

# SB 360 and Multi-Modal Impact Fees & Efficiently Managing a Street Lighting System





# **SB 360 and Multi-Modal Impact Fees**

## **November 17, 2010**

### **Amelia Island Plantation, Florida**





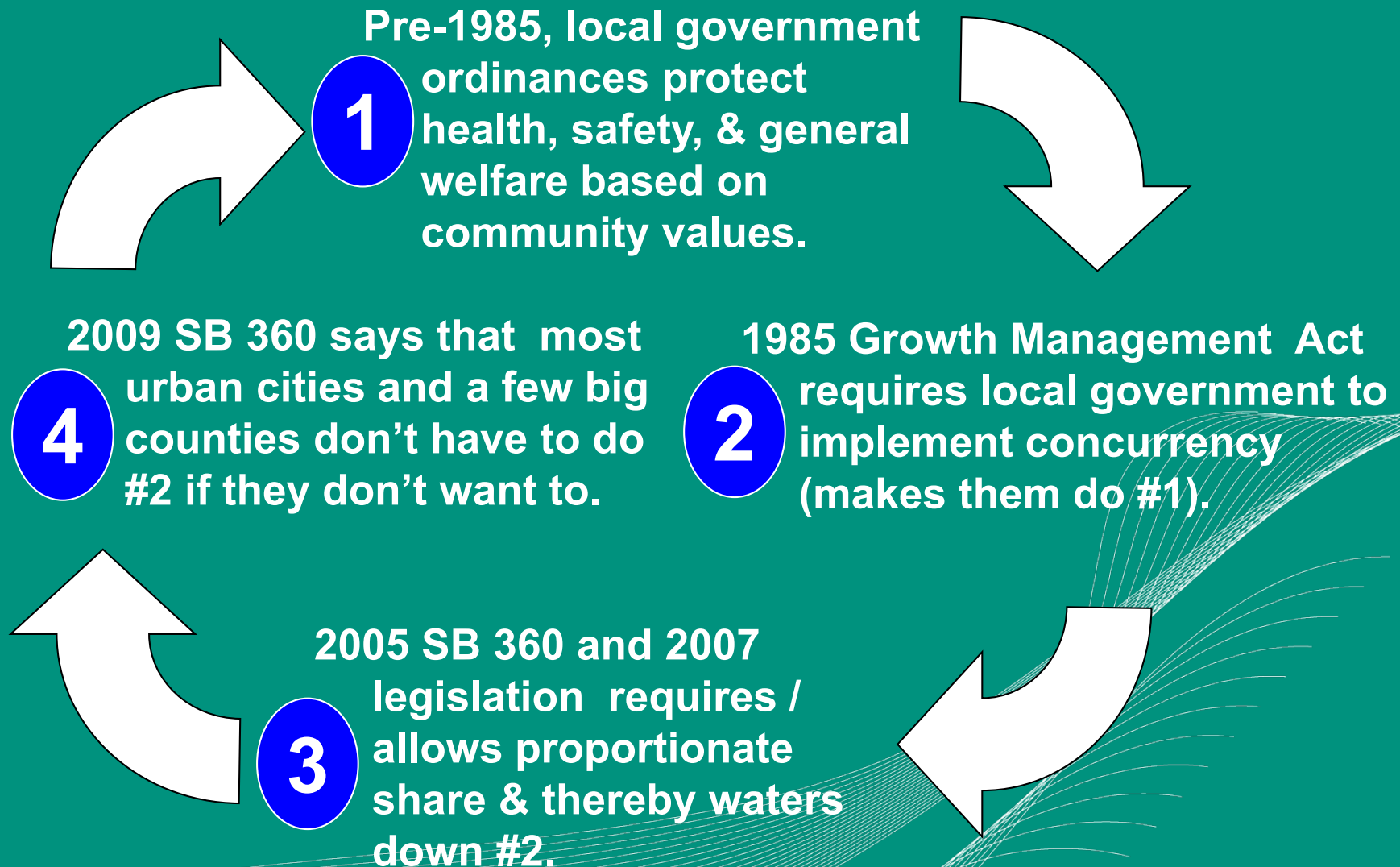
# Presentation Overview

- SB 360
- Setting the Stage
- Multi-Modal Impact Fees
- Summary





# SB 360







# SB 360

## With 2009 SB 360

- Maintain local Home Rule authority to regulate and assess fees
- No State concurrency requirement for DULA cities/counties



# SB 360

## Before 2009 SB 360

- Maintain local Home Rule authority to regulate and assess fees
- ~~No State concurrency requirement for DULA cities/counties~~



# SB 360

## TCEA Statutory Requirements **Before 2009 SB 360**

- Justify size and area
- Data & analysis, density, vacant land, infill development
- Develop policies to integrate land-use and transportation to ensure financial feasibility, including alternative modes
- Coordination with FDOT required for SIS impacts
- Infrastructure Plan/CIE must be financially feasible



# SB 360

## TCEA Statutory Requirements **With 2009 SB 360**

- ~~Justify TCEA size and area~~ Meet DULA Qualifications
- ~~Data & analysis, density, vacant land infill~~ Meet DULA Qualifications
- Develop policies to integrate land use and transportation **strategies and ensure financial feasibility to support and fund mobility within the exception area** , including alternative modes





# SB 360

## TCEA Statutory Requirements **With 2009 SB 360**

- Coordinate with FDOT **not** required for SIS impacts
- Infrastructure Plan/CIE must be financially feasible



# SB 360

## Conclusion

- Still need to **do sound planning**, with or without 2009 SB 360
- Without 2009 SB 360 can **still implement TCEA**, just a little more cumbersome
- With or without 2009 SB 360, can **convert existing Transportation Impact Fee to Mobility Fee** or implement new Mobility Fee



