



MIAMI-DADE COUNTY MOBILITY FEE STUDY

Workshop 1 – Concepts

May 11, 2020



RENAISSANCE
PLANNING

AGENDA

1

MOBILITY FEE
STUDY
OVERVIEW
[10 MINUTES]

2

SUPPLEMENT
FUNDING FOR
ALL TRAVEL
MODES

3

REFLECT
PLANS AND
POLICIES

4

CREDITS BY
TRAVEL MODE
AND CONTEXT

5

GEOGRAPHIC
FLEXIBILITY

6

WRAP-UP /
NEXT STEPS
[10 MINUTES]

INTERACTIVE POLL:
WHO ARE YOU?
[10 MINUTES]

MOBILITY FEE CONCEPTS [60 MINUTES]

OVERVIEW

- Miami-Dade road impact fee enacted in 1988
 - Focus on suburban development patterns and roadways
 - Minor changes, but calculation method remains the same
- County development patterns and plans have changed
 - Comprehensive Development Master Plan (CDMP) focusing on higher intensity, centers based, infill development
 - Strategic Miami Area Rapid Transit (SMART) Plan focusing on multimodal transportation

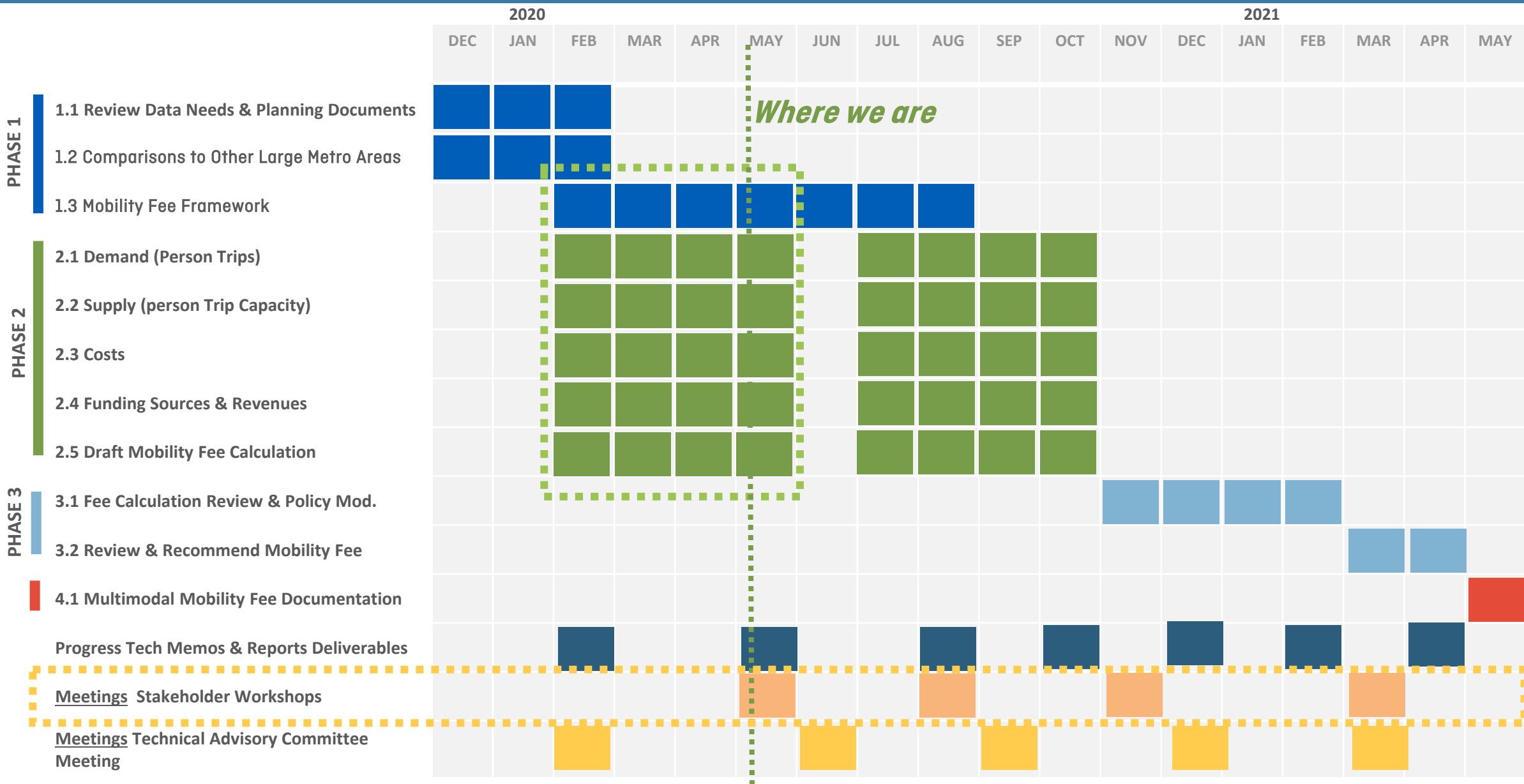
MOBILITY FEE STUDY OBJECTIVES

- Supplement funding across all travel modes
 - Roads
 - Transit
 - Bike
 - Pedestrian
- Reflect and reinforce growth management and transportation plans and policies
- Flexible in where and how the fees are spent
- Conceptually simple and implementable
- Meet impact fee legal requirements (rational nexus)

IMPACT FEE LEGAL REQUIREMENTS

- Fees must reflect actual use / consumption of facility (demand)
 - Fees cannot be used to address existing deficiencies (level of service)
 - Fee payers cannot pay twice for improvements (credits)
 - Fees must fund improvements that directly benefit those who pay the fees (benefit districts)
-

PROJECT PHASES AND SCHEDULE



WORKSHOP 1 OBJECTIVES

- Introduce the study and its objectives
 - Present mobility fee concepts and elicit feedback about those concepts
 - Use feedback to develop and test mobility fee scenarios
 - Scenarios will be focus of Workshop 2 scheduled for late summer
-

MOBILITY FEE CONCEPTS

1. Supplement funding for all travel modes
 - Current fee focuses on roads
 - Mobility fee intended to fund roads, transit, bike and pedestrian facilities
2. Better reflect land development and mobility plans and policies
 - Current fee varies by differing land uses
 - Mobility fee intended to vary by land uses and land development and mobility contexts (i.e., SMART Plan corridors)
3. Modal and contextual based credits / holistic financing strategy
 - Current fee applies credits based on county wide roadway funding levels
 - Mobility fee must legally apply credits based on funding by mode (i.e., SMART Plan sales tax for transit) and context
4. Geographic flexibility
 - Current fee collected and spent within impact fee districts
 - Mobility fee districts intended to reflect travel demand

CONCEPTS PRESENTED TODAY...

- Paint a picture of how a mobility fee could be constructed to meet mobility fee objectives
 - Generalized methods
 - Generalized numbers
 - Will evolve based on feedback, data, and analysis
 - Step 1: present initial concept (today) and elicit feedback*
 - Step 2: create scenarios from concepts*
 - Step 3: detailed analytical exploration of preferred scenario(s)
 - Step 4: initial mobility fee framework*
 - Step 5: final mobility fee framework*
 - Step 6: final mobility fee rate schedule and policies
- *public workshop

YOUR FEEDBACK IS IMPORTANT

- Interactive polling during presentation (responses recorded)
- *Please comment via email to Kristen Woodruff (kwoodruff@ciiesthatwork.com) during presentation*
- Please provide follow-up comments via email (contacts at end of presentation)
- At this point in the study, we will be able to respond to questions and comments on concepts
- Questions and comments about the details of the fee will be retained and answers provided as we move through the study
- Please stay engaged through study workshops

INTERACTIVE POLL



PollEverywhere

Use your phone, tablet, or computer to respond

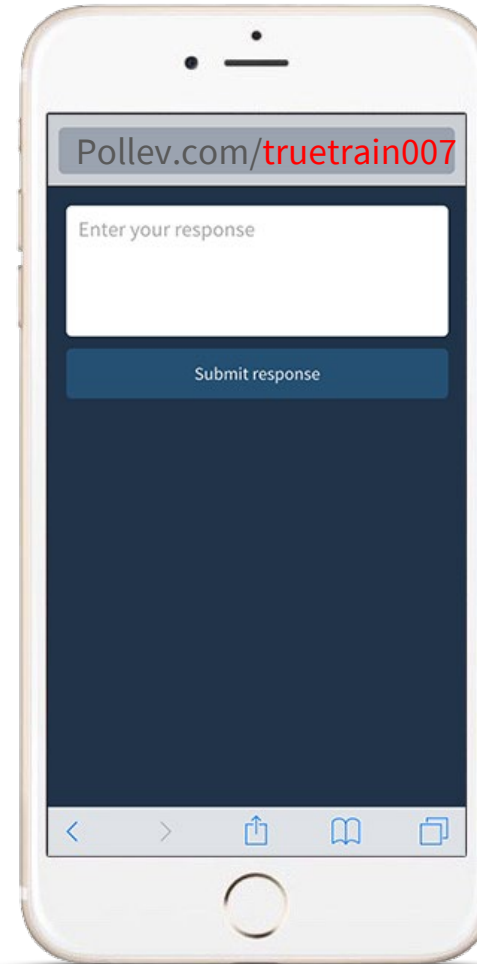
Go to this link on your web browser:

Pollev.com/Truetrain007

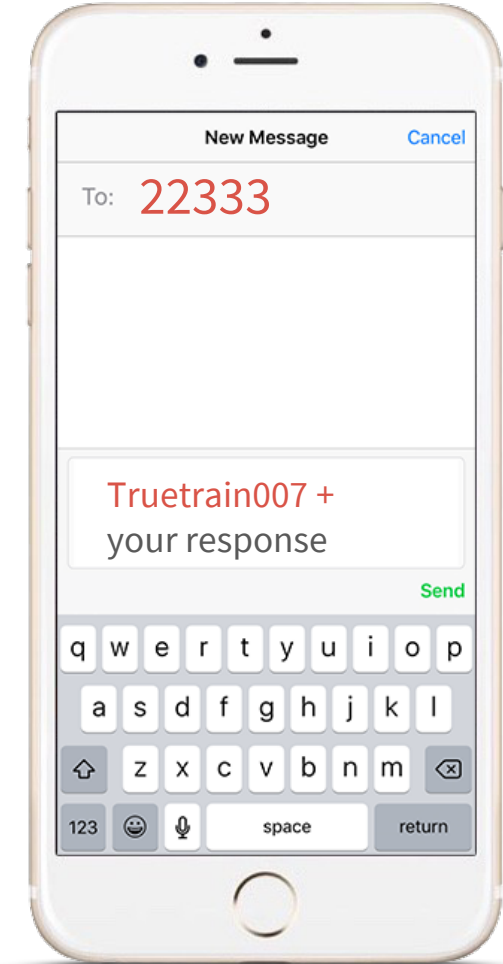
or

Text the phrase

[TrueTrain007](https://Pollev.com/Truetrain007) to 22333



Web voting



Text voting

A photograph of a city skyline at sunset. The sky is filled with orange and yellow clouds, with the sun low on the horizon. In the foreground, there is a multi-level highway with several lanes of traffic. To the left, a large, modern parking garage with multiple levels is visible. The city skyline in the background features several tall buildings, some of which are under construction, as indicated by the presence of cranes. A semi-transparent circular graphic is overlaid on the right side of the image, containing the text.

