	1(>0.00161.9	2000 to 1.99 signalized intersections Level of					6	4,050	6,710	9,360	9,440	12,650	
anes	Divided	A	в	C	D	E							
,	Undivided Divided	250	220 1,530	720 1,810	860 1,860	890	Interchange	spacing < 2 mi	i apart Lov	el of Servi	- 0		
	Divided	380	2,330	2,720	2,790	•••	Lanes	Α	в	C	D	Е	
	Divided	490	3,030	3,460	3,540	***	2	1,130	1,840	2,660	3,440	3,910	
lass	II (2.00 to 4.5)	0 sienalize	d intersect	ions per mi	(c)		3	1,780 2,340	2,890 3,940	4,180 5,700	5,410 7,380	6,150 8,380	
			Lev	el of Servi	ce		5	3,680	4,990	7,220	9,340	10,620	
anes	Divided	A	в	С	D	E	6	3,730	6,040	8,740	11,310	12,850	
	Undivided Divided		100 220	590 1,360	810 1.710	850 1,800	BICYCLE MODE						
	Divided	**	340	2,110	2,570	2,710							
1	Divided	**	440	2,790	3,330	3,500	(Note: Level of service for the bicycle mode in this table is based on roadway						
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an						geometrics at 40 ruph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)							
urbanized area over 750,000)						Paved Shoulder/ Level of Service							
				el of Servi	ce		Bievel	Lane					
Lanes	Divided Undivided	A	B	C 280	D 660	E 810	Cov	erage 19%	A **	B	C 170	D 720	E >720
2	Divided	**	**	650	1,510	1,720	50-	84%	**	130	210	>210	***
3	Divided	**		1,020	2,330	2,580	85-	00%	160	380	>380		•••
4	Divided	**	••	1,350	3,070	3,330			prove	TRIAN M	CODE		
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000) Level of Service						(Note: Level of service for the pedastrian mode in this table is based on readway geometries at 40 mph posted speed and ruffic conditions, not the mmber of pedastrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional readway lanes to determine maximum service volumes.)							
Lanes 1	Divided Undivided	A **	B	C 270	D 720	E 780				1	evel of Set	vice	
2	Divided	**	**	650	1,580	1,660		Coverage	A	в	C	P	E
3	Divided Divided	**		1,000	2,390	2,490 3,250	0	1996 8496	**	**	**	520	810 990
•	Divided			1,350	3,130	3,250		84% 100%			590	>590	990
		NON-STA	TE ROAL	WAYS									
Major City/County Roadways Level of Service Lanes Divided A B C D E						BUS MODE (Schednled Fixed Route) (Buses per hour) Level of Service							
1	Undivided			480	760	810	Sidewalk	Coverage	A	B	С	D	E
2	Divided Divided			1,120 1,740	1,620 2,450	1,720 2,580	0-5		>6	>5	≥4 >3	$\frac{\geq 3}{\geq 2}$	<u>≥</u> 2 ≥1
					_						~	~	24
Other Signalized Roadways (signalized intersection analysis) Lavel of Service						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS DIVIDED/UNDIVIDED (alter corresponding volumes by the indicated percent)							
Lanes	Divided Undivided	A	В	C 250	D 530	E 660		Motian					
2	Undivided Divided			250 580	530	660	Lanes	Median Divided	Left Tun Ye		A	ijustment Fa +5%	CLOES
Sourc	r Florida I	Departme	t of Trans	nortation		0/22.02	i i	Undivided	N			-20%	
	Systems	Planning	Office				Multi	Undivided	Y			-5%	
605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450					Multi Undivided No -25%								
http://www11.myflorida.com/planning/systems/sm/los/default.htm *This lable does not constitute a stantard and should be used only for general planning applica						ONE WAY FACILITIES Increase corresponding volume 20%							
applic servio made volum Hints	rions. The table ar and are for the an atth carition. Furth is must be divided	id deriving con ternobile-truck emiete, comb by appropriat al, Bicycle LC ino table inext	mpitter modes anodes unless ining levels of e D and K fact its Model, Ped i value dofault	s should not be a specifically s service of data loss. The table instrian LOS M	used for con- tated. Level o lerent modes i 's input value lodel and Tra-	idiot of inter of service left into me over defaults and	ection design, wi et grade threshold nili roudway level i level of nervice o	ther models from wh ere more refined led is are probably not o of service is not noo theris appear on the rvice Manual, respe	inques exist. imporable acti minended. To following page	values shown on modes and, convert to an t. Calculations	ue noursy dire therefore, cros und average da are bused on p ack, bicycle, pe	ritonal volumes i s modal compari ily inaffic volume lanning applicati destrian and bus:	or levels of some should b es, these, one of the modes.