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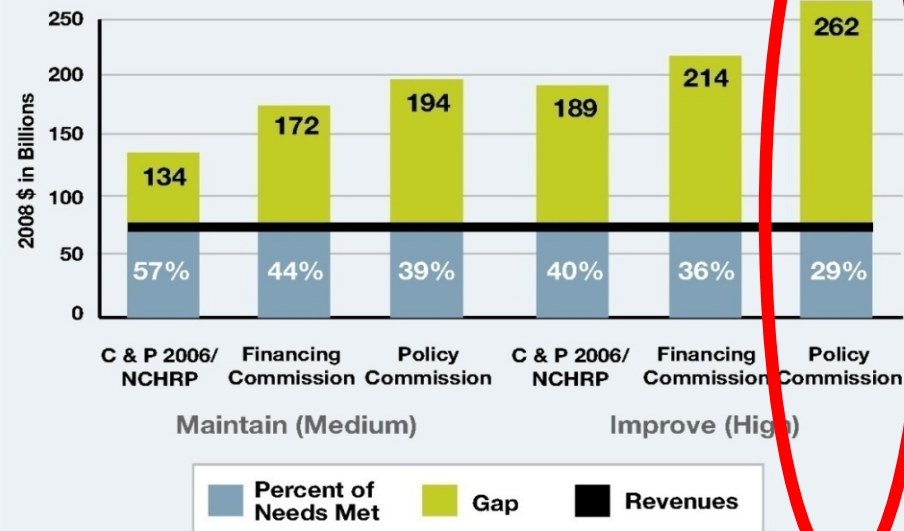


# Setting the Stage

Digging out of a hole....

- Needs vs. Investment Gap Widening
- Current Federal Fuel Tax Not Enough
  - No adjustment for inflation
  - Cumulative loss of 33% since last increase (1993)
  - Highway Trust Fund going broke

EXHIBIT ES-1: AVERAGE ANNUAL CAPITAL NEEDS AND GAP ESTIMATES, ALL LEVELS OF GOVERNMENT, 2008–35 (in 2008 dollars)