**SUPPLEMENT
FUNDING FOR ALL
TRAVEL MODES**

CURRENT ROAD IMPACT FEE CALCULATION STEPS

1. Estimate the travel demand of a land use
2. Divide the travel demand by road capacity to estimate consumption
3. Multiply consumption by the cost of needed roadway improvements
4. Subtract (credit) transportation taxes and fees paid through other sources (standard credit, i.e., gas tax) and for improvements made in lieu of the fee (project specific credit)

STEP 1: TRAVEL DEMAND BY LAND USE



Trips by Mode
6 Auto
2 Transit
2 Walk

×

% New Trips

100%

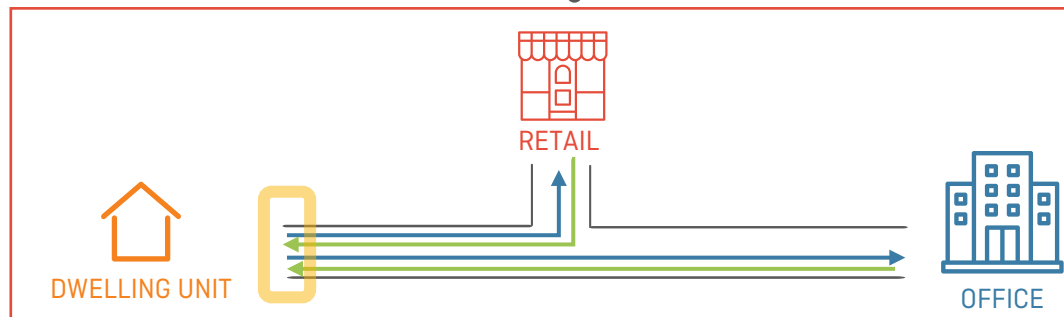
×

Average Distance

5 miles

=

30
MILES TRAVELED



**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 1: TRAVEL DEMAND BY LAND USE



OFFICE

(APPROX 1,000 SQ FT)

Generates 12
Trips per Day

Trips by Mode

10 Auto

2 Transit

0 Walk

% New Trips

100%

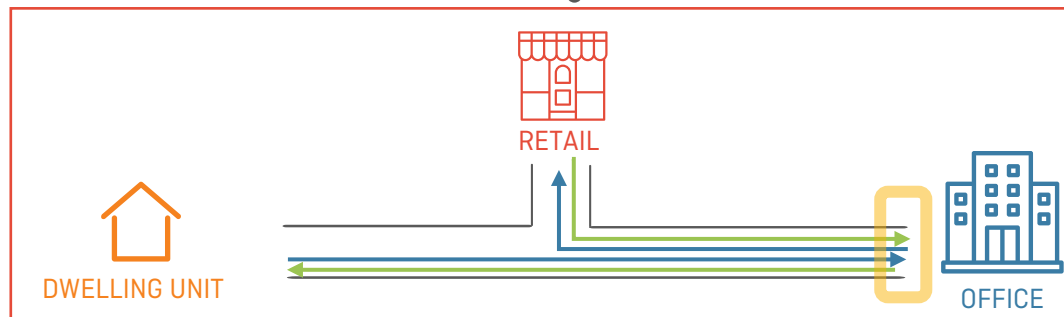
Average Distance

5 miles

=

50

MILES TRAVELED



**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 1: TRAVEL DEMAND BY LAND USE



RETAIL

(APPROX 1,000 SQ FT)

Generates 22
Trips per Day

Trips by Mode

20 Auto

0 Transit

2 Walk

% New Trips

50%

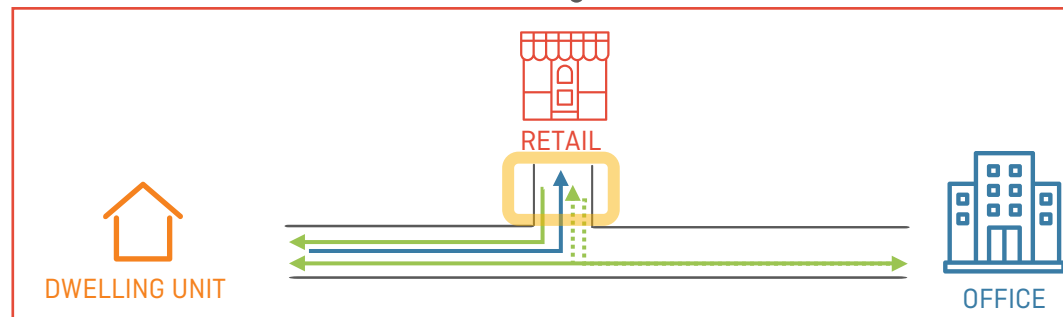
Avg Distance

4 miles

=

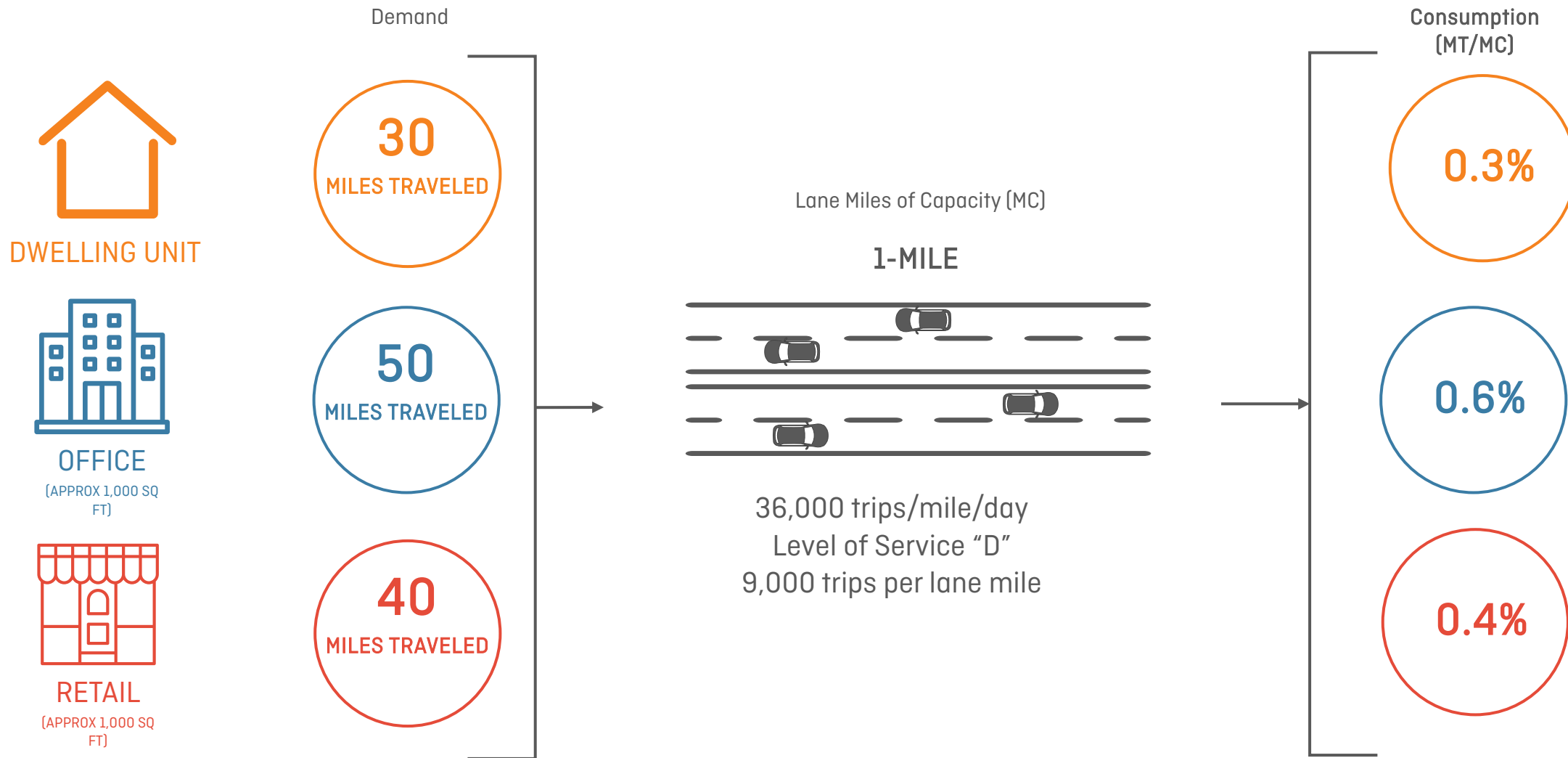
40

MILES TRAVELED



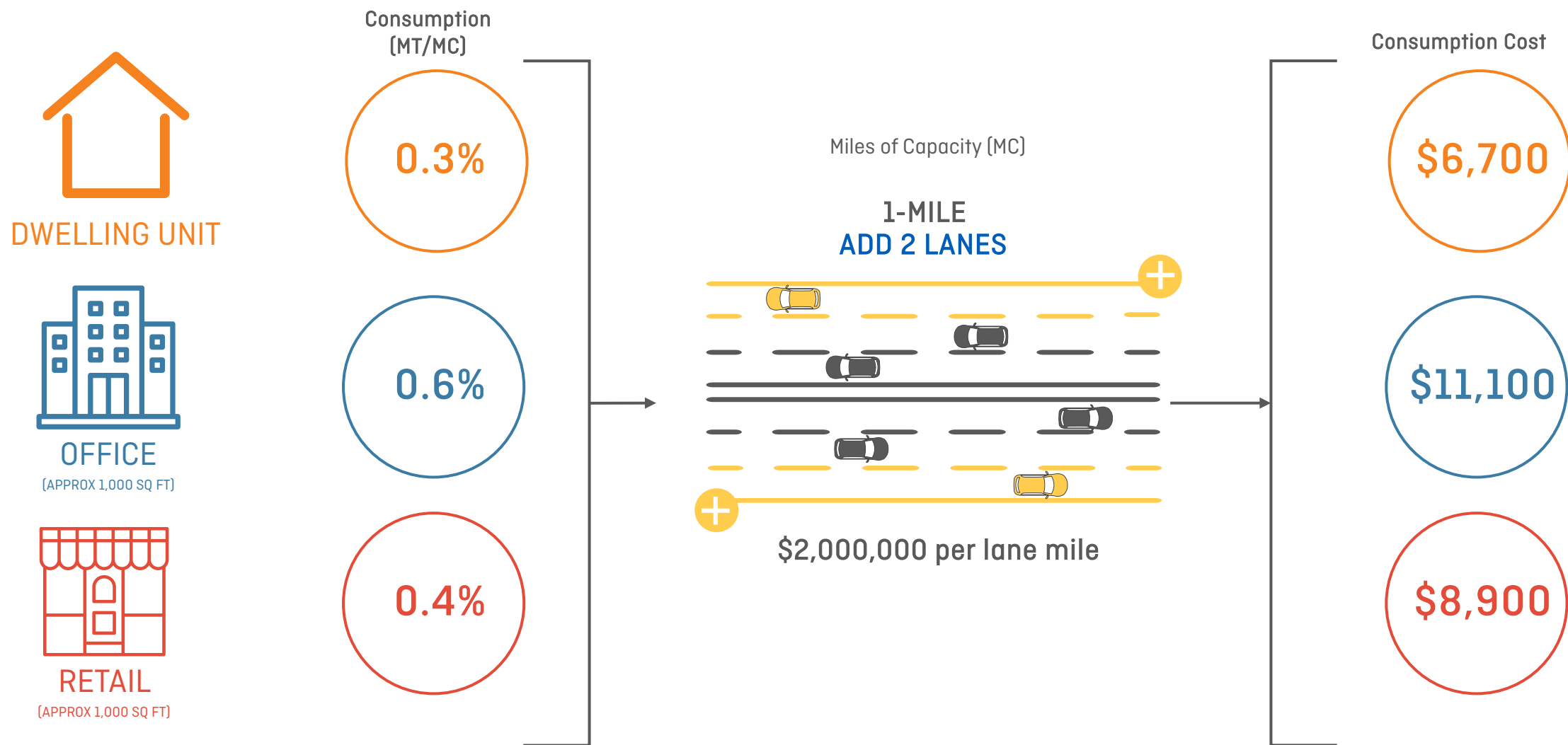
**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 2: ROAD CONSUMPTION BY LAND USE






**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 2: ROAD CONSUMPTION COST BY LAND USE






**Data used in above example is purposely generalized and meant to reflect concepts*

STEPS 3 AND 4: CREDITS AND NET FEE (PART 1)

	Consumption Cost		Taxes/Fees Paid		Net Fee
 DWELLING UNIT	\$6,700	—	\$1,000	=	\$5,700
 OFFICE <small>(APPROX 1,000 SQ FT)</small>	\$11,100	—	\$1,000	=	\$10,100
 RETAIL <small>(APPROX 1,000 SQ FT)</small>	\$8,900	—	\$1,000	=	\$7,900
			Standard Credits		

**Data used in above example is purposely generalized and meant to reflect concepts*

STEPS 3 AND 4: CREDITS AND NET FEE (PART 2)

	Consumption Cost		Taxes/Fees Paid		Net Fee
 DWELLING UNIT	\$5,700	—	\$3,000	=	\$2,700
 OFFICE <small>(APPROX 1,000 SQ FT)</small>	\$10,100	—	\$3,000	=	\$7,100
 RETAIL <small>(APPROX 1,000 SQ FT)</small>	\$7,900	—	\$4,000	=	\$3,900
			Project Credits		

