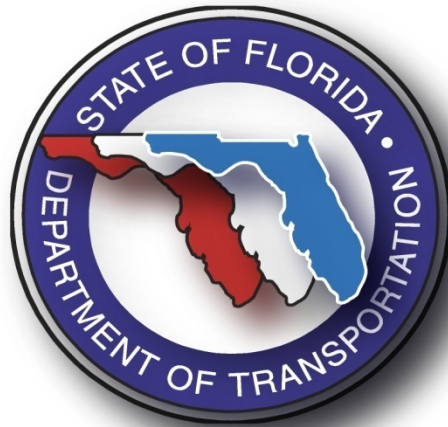


Vehicle Miles Traveled as a Transportation Concurrency Alternative



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Traditional Roadway Impact Fee

- ◆ Determine "New" Trips Added
 - ✓ Adjusted for pass-by and internal capture etc.
- ◆ Determine Impact Area
 - ✓ By roadway segment
 - ✓ % of maximum service volume used at adopted level of service standard
- ◆ Calculate Cost-Per-Trip



Solving the Problem

- ◆ No penalty for development occurring far from its complimentary uses
 - ✓ Requires motor vehicle trips
 - ✓ Distances too great for easy bicycling and walking
 - ✓ Automobile capacity available at time of development
 - ✓ Typical suburban model and form
 - Typically this form does not support transit use

- ◆ Because motor vehicle capacity is available, developer does not pay for its use of the capacity
 - ✓ Development that occurs later, when the same roadway operates below its LOS standard is responsible for its share of capacity used



Land Use VMT Based Impact System

◆ Concept

- ✓ Create an alternative method for development to pay for traffic impacts
- ✓ Proportionately higher amount is assessed for longer trips than shorter trips

◆ Differs from Traditional Approaches

- ✓ Based on complementary land uses instead of averages
- ✓ Includes consideration of trips beyond those included in the "impact area"



Advantages of Land Use Based Approach

- ◆ Rewards compact development, discourages sprawl
- ◆ Incentive for land use decisions that place complementary land uses in close proximity to each other
 - ✓ Enabling walking, transit, bicycling
 - ✓ Would be land-use driven and provide market based incentives for good planning.
- ◆ More accurately reflects costs to supply transportation facilities to development
- ◆ Environmental benefits of reduced travel (greenhouse emissions)



link to other policy objectives (e.g. affordable housing, economic development etc.)

Challenges of Land Use Based Approach

- ◆ Could require development of new technical tools
- ◆ More intensive land use/transportation planning
- ◆ Requires functioning local concurrency management systems
- ◆ Others?



Considerations

- ◆ Use land use approach as an alternative to the current prop fair share formula?
- ◆ Apply to all new development or just where deficiencies exist?
- ◆ Apply on a regional basis?
- ◆ Incentive for multi-jurisdictional planning and cooperation
- ◆ Others?



Considerations (2)

- ✓ Projects utilizing this process should include a monitoring/data collection and evaluation component
- ✓ Use VMT based approach to determine costs only?
- ✓ Use VMT based approach to replace other mechanisms to fund transportation needs?
- ✓ Is there a larger picture here? Can this augment/replace current maximum service volume based concurrency?



Examples:

Areas that have developed formulas for establishing VMT based charges/fees/excise taxes/credits etc.

- ✓ Indian River Co. Prop-Fair Share Ordinance
- ✓ Clay Co. Florida Road Impact Fees
- ✓ Kane County and DuPage County Illinois Road Impact Fees
- ✓ Orange County Florida
- ✓ Ada County, Idaho Traffic Impact Fee Methodology
- ✓ Regional Road Impact Fee – Cities of Reno, Sparks and Washoe Co. Nevada
- ✓ City of Tucson, AZ impact fee ordinance
- ✓ Frederick MD Transportation Impact Fee Study Draft
- ✓ Broward County's Transit Oriented Concurrency Management System



Importance of Area Specific Data

- ◆ Most current VMT based impact fees use average distances derived from national average trip lengths by type
- ◆ Because average distances are fixed, there is less incentive for development which eliminates or curbs motor vehicle trips entirely
- ◆ Use of average trip lengths creates development form which mimics these averages
- ◆ Can be GIS based to simplify distance calculations