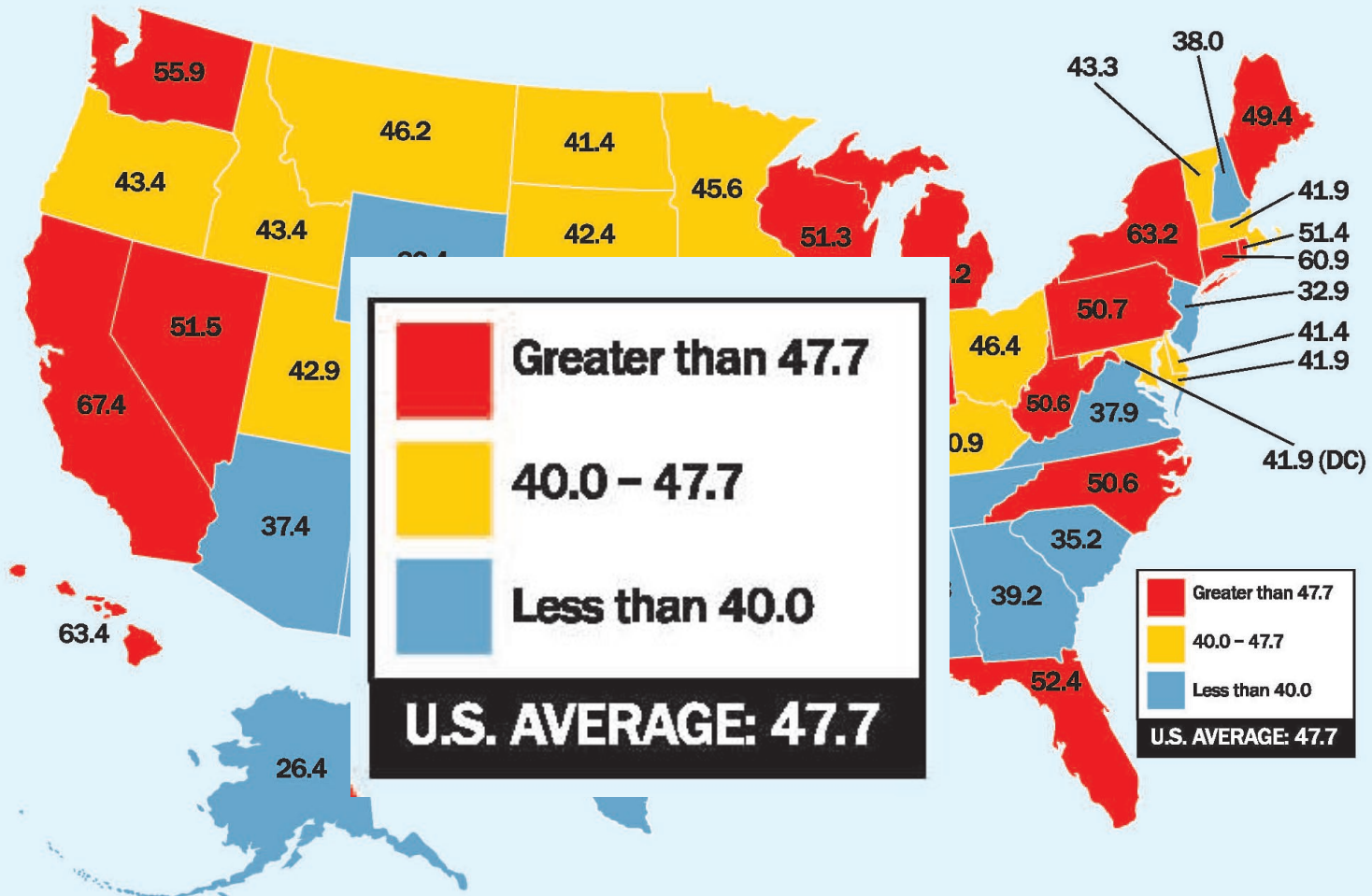
# Setting the Stage



AMERICAN PETROLEUM INSTITUTE

## GASOLINE TAXES

COMBINED LOCAL, STATE AND FEDERAL (CENTS PER GALLON)  
JULY 2010





# Setting the Stage

## How Does Europe Deal With These Issues?

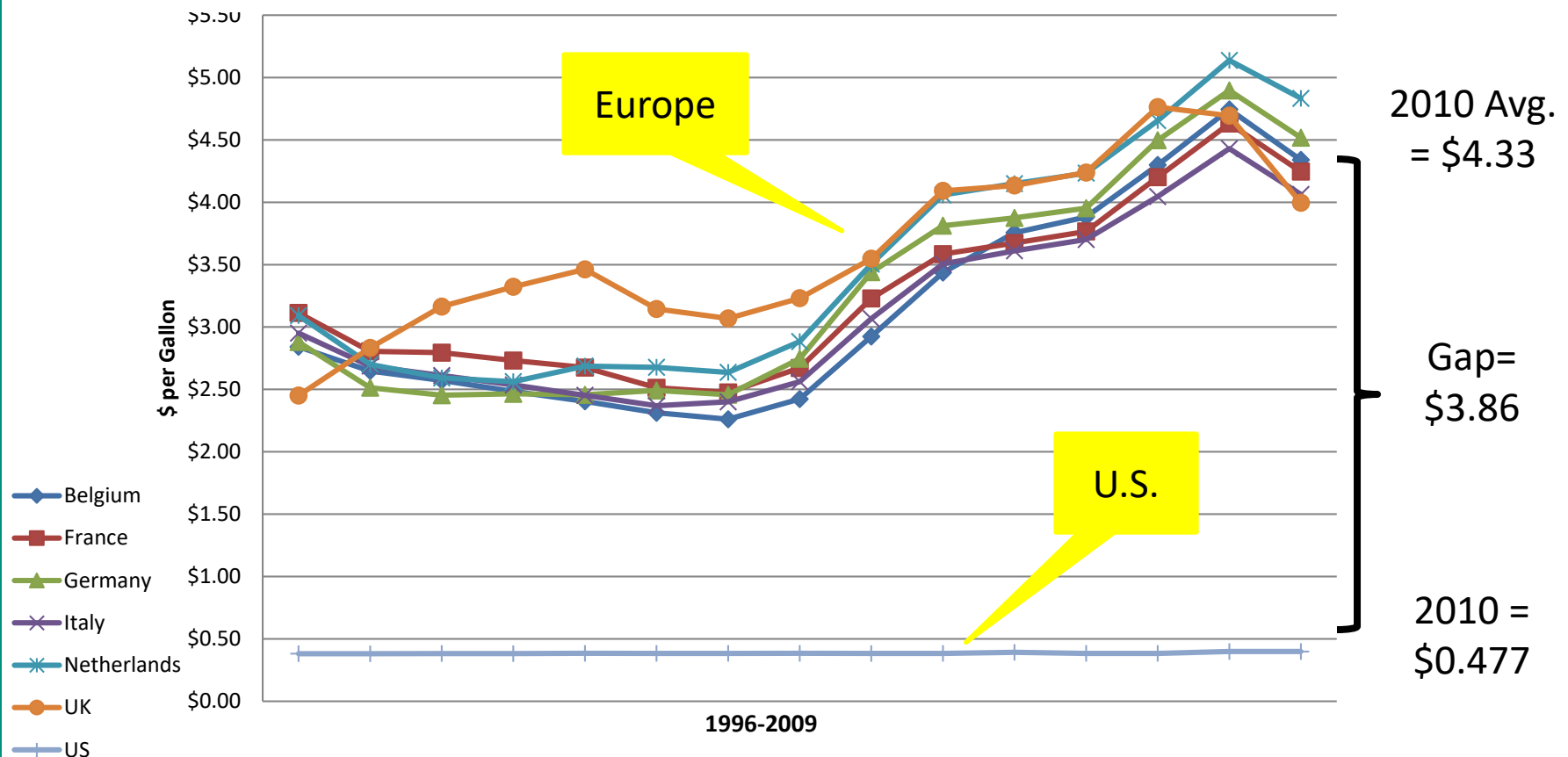
- Higher Fuel Taxes
- Emphasis on Transit/Dedicated Lanes
- User-Fees
  - Congestion pricing, managed lanes, and tolls





# Setting the Stage

## Total Fuel Tax Per Gallon of Gas (Europe vs. U.S.) 1996 - 2009





# Setting the Stage

- No single funding solution
- Need a balanced revenue plan
- Funding burden shifted to local governments

**Must balance  
“who pays”  
in a fair and  
equitable  
manner”**





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# Multi-Modal Impact Fees

- Right Development, Right Place, Right Time
- Pay and Go and Protected Areas
- Growth Rates and Impact /Mobility Fee Credits
- The Mobility Fee Concept
- Buy Down of TIF and Mobility Fees