**Data used in above example is purposely generalized and meant to reflect concepts*

MOBILITY FEE: DEMAND ACROSS ALL MODES


DWELLING UNIT
10 Daily Person
Trips

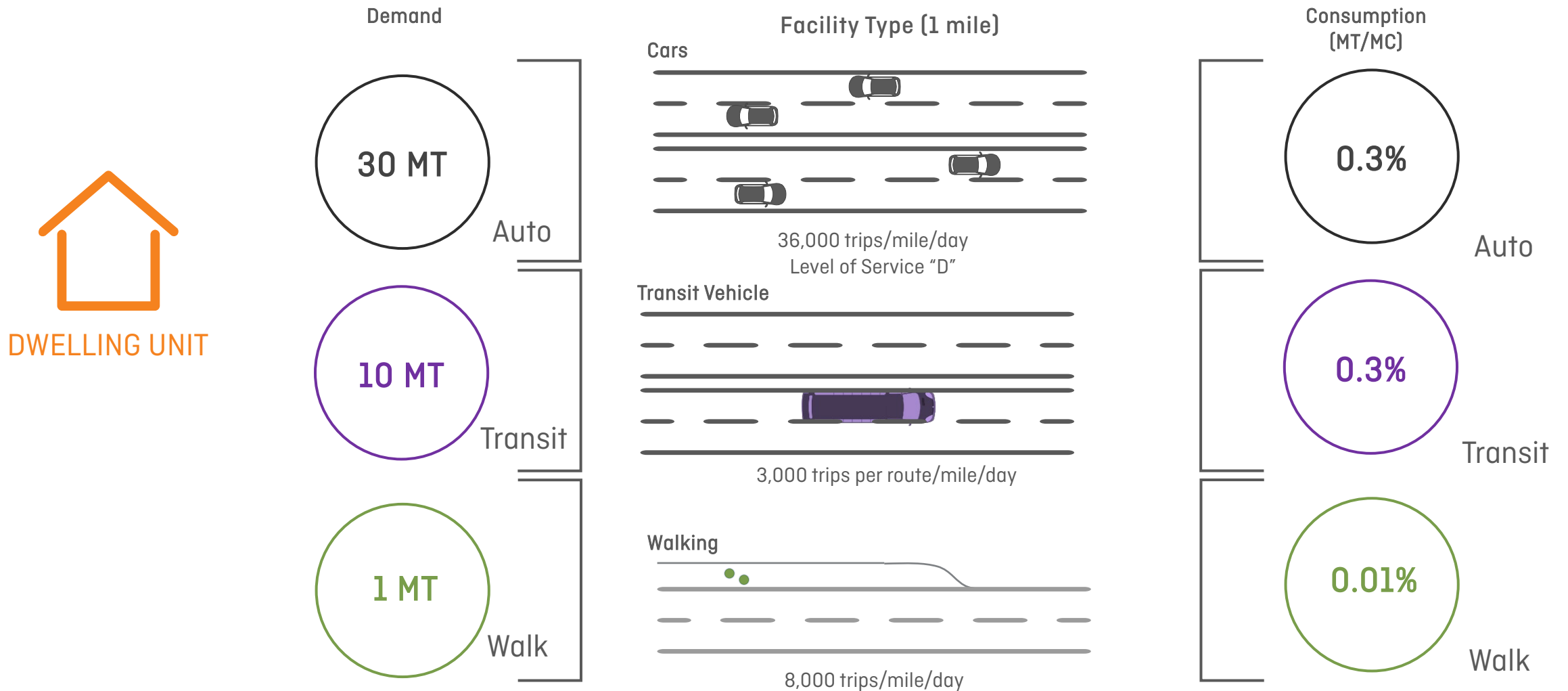
Trips by Mode (%)		% New Trips		Avg Distance		
6 Auto	×	100%	×	5 miles	=	30 MT
2 Transit	×	100%	×	5 miles	=	10 MT
2 Walk	×	100%	×	0.5 miles	=	1 MT

ADDED MODES

41 MT

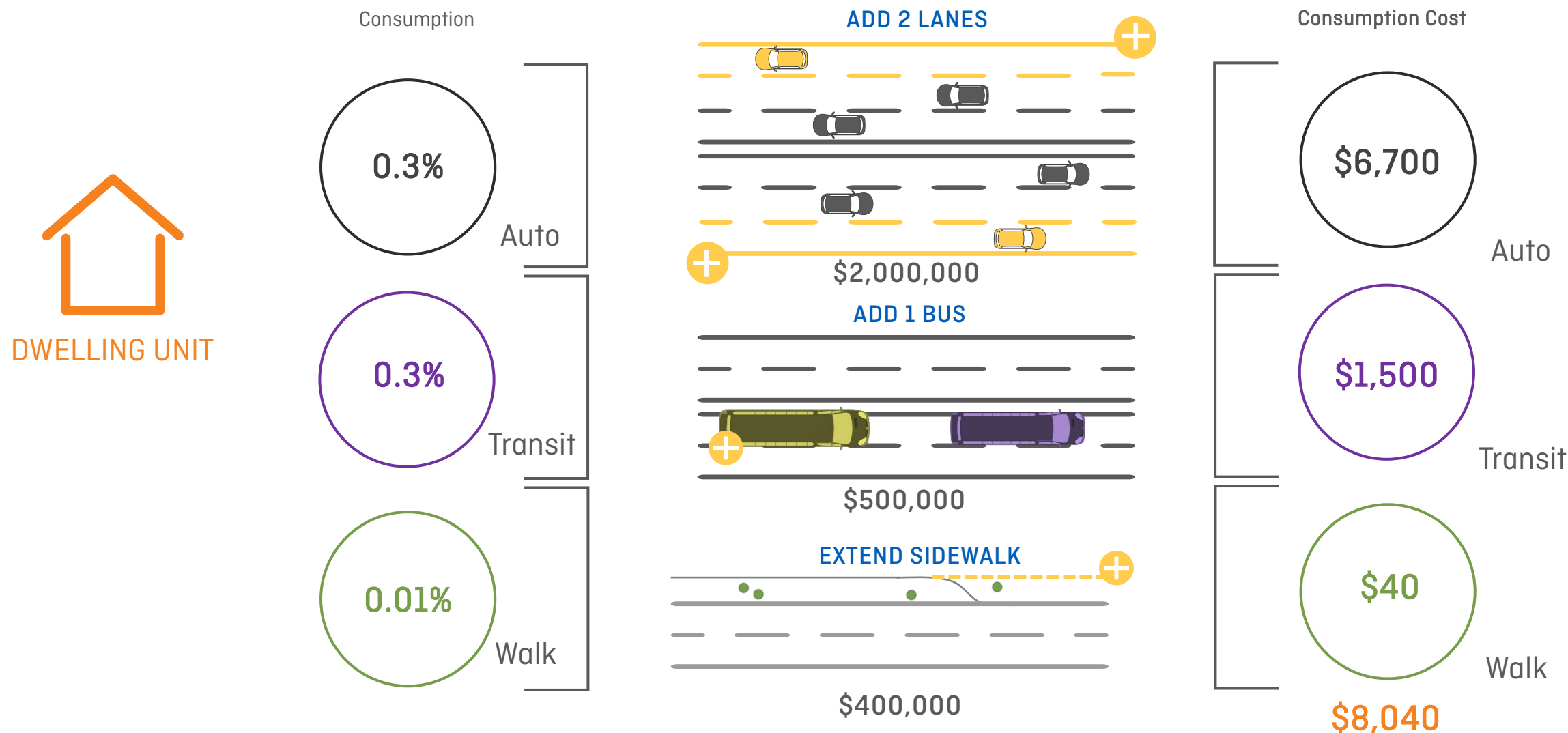
**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 2: FACILITY CONSUMPTION FOR ALL MODES



**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 3: FACILITY COST BY MODE



**Data used in above example is purposely generalized and meant to reflect concepts*

STEP 4: CREDITS AND NET FEE



Consumption Cost		Taxes/Fees Paid		Net Fee
<div>\$6,700</div>	Auto	\$1,000	=	\$5,700
<div>\$1,500</div>	Transit	\$800	=	\$700
<div>\$40</div>	Walk	\$0	=	\$40
\$8,240		Standard Credits		\$6,440

ADDITIONAL FEE

**Data used in above example is purposely generalized and meant to reflect concepts*

INTERACTIVE POLL



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Use your phone, tablet, or computer to respond

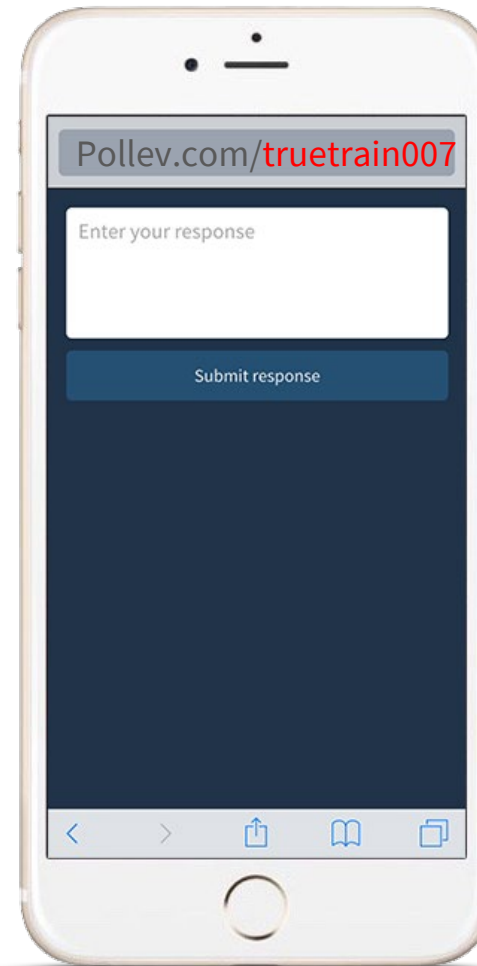
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Pollev.com/Truetrain007