	NON-STA Major City	TE ROAI									
	Level of Service										
Lanes Divided	A	В	С	D	E						
 Undivided 			480	760	810						
2 Divided	0.0		1,120	1,620	1,720						
3 Divided			1,740	2,450	2,580						
Other Signalized Roadways (signalized intersection analysis) Level of Service											
Lanes Divided	A	В	С	D	E						
 Undivided 	00		250	530	660						
2 Divided	**	00	580	1,140	1,320						

Level of Service StandardsARTPLAN – HIGHPLAN

Computer Programs which Provide a More Accurate Maximum Service Volume by Allowing the Use of Local Data in the Analyses



Proportionate Fair-Share Formula

Σ [[(Development Trips)/(SV Increase)] X Cost]

Cost = Total Cost of Improving Road Segment
 Located Within the Area Tested for Concurrency

Cost Updates
Annual Cost Updates
Cost Escalation for Payment Based on Year of Expenditure Costs

Discount Formula

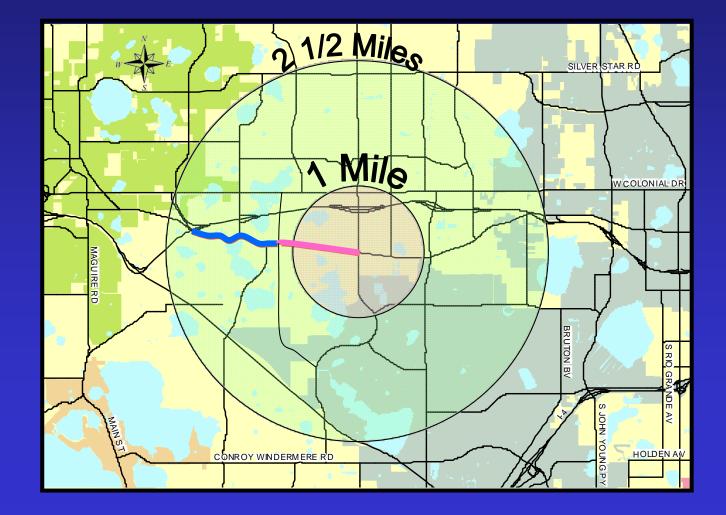
Cost Updates

- County Roadways Cost Estimates Adopted Capital Improvements Program
- State Roadways Cost Estimates Provided by the FDOT



Definition of Terms

- Formula Applied to Each Segment of the Road Improvement that is Wholly or Partially Located Within the Area Tested for Concurrency
- Road Segments Defined in the Concurrency Management System



Example – 100 Lot SFR Subdivision

- Total Project Trips: 100
- Trips Assigned to Roadway With No Capacity: 40
- SV at Adopted LOS: 810
 SV Increase: 1720-810= 910

Example – 100 Lot SFR Subdivision

- (Development Trips)/(SV Increase): 40/910 = .04
- Cost Estimate: \$8 M
- .04 X \$8,000,000 = \$320,000

Impact Fee Credit Calculation

 Formula Based on the Impact Fee Methodology

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

Impact Fee Credit Calculation

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

- Project VMT = New Project Trips on Segment Multiplied by the Length of the Segment $40 \ge 1 = 40$

Impact Fee Credit Calculation

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

Total VMT = Total Project Trip Ends, Multiplied by % New Trip Factor, Multiplied by the Average Trip Length for the Land Use, Divided by 2

 $100 \times 1.00 \times 5 / 2 = 250$

Impact Fee Credit Calculation

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

Impact Fees Assessed = Impact Fees Assessed for the Benefit Area in which the Proportionate Fair-Share Payment was Collected