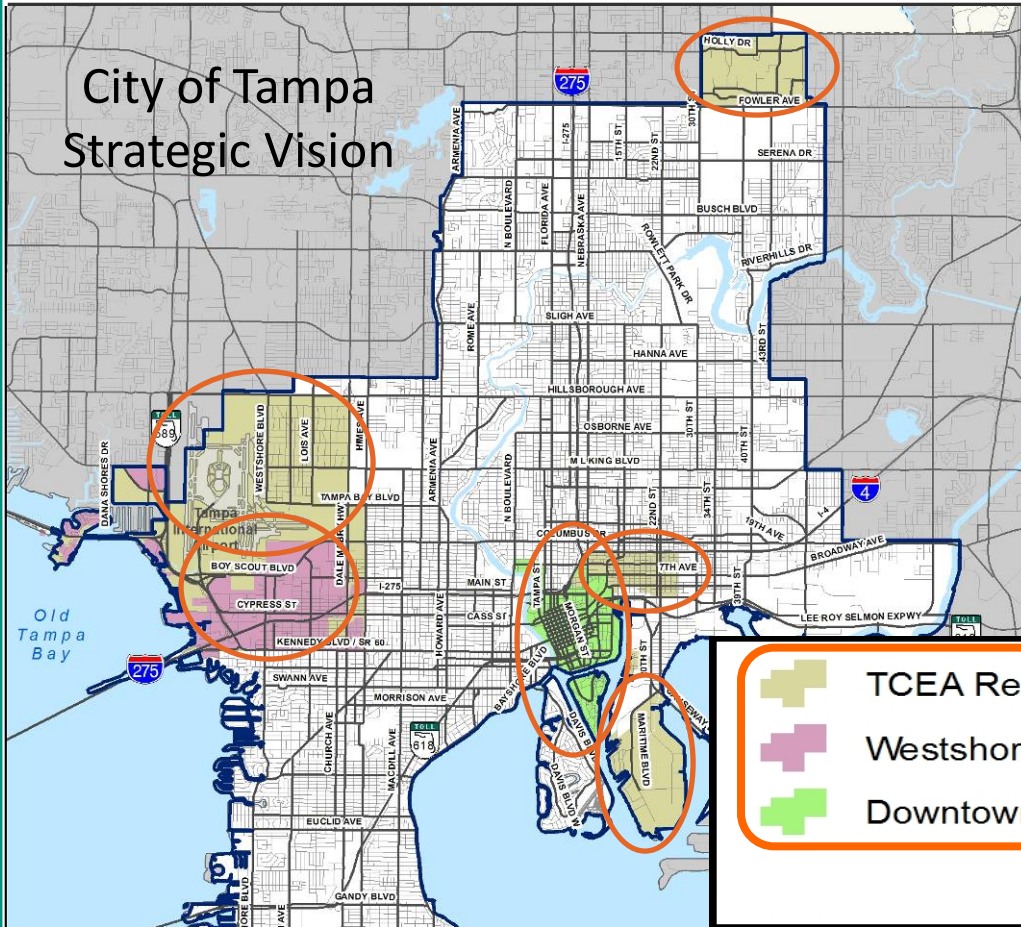
# Pay and Go and Protected Areas

Plan Implementation,  
Comp. Plan  
Amendments, Code  
Changes and Fee  
Ordinance

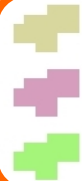
## Pay and Go

## Flexibility

City of Tampa  
Strategic Vision



- Targeted Growth Districts
  - Pay-and-Go
  - Expedited Review Requirements



TCEA Redevelopment Districts

Westshore DRIs

Downtown CRAs

Pay and  
Go



# Pay and Go and Protected Areas

Plan Implementation,  
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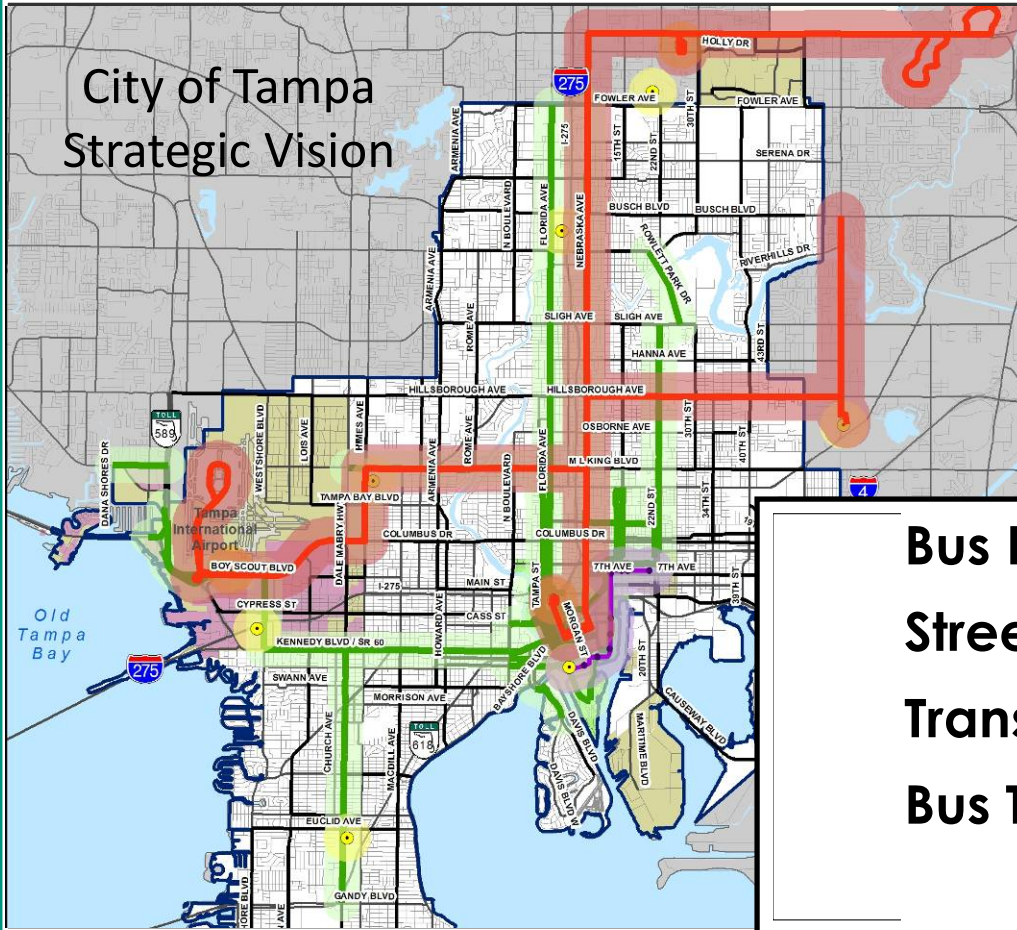
## Pay and Go

## Flexibility

City of Tampa  
Strategic Vision

- Major Transit Corridors
  - Pay-and-Go
  - Expedited Review Requirements

Bus Rapid Transit Corridors  
Streetcar Service Area  
Transit Centers  
Bus Transfer Centers