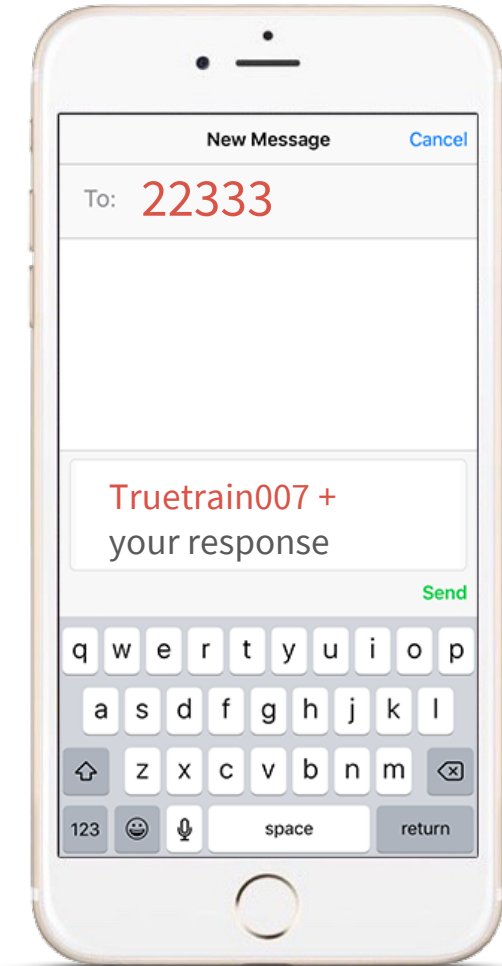
or

Text the phrase

[TrueTrain007](https://Pollev.com/Truetrain007) to 22333



Web voting



Text voting



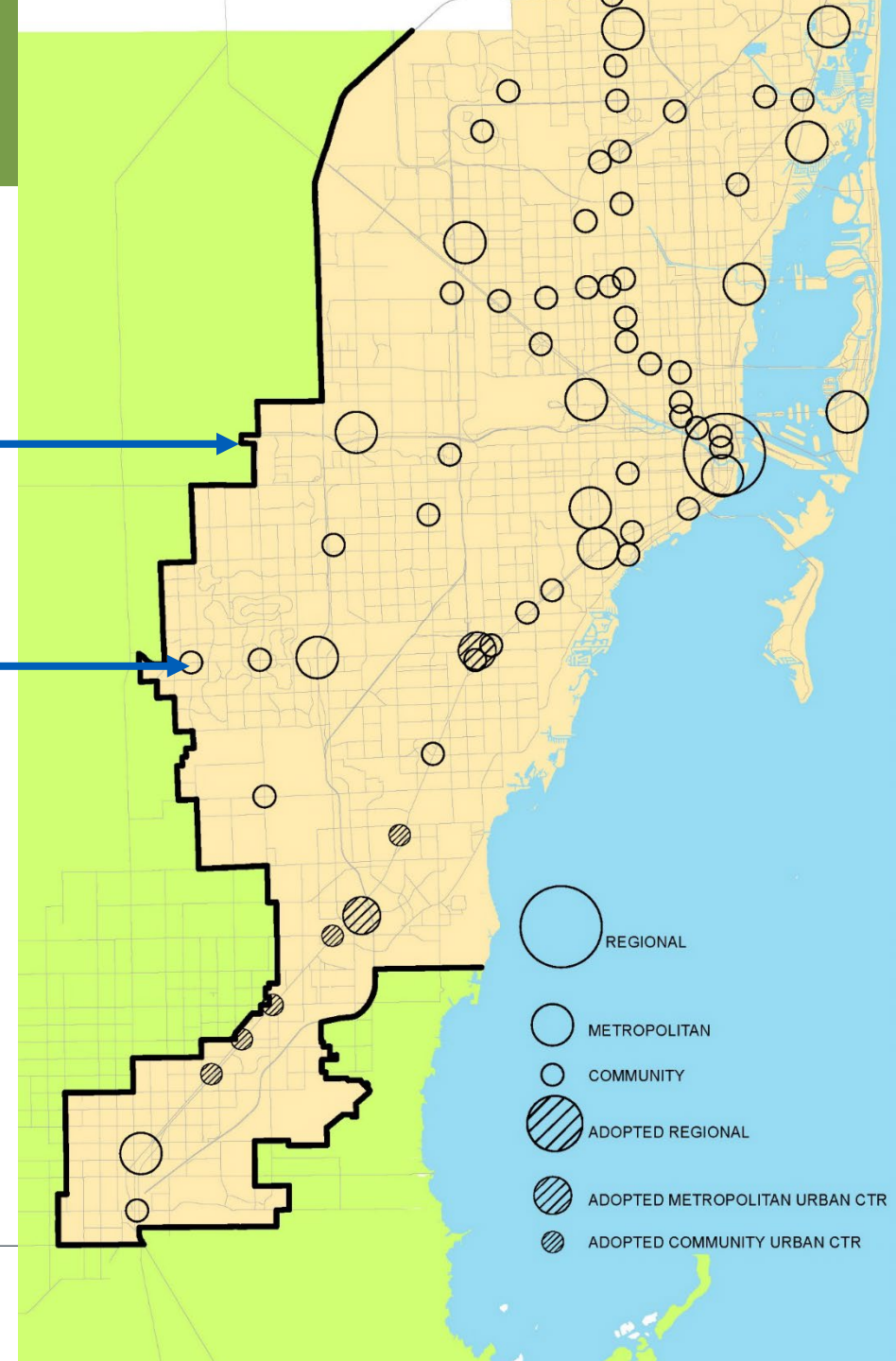
REFLECT PLANS AND POLICIES



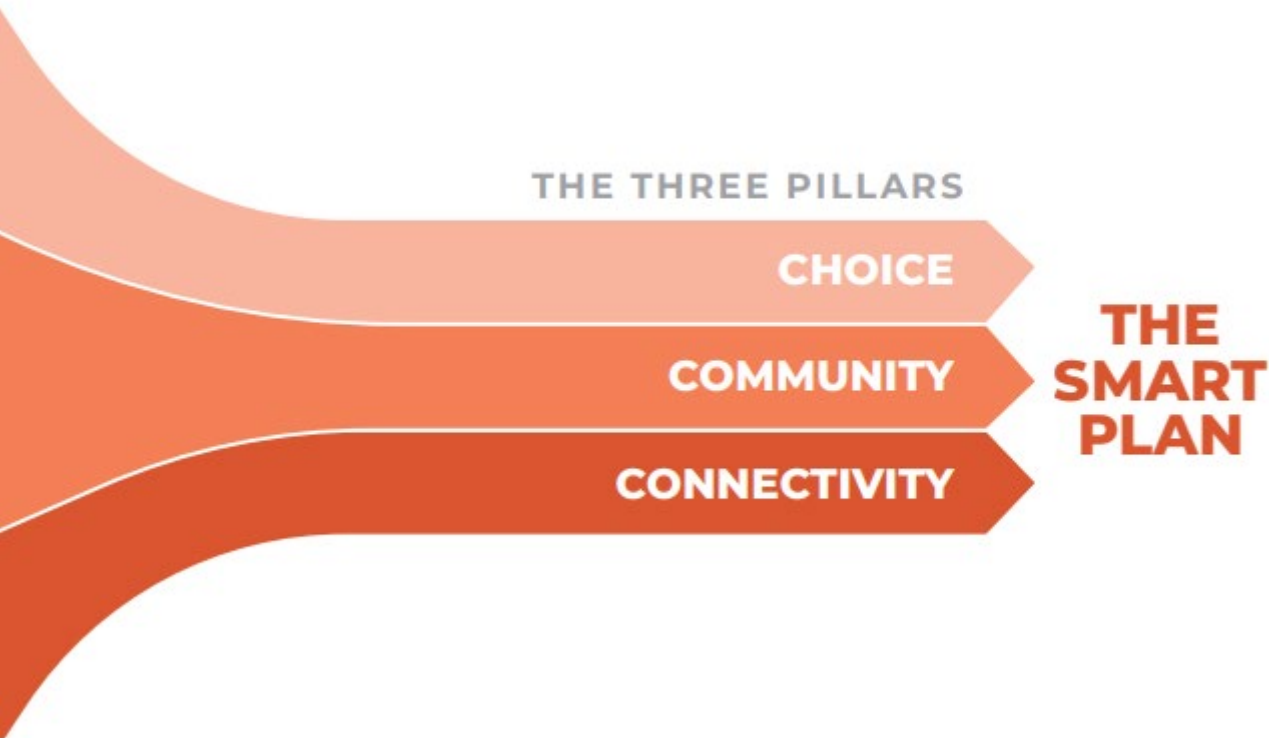
MIAMI-DADE COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP)

Urban Development Boundary (UDB)

Centers



MIAMI-DADE LONG RANGE TRANSPORTATION PLAN (LRTP)

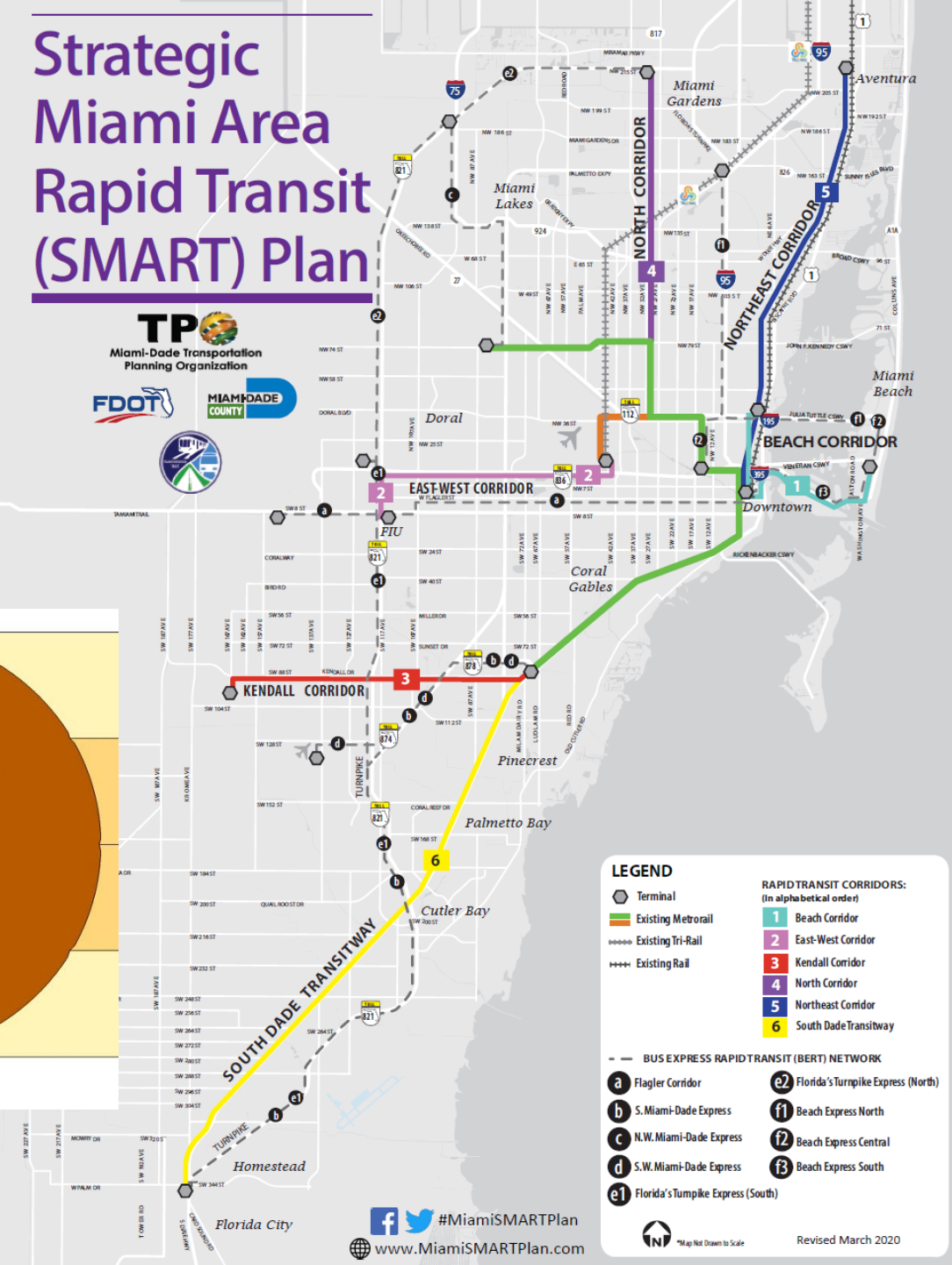
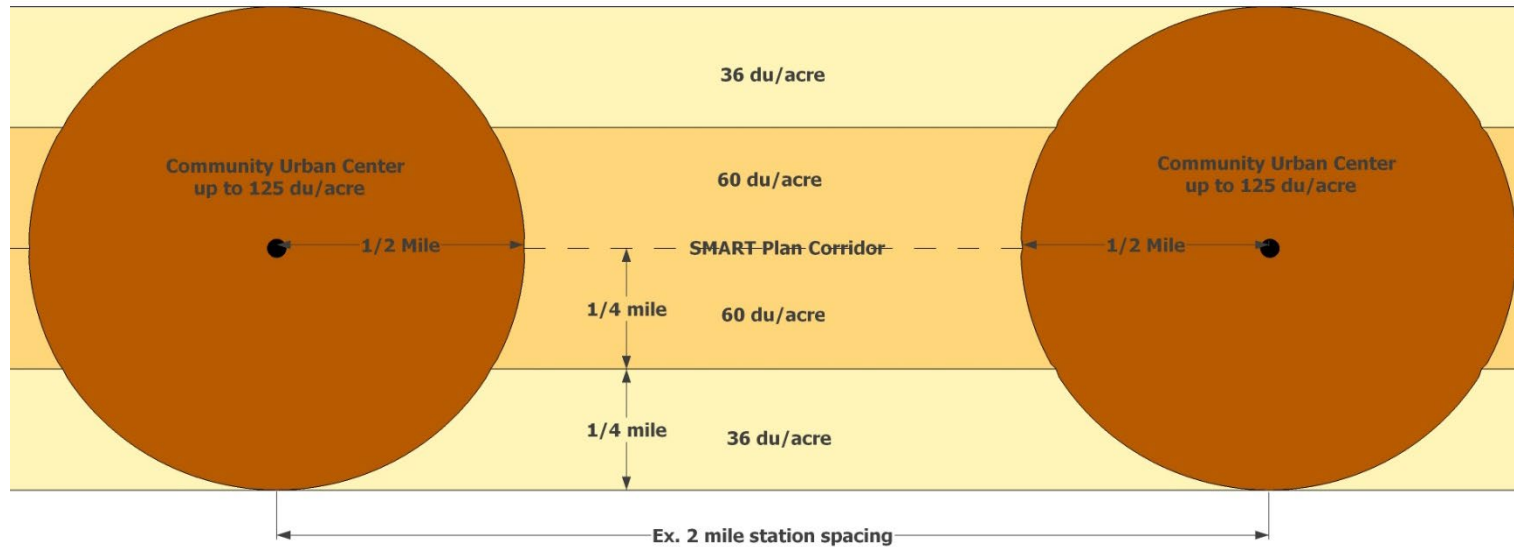


"The highest priorities of the TPO Governing Board are transit and projects that support transit services."




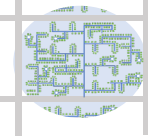
"The SMART Plan will provide a world-class transit system that promotes **economic growth** and **job creation**, as well as increase the region's **international competitiveness**."