3400 X 100 = \$340,000

Impact Fee Credit Calculation

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

40 / 250 = .16 .16 X \$340,000 = \$54,400 Impact Fee Credit = \$54,400

Total Calculation

- Proportionate Fair Share: \$320,000
- Impact Fees: \$340,000
- Impact Fee Credit: <\$54,400>
- TOTAL: \$605,600



Example – 50,000 Sq. Ft. Retail

- Total Project Trips: 194
- Trips Assigned to Roadway With No Capacity: 20
- SV at Adopted LOS: 810
 SV Increase: 1720-810= 910

Example – 50,000 Sq. Ft. Retail

- (Development Trips)/
(SV Increase):
20/910 = .02



- Cost Estimate: \$8 M
- $-.02 \times $8,000,000 = $160,000$

Impact Fee Credit Calculation

Σ[[(Project VMT)/(Total VMT)] X Impact Fees Assessed]

20 / 194 x .32 x 5 /2 = .13 .13 X \$614,050 = \$79,820 Impact Fee Credit = \$79,820

Total Calculation

- Proportionate Fair Share: \$160,000
- Impact Fees: \$614,000
- Impact Fee Credit: <\$79,820>
- TOTAL: \$694,180



Concurrency Management System

- Section 30 Article XII OC Code
- Applies to All Residential and Non-Residential Development
 - Residential Platting
 - Commercial Plan Review





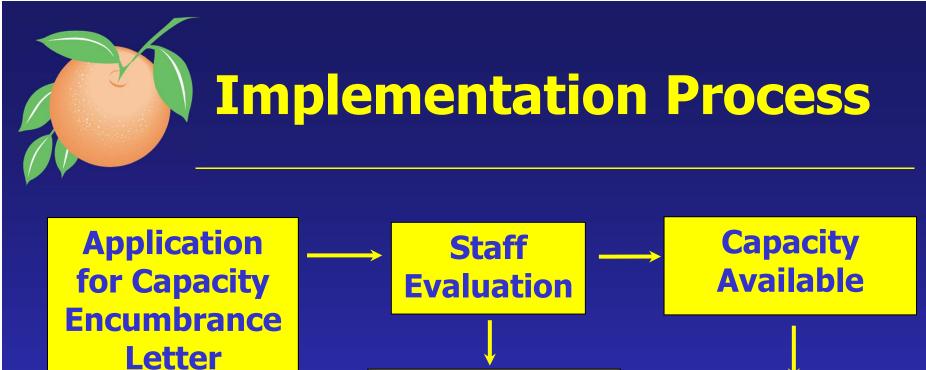
Small Project Process - 25 Trips

- Expedited Process
- Waiver of Impact Fee Credits
- Agreement Executed by Chairman of Concurrency Review Committee