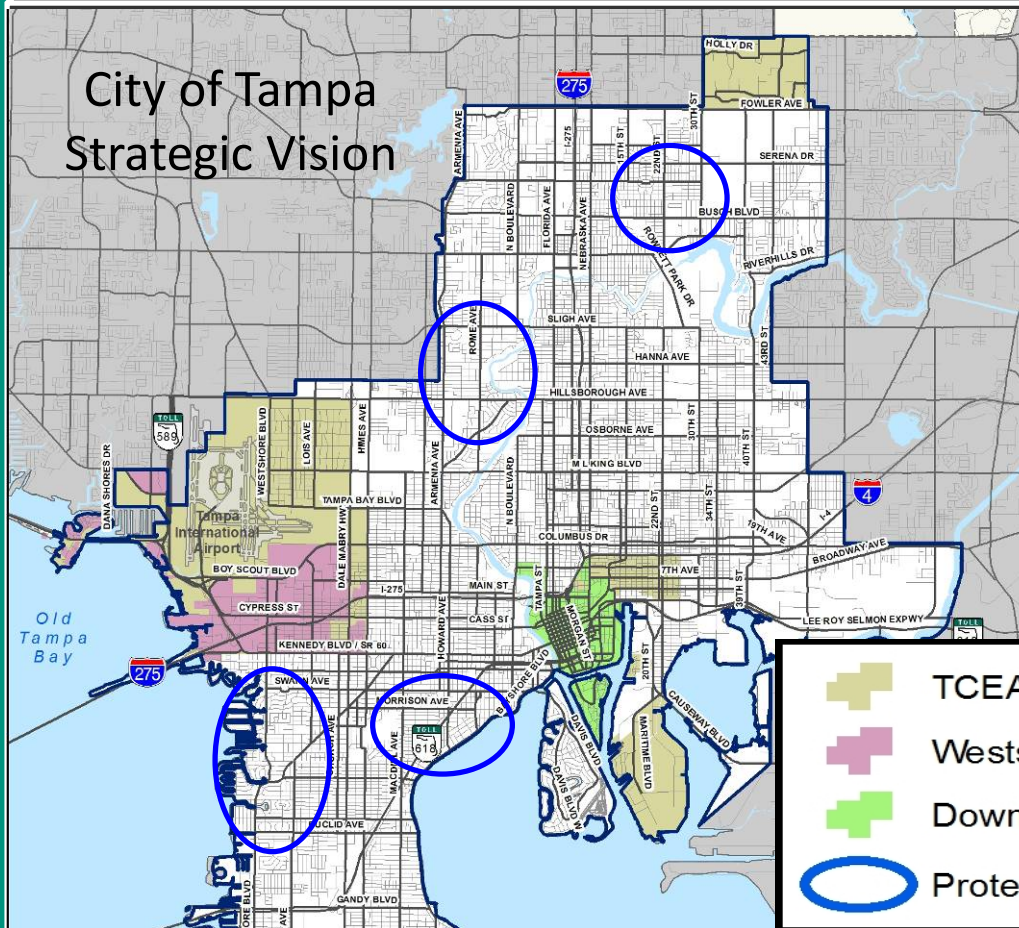




# Pay and Go and Protected Areas

Plan Implementation,  
Comp. Plan  
Amendments, Code  
Changes and Fee  
Ordinance

## Protected Neighborhoods



- Protected Areas
  - Stringent Review Requirements
  - Must Meet Concurrency



# Multi-Modal Impact Fees

- Right Development, Right Place, Right Time
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- Growth Rates and Impact/Mobility Fee Credits
- The Mobility Fee Concept
- Buy Down of TIF and Mobility Fees



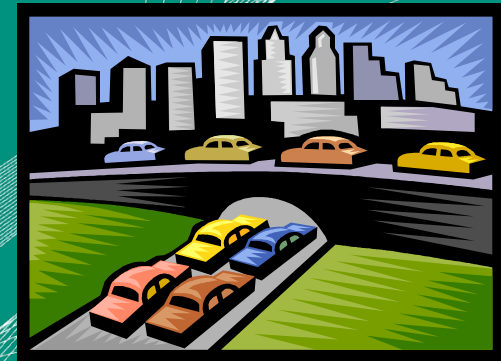


# Growth Rates and Impact Fee/ Mobility Credits

$$\text{Impact Fee} = (\text{Cost of New Growth}) - (\text{New Growth Revenue})$$

$$\text{Impact Fee} = (\text{Demand in VMT} \times \text{Unit Cost}) - (\text{Credit})$$

$$\text{Credit} = (\text{New Growth Revenue})$$





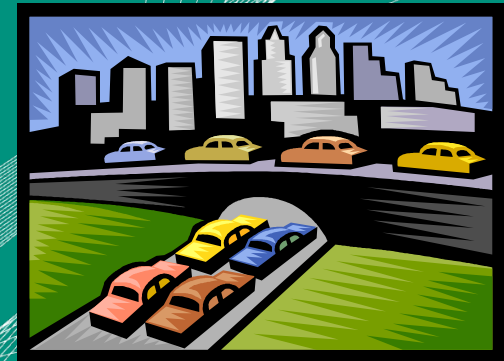


# Growth Rates and Impact Fee/ Mobility Credits

$$\text{Impact Fee} = (\text{Cost of New Growth}) - (\text{New Growth Revenue})$$

$$\text{Impact Fee} = (\text{Demand in VMT} \times \text{Unit Cost}) - (\text{Credit})$$

$$\text{Credit} = ((\text{New Growth Revenue}) + (\text{Existing Development Revenue Credit} \times \text{Policy Adjustment Factor}))$$





# Buy-Down Example: 1% Growth

100 Existing Homes

Generates \$10,000 per year (\$100/home)

1% Growth = 1 new home

County can buy down 100% of fee for the 1 new home  
= \$10,000 Mobility Fee





# Buy-Down Example: 2% Growth

2% Growth = 2 new homes

County can buy down 50% of fee for each new home





# Buy-Down Example: 3% Growth

3% Growth = 3 new homes

County can buy down 33% of fee for each new home





# Multi-Modal Impact Fees

- Right Development, Right Place, Right Time
- Pay and Go and Protected Areas
- Growth Rates and Impact Fee Credits
- **The Mobility Fee Concept**
- Buy Down of TIF and Mobility Fees



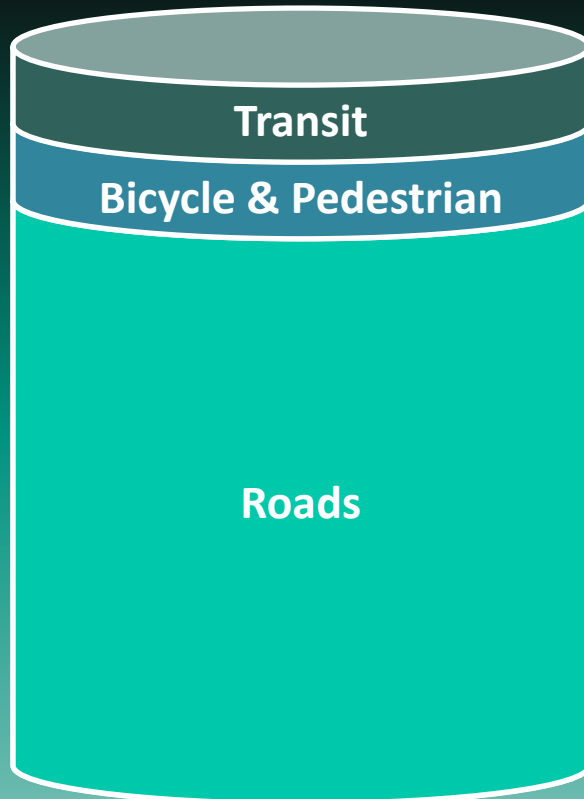




# Transitioning from Road to Mobility Fees

## Flexibility

Mix of Capital Assets  
(roadways, bicycle,  
pedestrian, and transit) and  
Differential Fees and Benefit  
Districts