SMART PLAN CORRIDORS

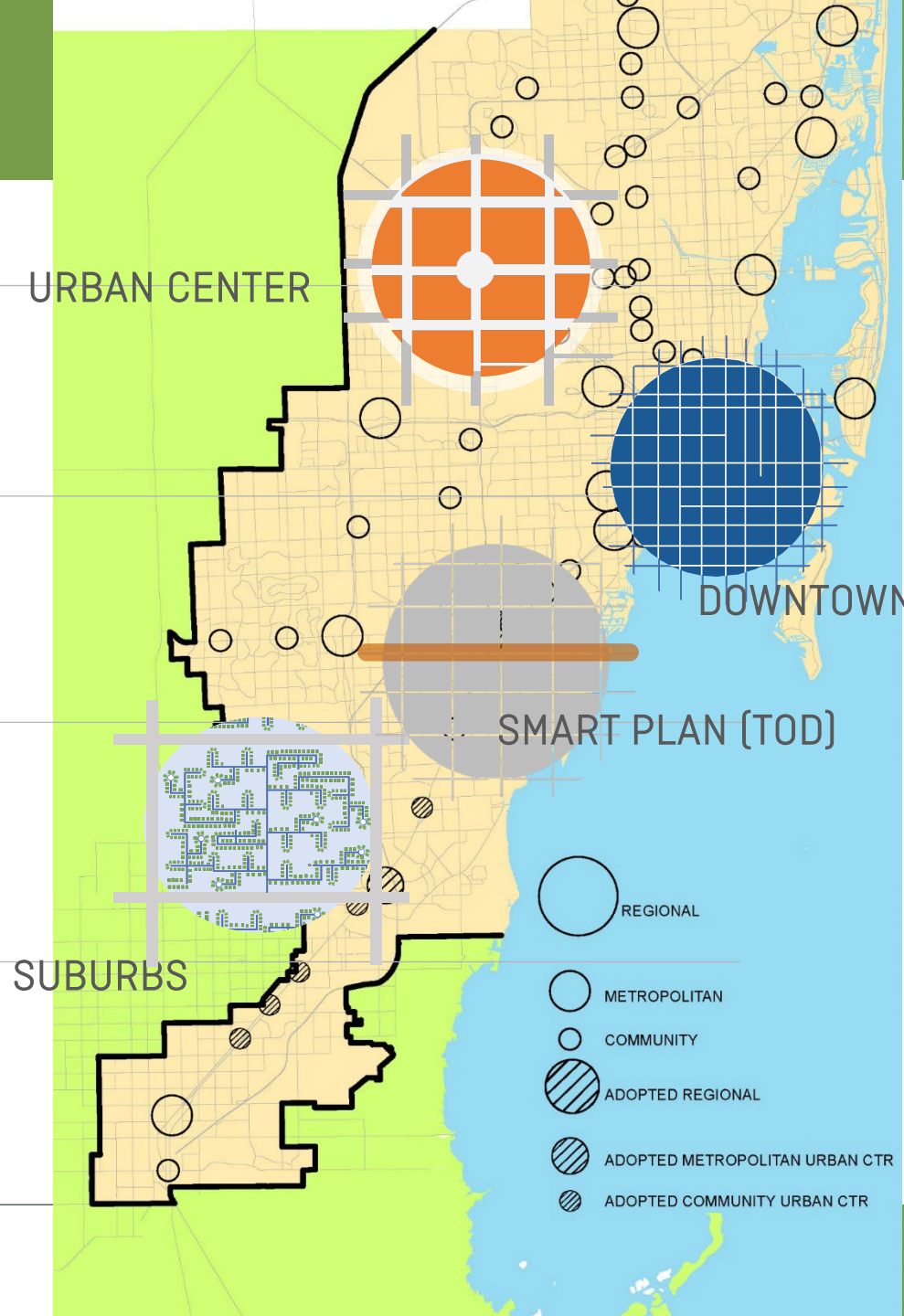
- Metrorail is a 25-mile rail rapid transit system
- SMART Plan rapid transit corridors extend Metrorail
- 2019 CDMP amendment addresses area within one-half mile of the **Metrorail and SMART Plan corridors** and one mile of the East-West corridor



TRAVEL DEMAND BY CONTEXT

	Auto	Transit	Walk	Bike
 DOWNTOWN	30 - 50%	10- 25%	20 - 40%	1 - 5%
 SMART PLAN CORRIDOR	55 - 80%	10- 20%	10 - 20%	1 - 5%
 URBAN CENTER	55 - 80%	5 - 15%	15 - 35%	1 - 5%
 SUBURBS	90 - 100%	0 - 2%	0 - 5%	0 - 3%

**Data used in above table developed from American Community Survey (US Census)*



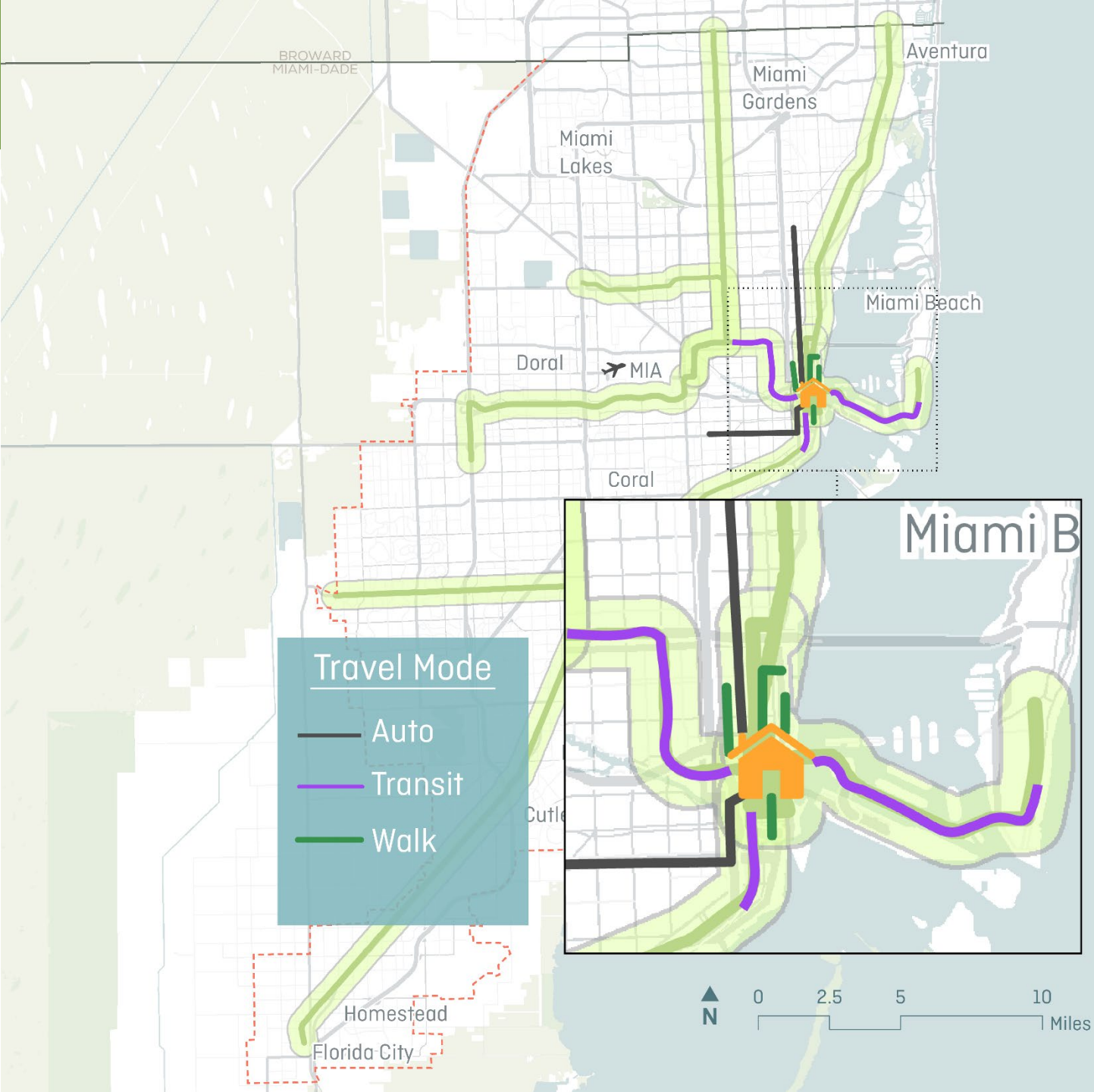
DOWNTOWN TRAVEL



Short distance trips to work and the store most by walking and transit



**Data used in above example is purposely generalized and meant to reflect concepts*

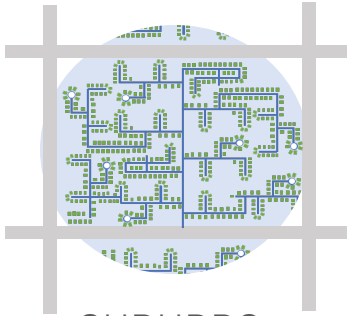


SUBURBAN TRAVEL



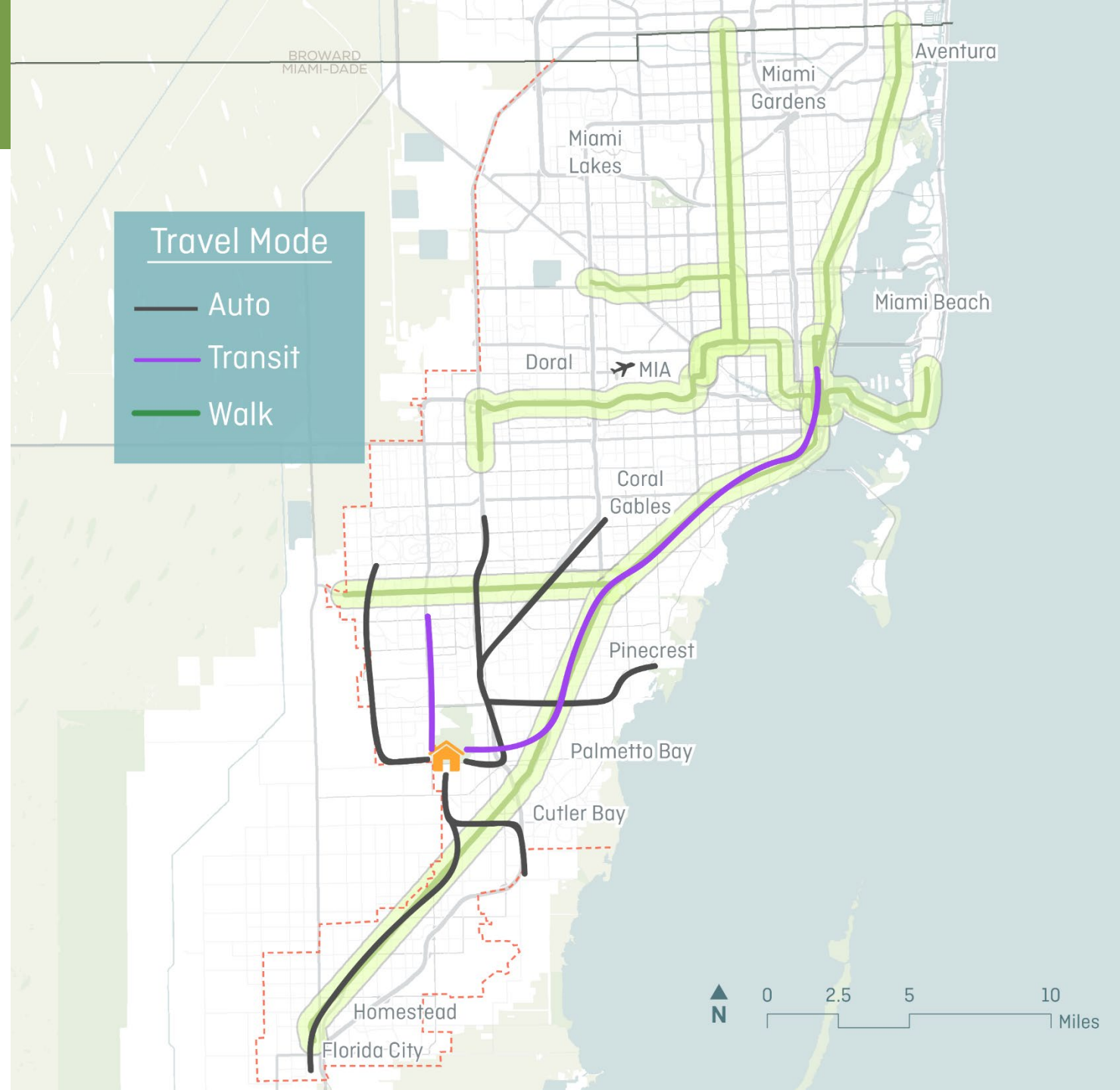
DWELLING UNIT

Long distance trips
primarily by auto



SUBURBS

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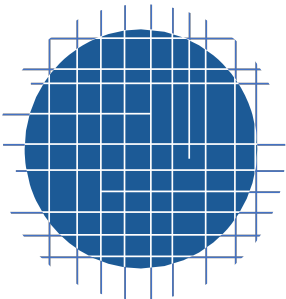
DOWNTOWN TRAVEL