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Capacity Not Available

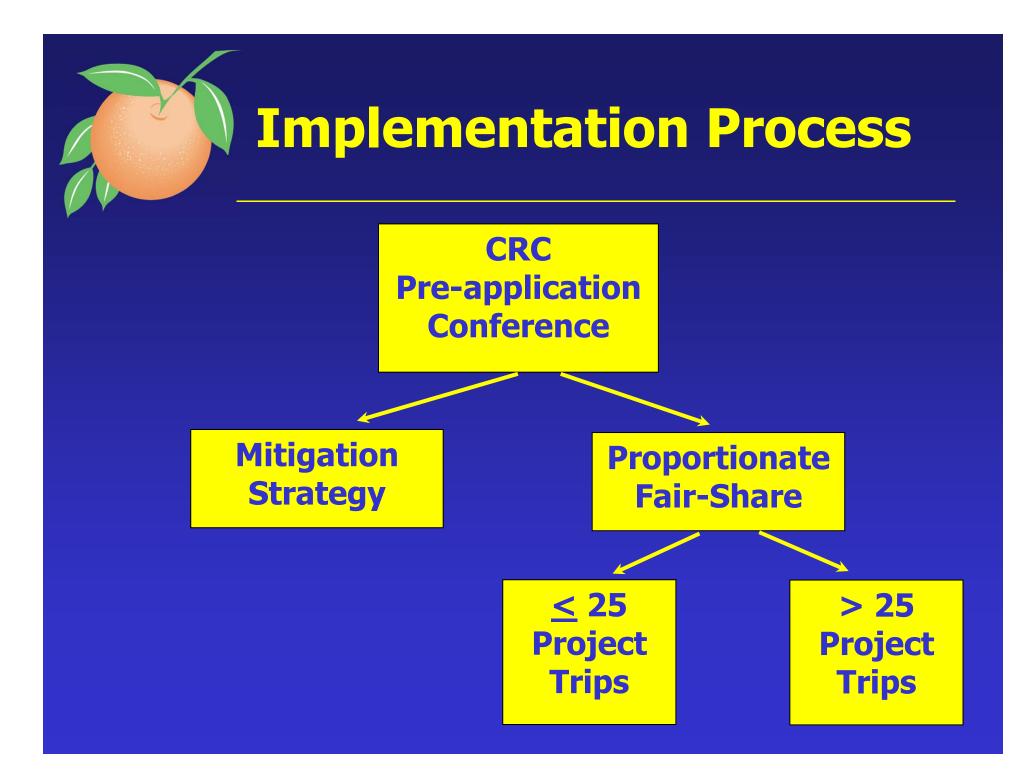
CRC Pre-application Conference

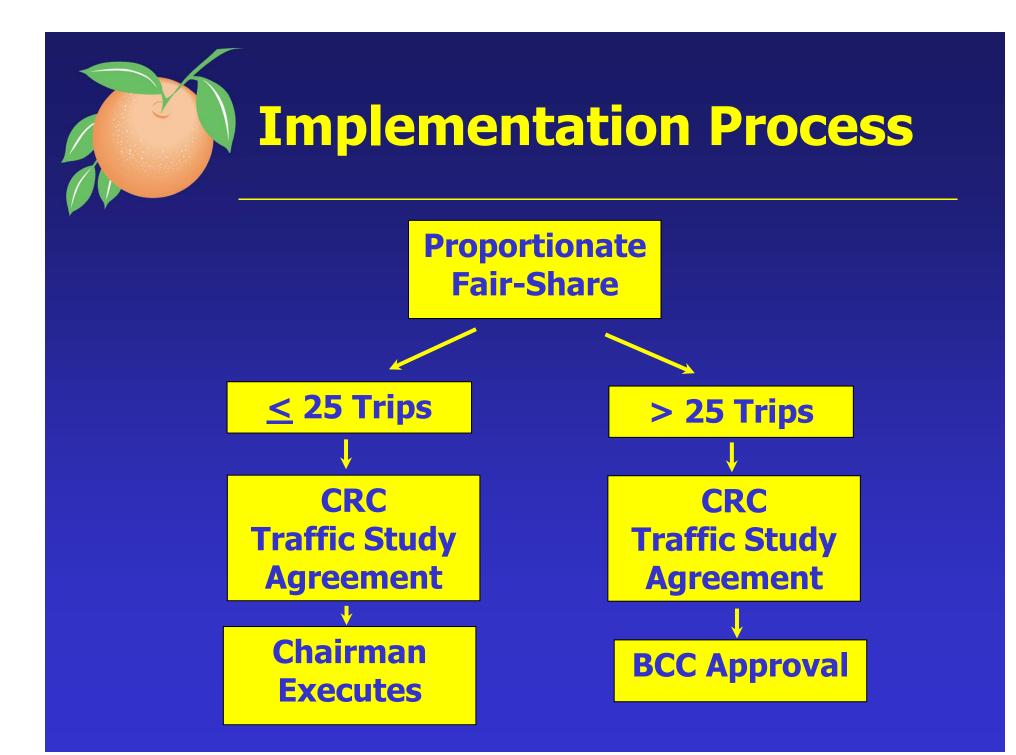
Building Permit

Encumbrance

Letter

Issued







Concurrency Review Committee

- Members
 - GM Fiscal & Administrative Services
 - Office of Management and Budget
 - Planning
 - Public Works Engineering
 - Traffic Engineering
 - Transportation Planning



Concurrency Review Committee

- Responsibilities
 - Pre-Application Conferences
 - Review Traffic Studies
 - Review Expedited Application
 - Review Reservation Extension
 - Approve "Special Analysis"



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- Comprehensive Plan Amendments
- Ordinance Review
- Implementation Process Review
- Ordinance Amendments



http://www.orangecountyfl.net/cms/DEPT /pw/transplan/ConcurrencyAdvisoryGroup /default.htm



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