- Combine each mode
  - Roads
  - Bicycle & Pedestrian
  - Transit



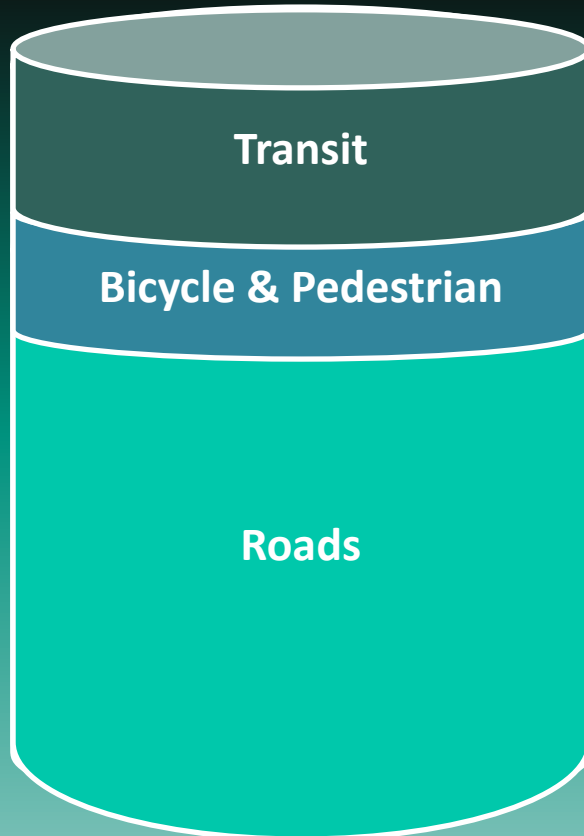
Transportation Assets Today



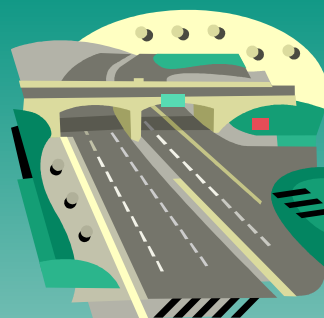
# Transitioning from Road to Mobility Fees

## Flexibility

Mix of Capital Assets  
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Districts



- Combine modes
- Blend assets
- Person miles of travel
- Allocate revenues based on  
“Strategic Vision”



Future Transportation Investment



# Transitioning from Road to Mobility Fees

Mix of Capital Assets  
(roadways, bicycle, pedestrian, and transit)  
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Benefit Districts

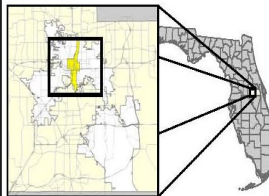
## City of Orlando Multi-Modal Transportation Impact Fee Study