OFFICE

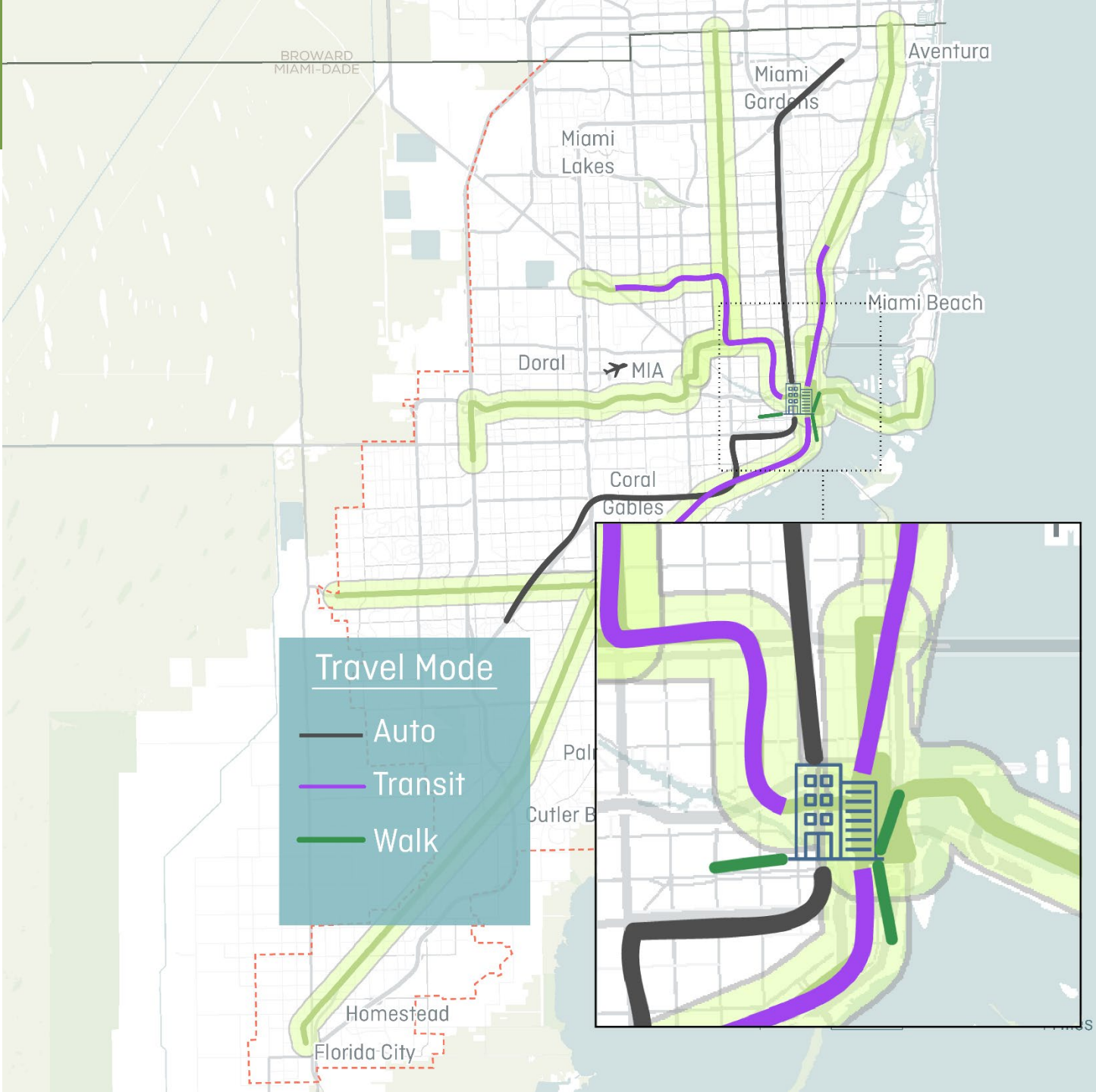
[APPROX 1,000 SQ FT]

Mid to long distance
commute trips by auto
and transit



DOWNTOWN

**Data used in above example is purposely generalized
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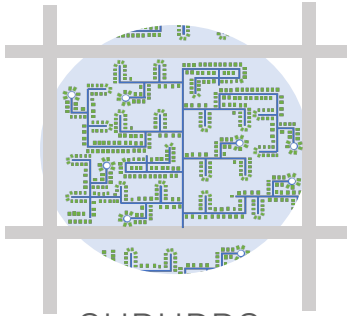
SUBURBAN TRAVEL



OFFICE

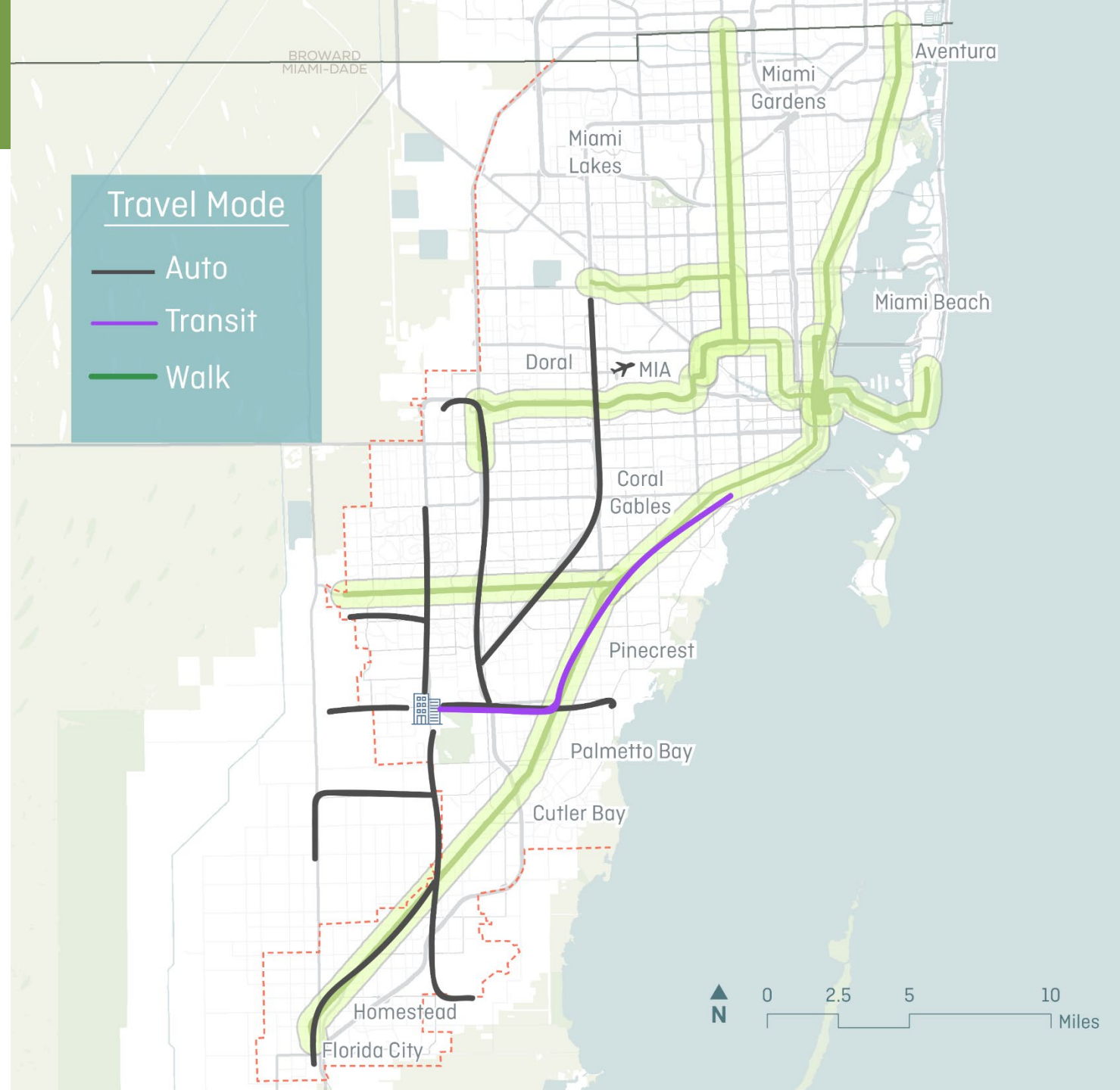
(APPROX 1,000 SQ FT)

Long distance commute trips primarily by auto

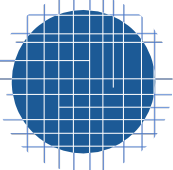



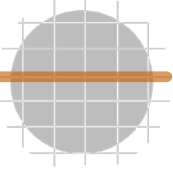







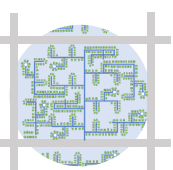





SUBURBS

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TRAVEL DEMAND DIFFERENCES BY LAND USE AND CONTEXT

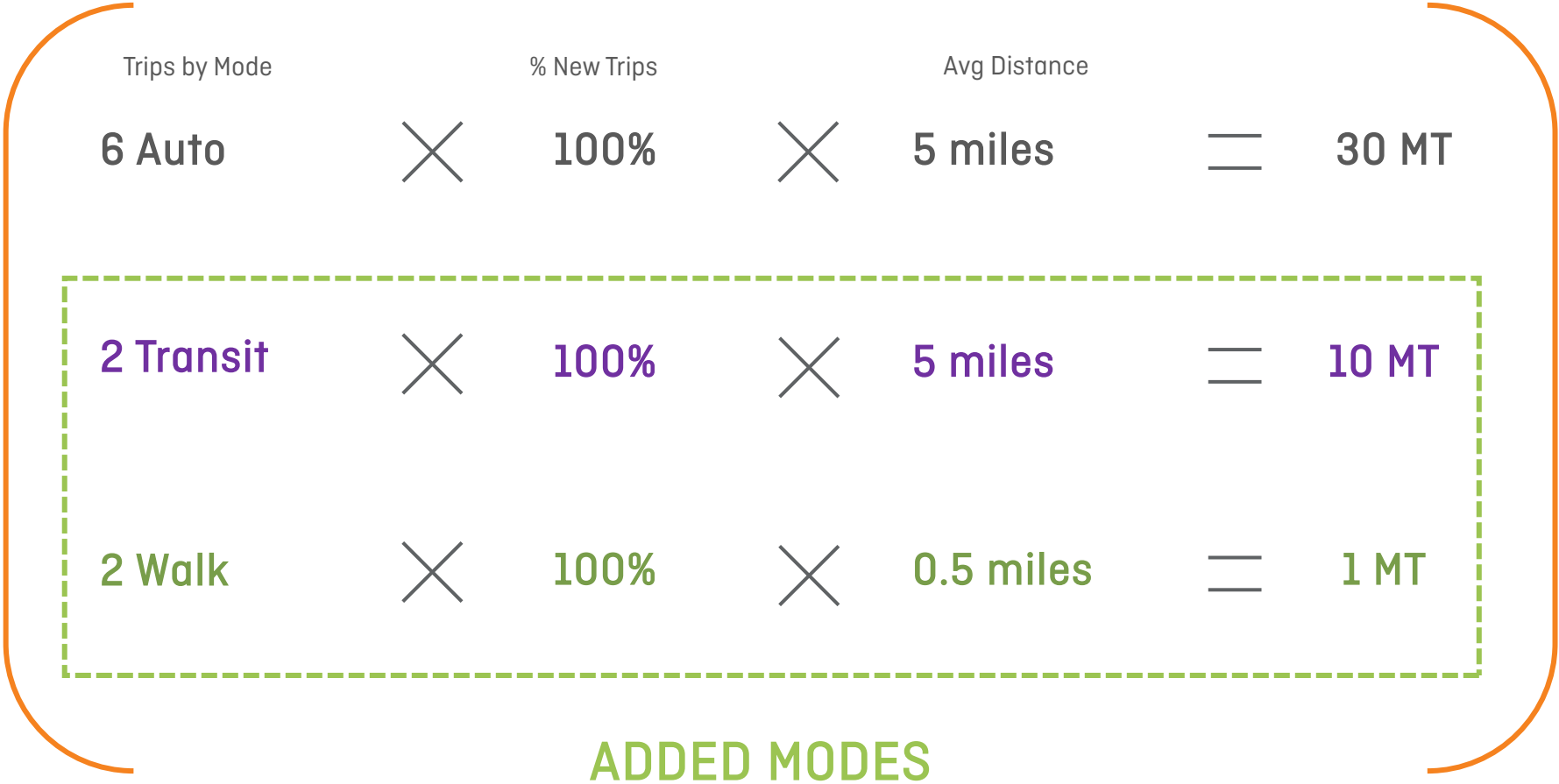
CONTEXTS		<u>AUTO</u>		<u>TRANSIT</u>		<u>BIKE</u>		<u>WALK</u>	
		%	Distance	%	Distance	%	Distance	%	Distance
 DOWNTOWN		30 - 50	2.0	10 - 25	5.0	1 - 5	2.0	20 - 40	0.5
			4.0		4.0		2.0		0.7
			2.5		2.5		1.0		0.5
 SMART PLAN CORRIDOR (TOD)		55 - 80	3.5	10 - 20	4.0	1 - 5	2.0	10 - 20	0.7
			4.0		4.5		2.0		0.8
			2.5		2.5		1.0		0.7
 COMMUNITY URBAN CENTERS		55 - 80	3.5	5 - 15	3.5	1 - 5	1.5	15 - 35	0.5
			3.8		3.2		2.0		0.6
			2.5		2.5		1.5		0.6
 SUBURBS		90-100	5.0	0 - 2	4.0	0 - 3	2.5	0 - 5	1.0
			4.0		3.5		2.0		0.8
			2.5		2.0		1.5		0.7

**Data used in above example is purposely generalized and meant to reflect concepts*

AVERAGE PERSON MILES TRAVELED FOR ALL MODES



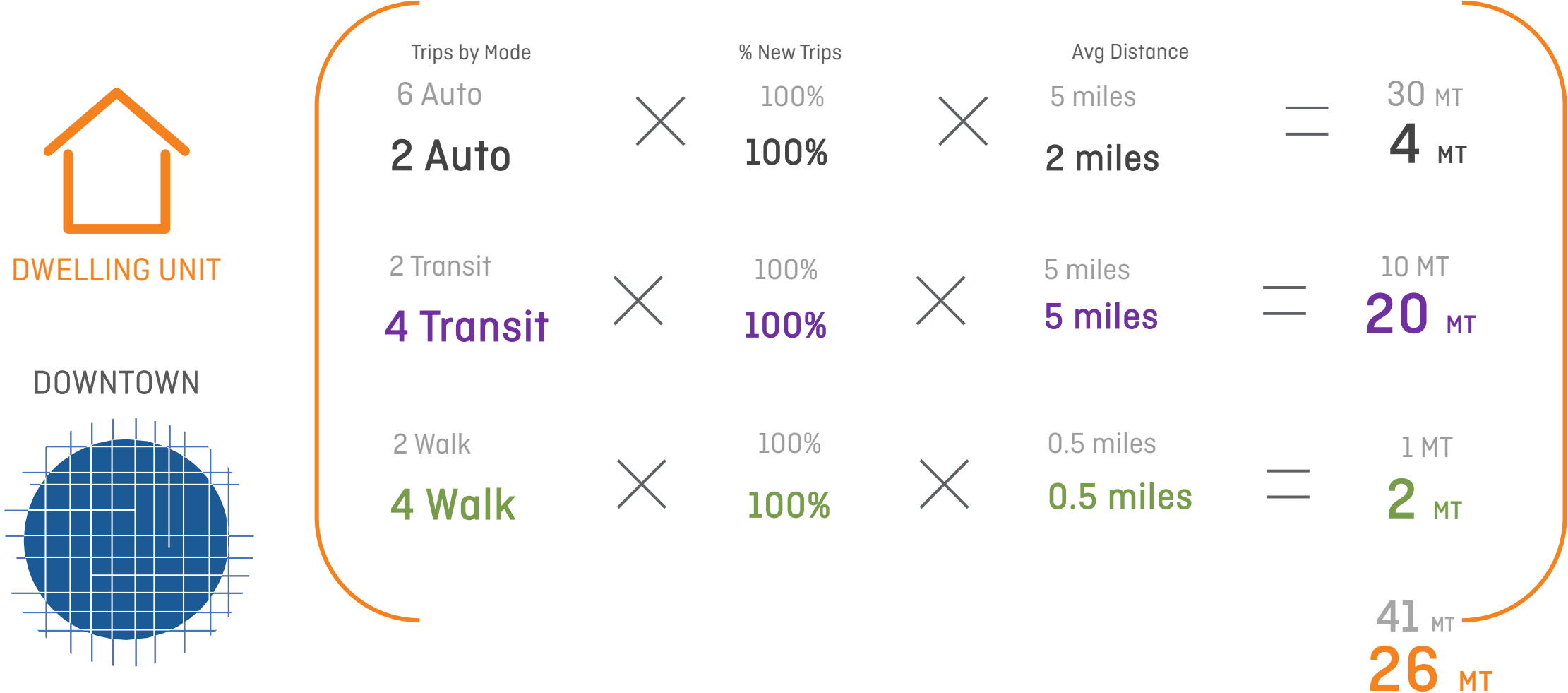
COUNTY
AVERAGE



41 MT

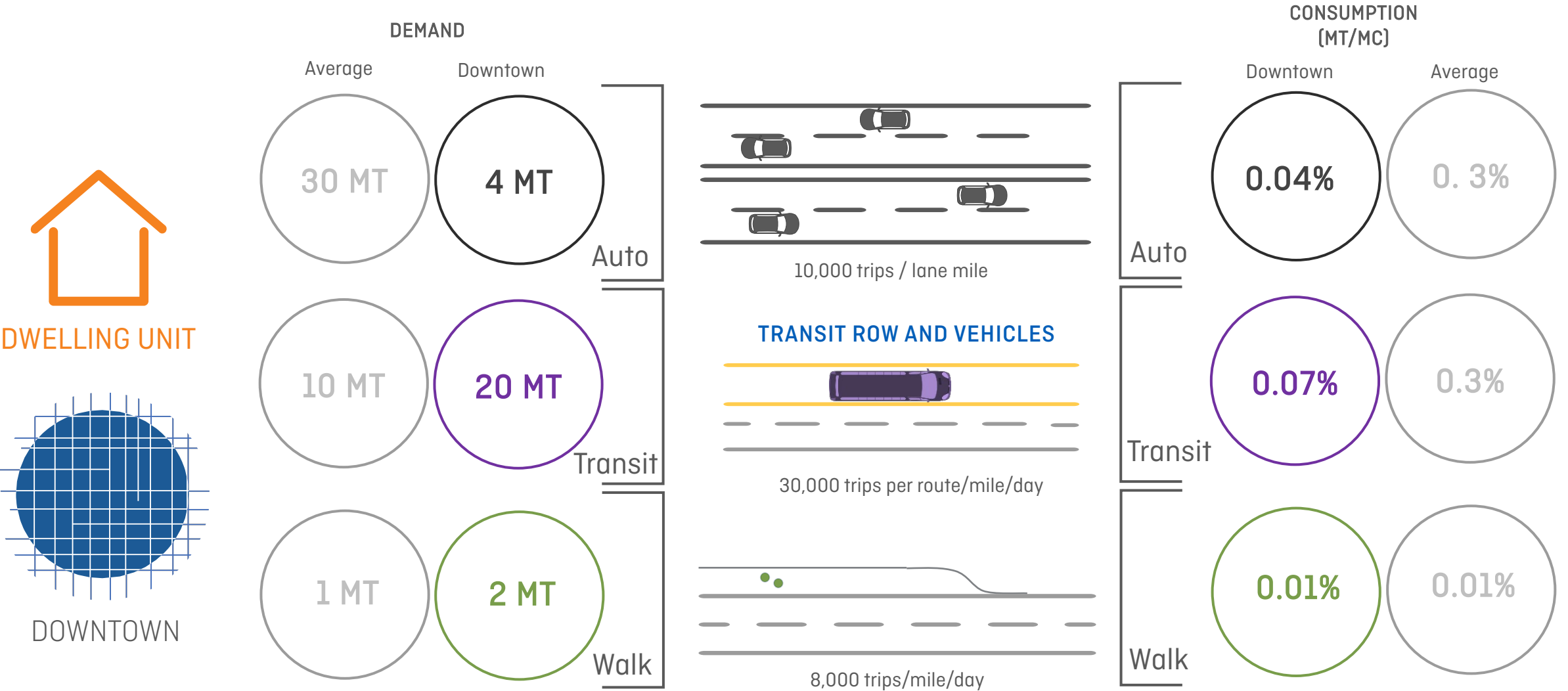
**Data used in above example is purposely generalized and meant to reflect concepts*

DOWNTOWN PERSON MILES TRAVELED FOR ALL MODES



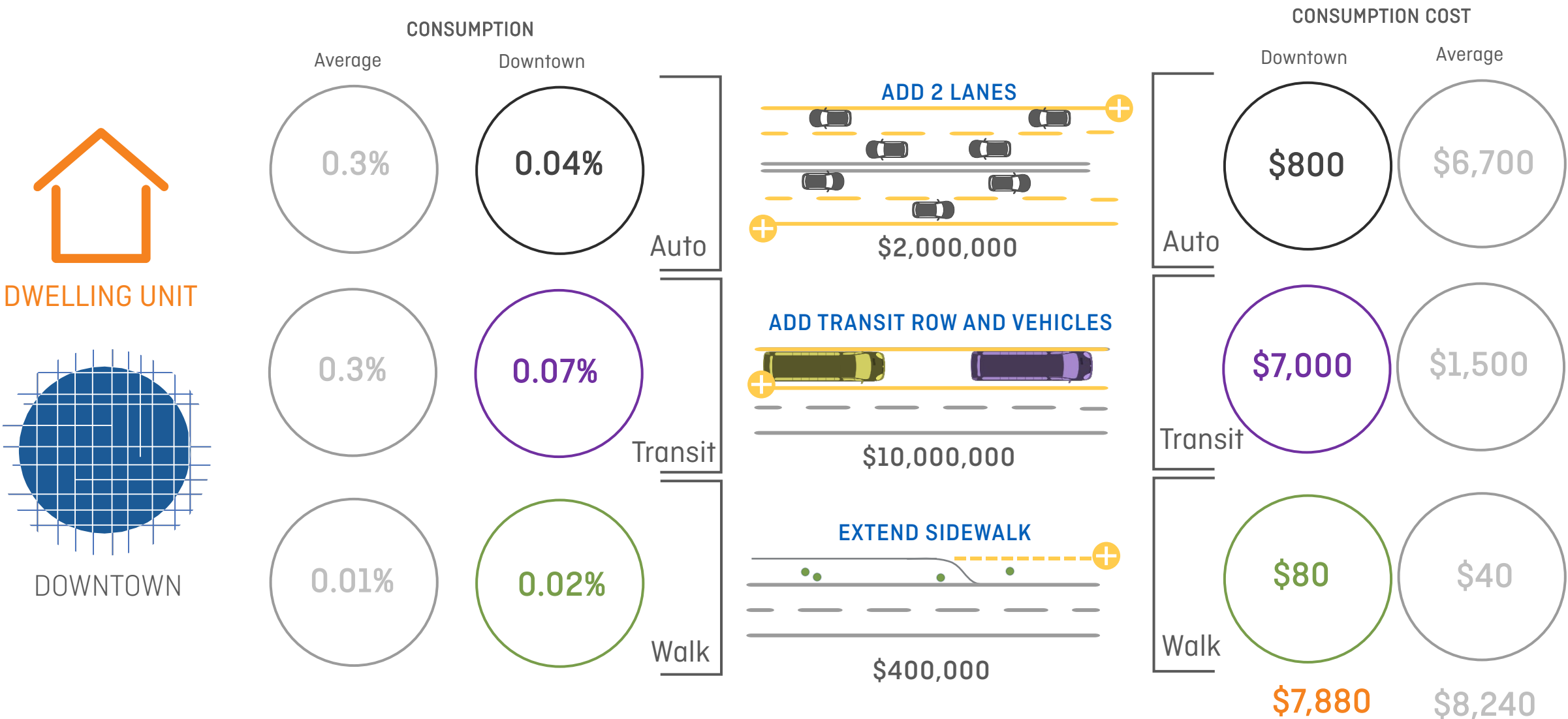
**Data used in above example is purposely generalized and meant to reflect concepts*