- Mix of Assets
- Expanded Downtown Mobility District
- Differential Fees

### City of Orlando Multi-Modal Transportation Impact Fee Draft Central Business District

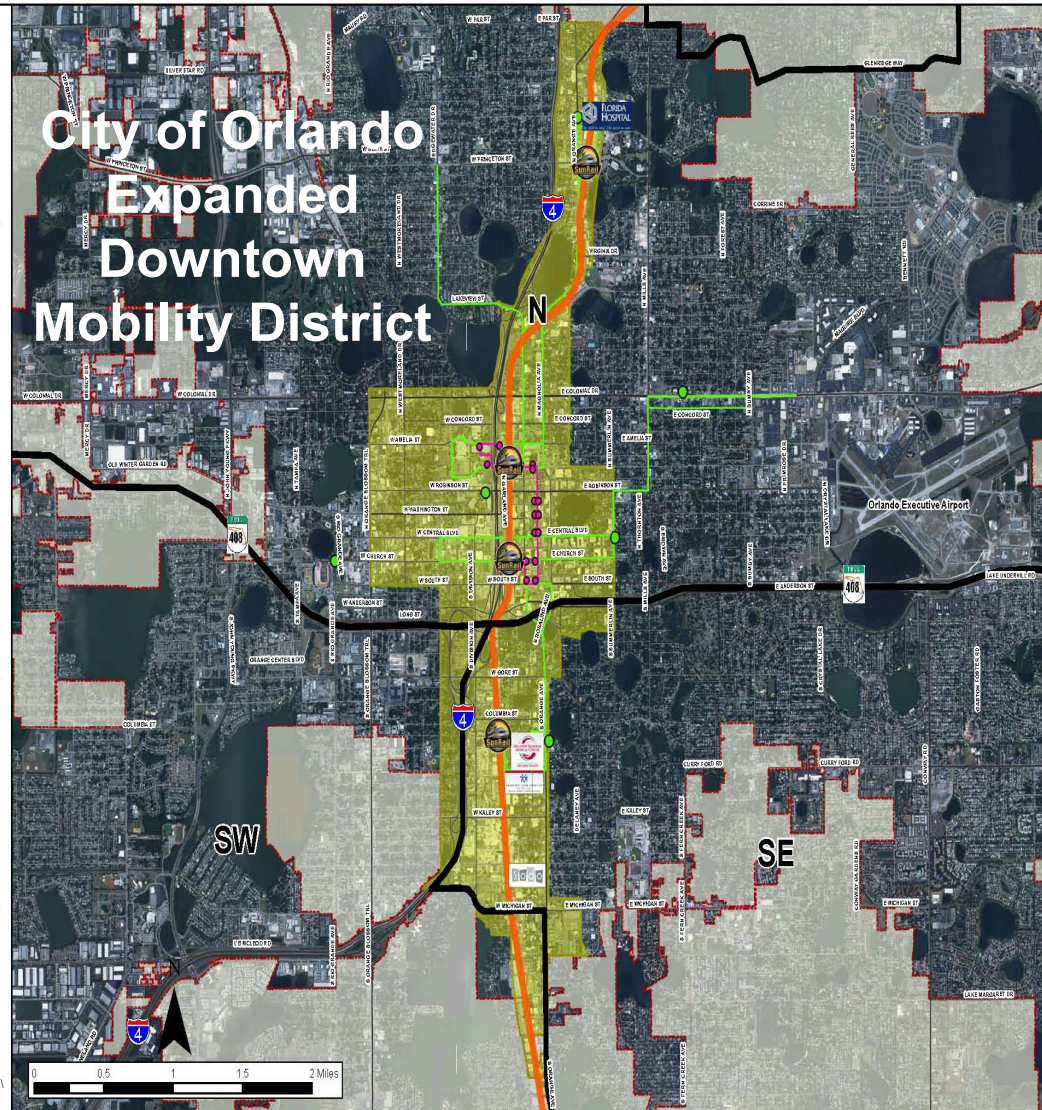
#### Legend

- Draft Central Business District Boundary
- Benefit Area Boundary
- Potential SunRail Corridor (Phase 1)
- Potential SunRail Stations (Phase 1)
- Existing Lymmo Stop Locations
- Potential Future Lymmo Stop Locations
- Existing Lymmo Route
- Potential Lymmo/Circulator Routes
- City of Orlando



Date: April 2010  
Prepared By: Tindale-Oliver & Associates, Inc.  
File: I:\625001-00.09 City of Orlando Multi-Modal TIF Study\Maps\MXDs\Draft\_CBD\_Boundary\_Aerial.mxd

## City of Orlando Expanded Downtown Mobility District







# Transitioning from Road to Mobility Fees

Mix of Capital Assets  
(roadways, bicycle,  
pedestrian, and transit)  
and Differential Fees and  
Benefit Districts

## How to Create the Rural/Urban Differential?

1. Exemptions/Credits/“Buy-Downs”
  - Countywide
  - Geographic sub-area
  - Most favored land uses (Traditional Neighborhood Development, Mixed Use, Transit Oriented Development)
2. Different Level of Service Standards
3. Different Credits, Demand and Cost



# Multi-Modal Impact Fees

- Right Development, Right Place, Right Time
- Pay and Go and Protected Areas
- Growth Rates and Impact Fee Credits
- Funding Infrastructure
- Buy Down of TIF and Mobility Fees







# Buy Down of Mobility Fees

## Buy-down Incentives:

- Helps Direct Development and Fund Plan
- “Right Place - Right Time” Concept
- Buy-down Must be Affordable
- Buy-down Subsidized by Other Revenue Sources



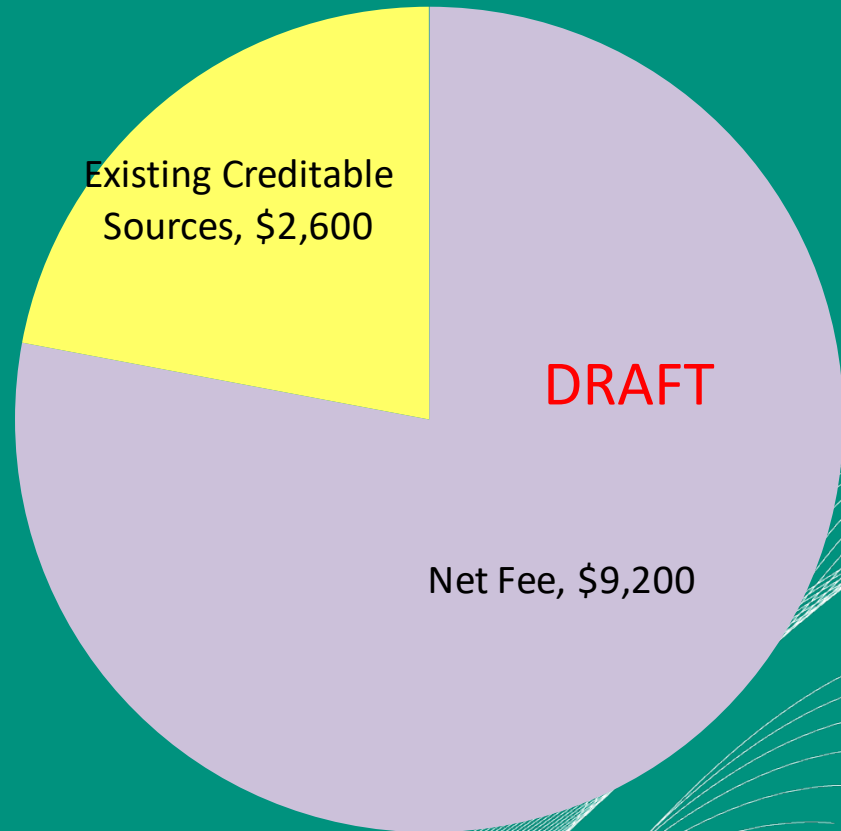


# Example Buy-Down Concept

**Total Fee = \$11,800**

**Existing Creditable  
Sources = \$2,600**

**Net Fee = \$9,200**



**South/West Market Area – Mixed-Use/TOD Land Use**



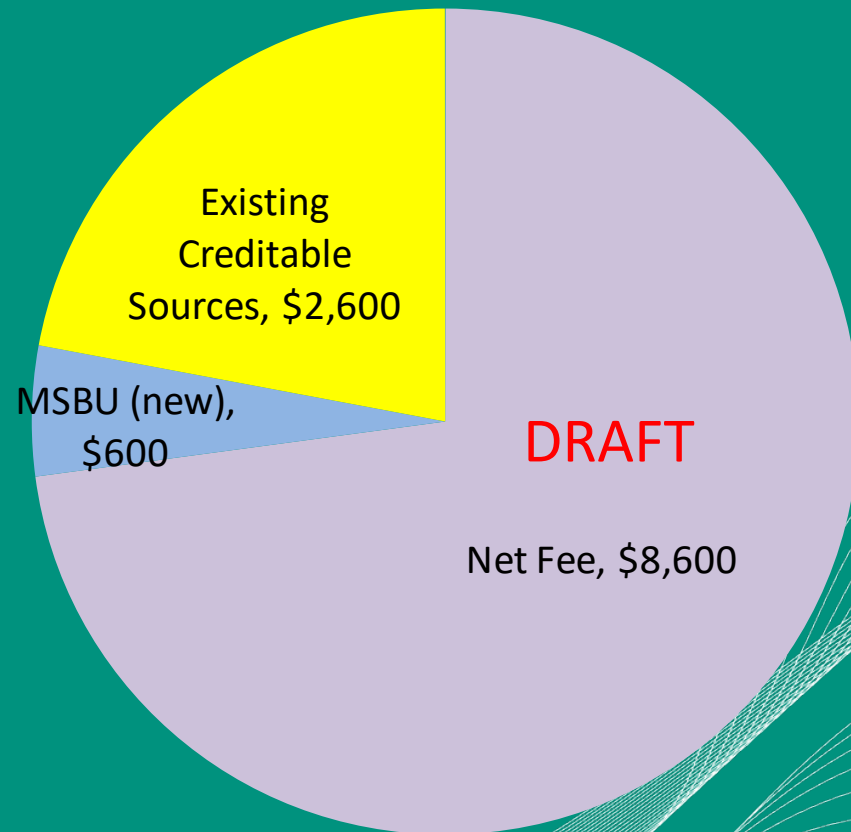
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**Total Fee = \$11,800**

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**MSBU (new) = \$600**

**Net Fee = \$8,600**



**South/West Market Area – Mixed-Use/TOD Land Use**



# Example Buy-Down Concept

Total Fee = \$11,800

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**Buy Down (100%) = \$8,600**

Net Fee = \$0



South/West Market Area – Mixed-Use/TOD Land Use



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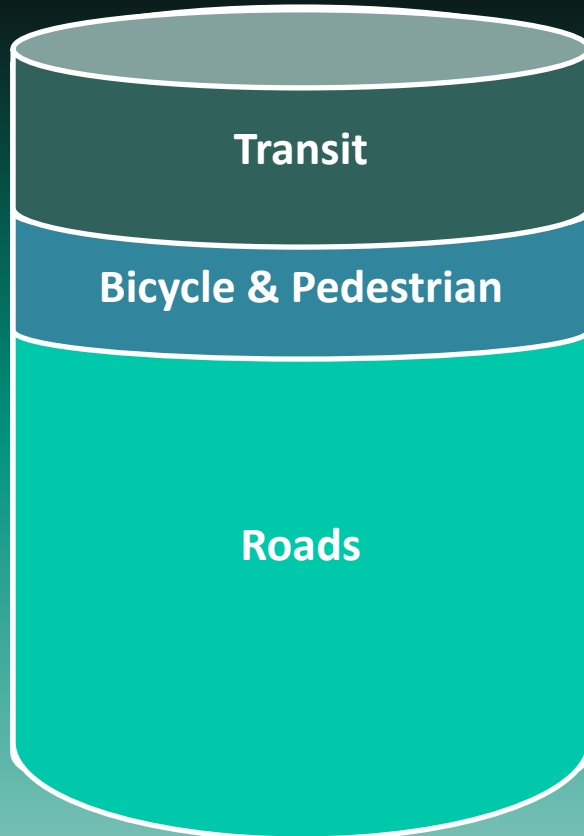




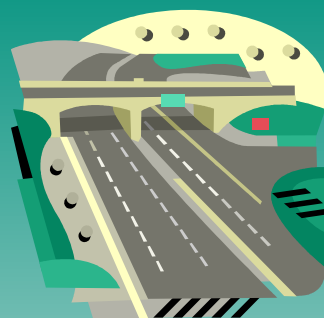
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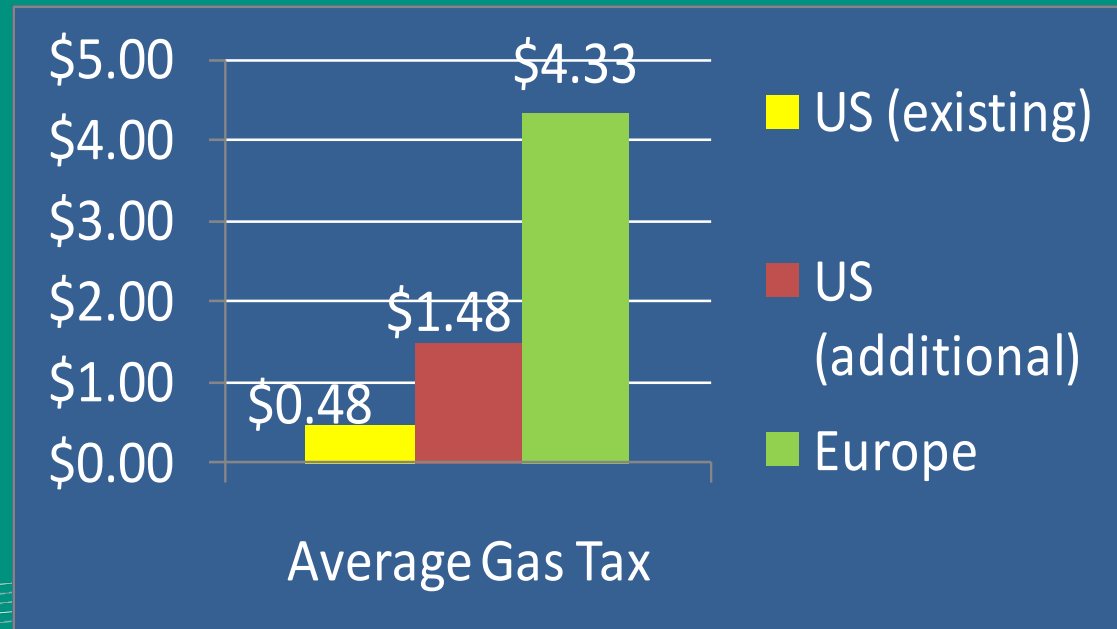


South/West Market Area – Mixed-Use/TOD Land Use



# How Do We Get There?

- Do it Like Europe?
- If Florida adopted an additional \$1 of gas tax, it has the potential to generate ~ \$10B per year for transportation\*



\* Assumed annual revenue per penny generated is \$1.6M





# **SB 360 and Multi-Modal Impact Fees**

**November 17, 2010**

**Amelia Island Plantation, Florida**

## **Questions or Comments?**

A series of thin, white, curved lines that sweep across the bottom right portion of the slide, creating a sense of motion or a stylized landscape feature.