DOWNTOWN FACILITY CONSUMPTION BY TRAVEL MODE



**Data used in above example is purposely generalized and meant to reflect concepts*

DOWNTOWN CONSUMPTION COST BY MODE



**Data used in above example is purposely generalized and meant to reflect concepts*

INTERACTIVE POLL



PollEverywhere

Use your phone, tablet, or computer to respond

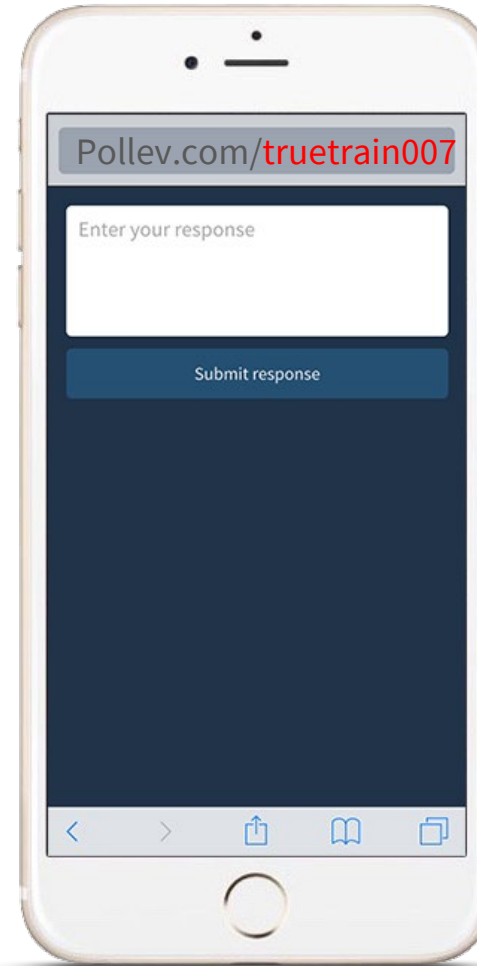
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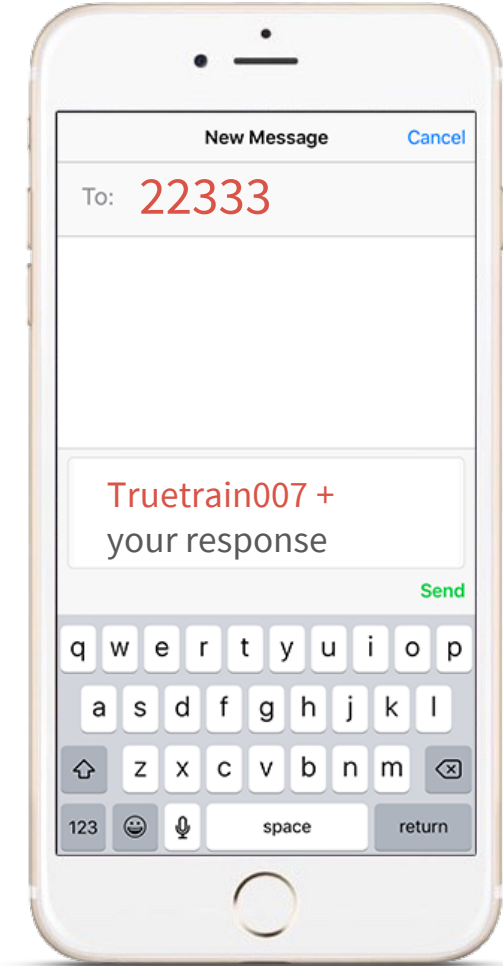
or

Text the phrase

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Web voting






Text voting



STANDARD CREDITS BY MODE AND CONTEXT

ROAD IMPACT FEE CREDITS BY LAND USE

	Consumption Cost		Taxes/Fees Paid		Net Fee
 DWELLING UNIT	\$6,700	—	\$1,000	=	\$5,700
 OFFICE (APPROX 1,000 SQ FT)	\$11,100	—	\$1,000	=	\$10,100
 RETAIL (APPROX 1,000 SQ FT)	\$8,900	—	\$1,000	=	\$7,900
			Standard Credits		

Current road impact fees pay for a portion of needed improvements. Other roadway funding sources reflected in standard credits

**Data used in above example is purposely generalized and meant to reflect concepts*

IMPACT FEE CREDITS BY MODE


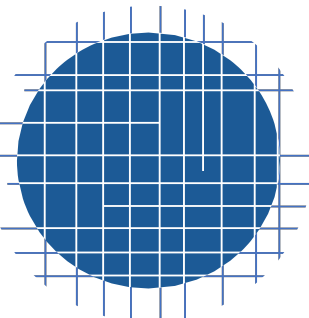


Consumption Cost		Taxes/Fees Paid		Net Fee
\$6,700	Auto	\$1,000		\$5,700
\$1,500	Transit	\$800		\$700
\$40	Walk	\$0		\$40
\$8,240		Standard Credits		\$6,440

Standard mobility fee credits for each mode can be calculated based on funding sources and amounts for that mode (i.e., SMART Plan sales tax, transit fares for transit)

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CREDITS BY MODE AND CONTEXT

	Consumption Cost		Taxes/Fees Paid		Net Fee
 DWELLING UNIT	\$800	—	\$500	=	\$300
 DOWNTOWN	\$7,000	—	\$4,000	=	\$3,000
	\$80	—	\$0	=	\$80
	\$7,880		\$4,500		\$3,080

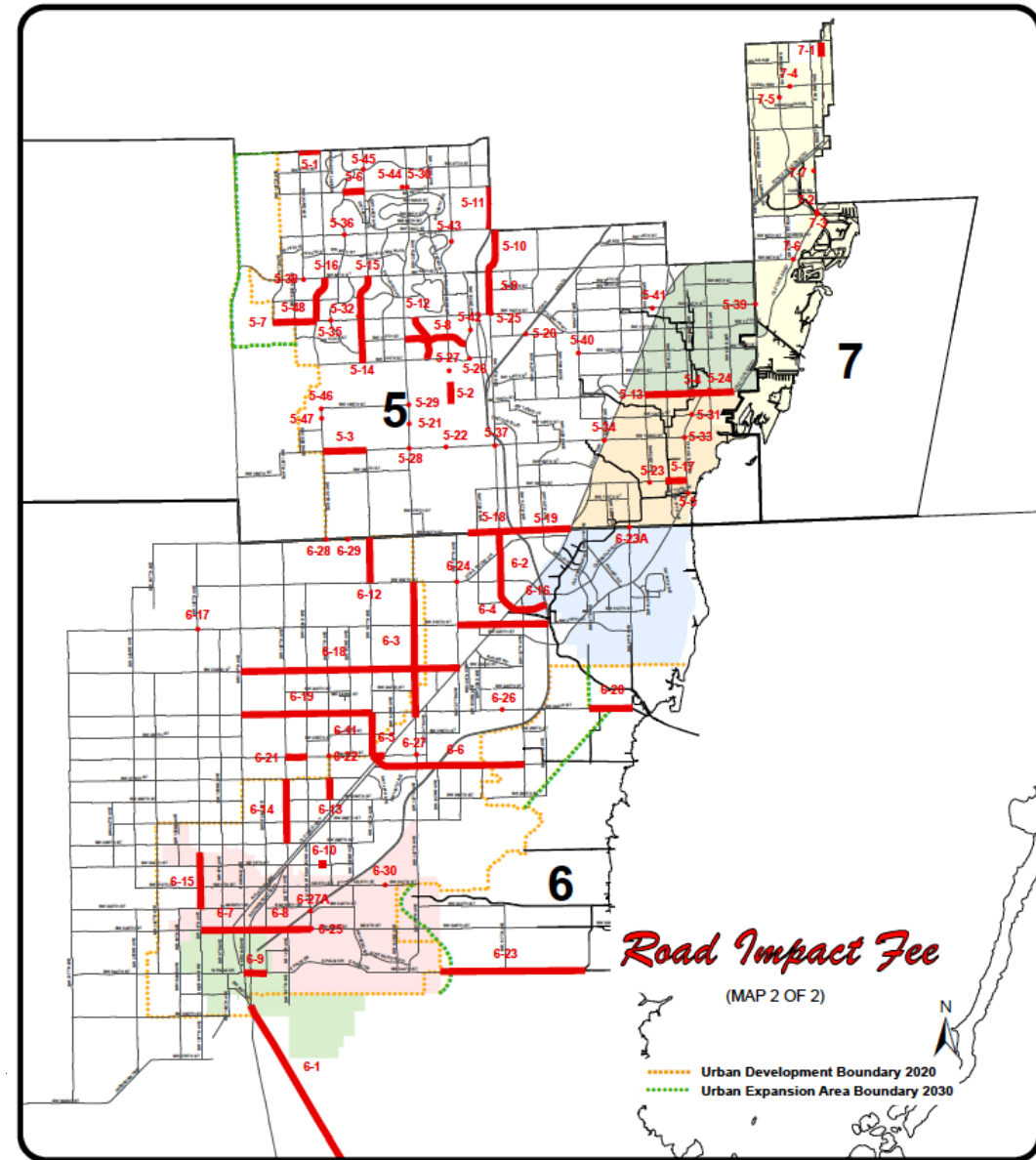
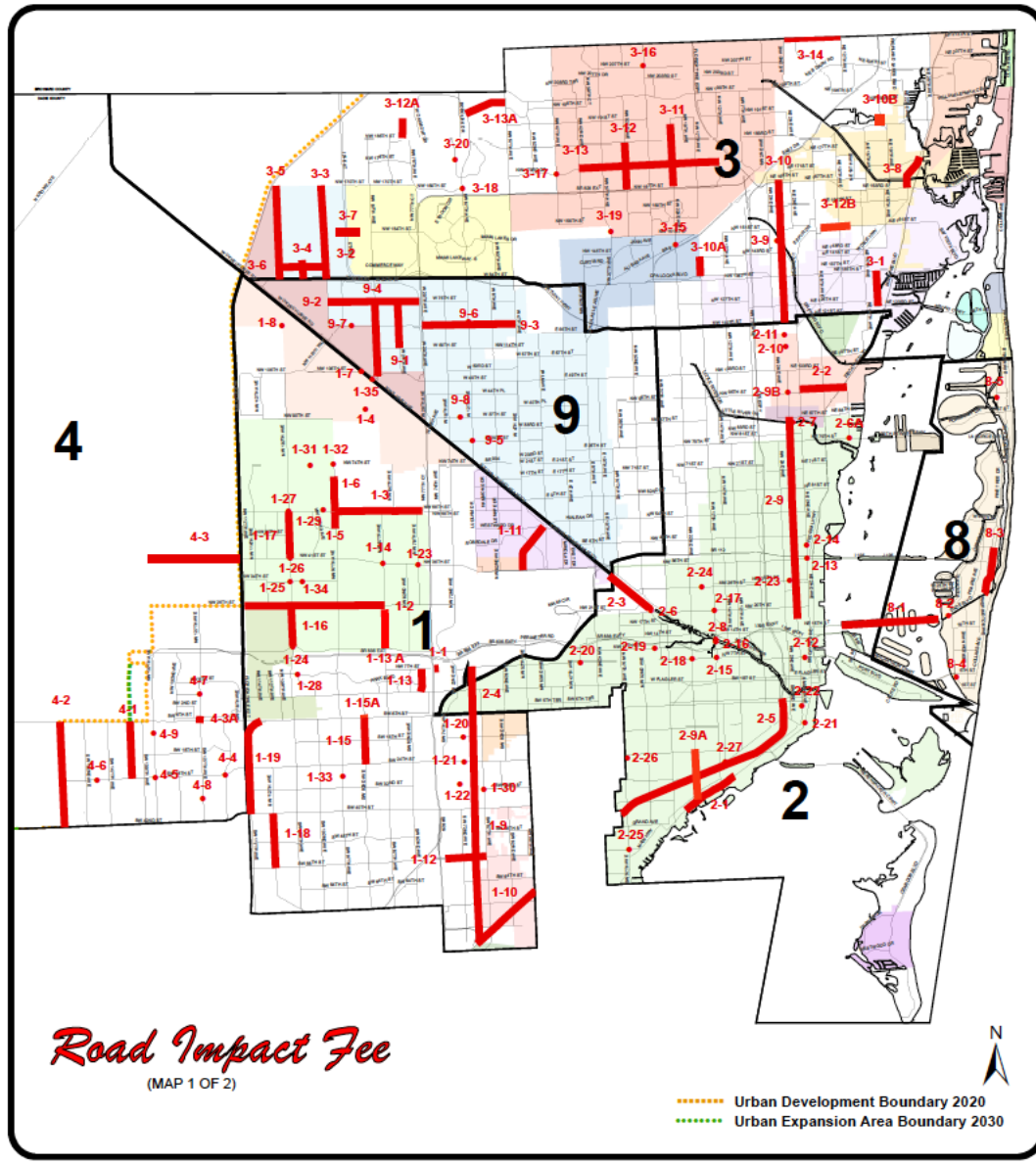
Standard mobility fee credits can also be calculated based on funding sources and amounts for specific locations (i.e., SMART Plan TIF)

**Data used in above example is purposely generalized and meant to reflect concepts*



GEOGRAPHIC FLEXIBILITY

IMPROVEMENT NEEDS AND DISTRICTS



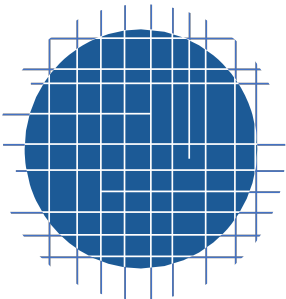
DOWNTOWN TRAVEL



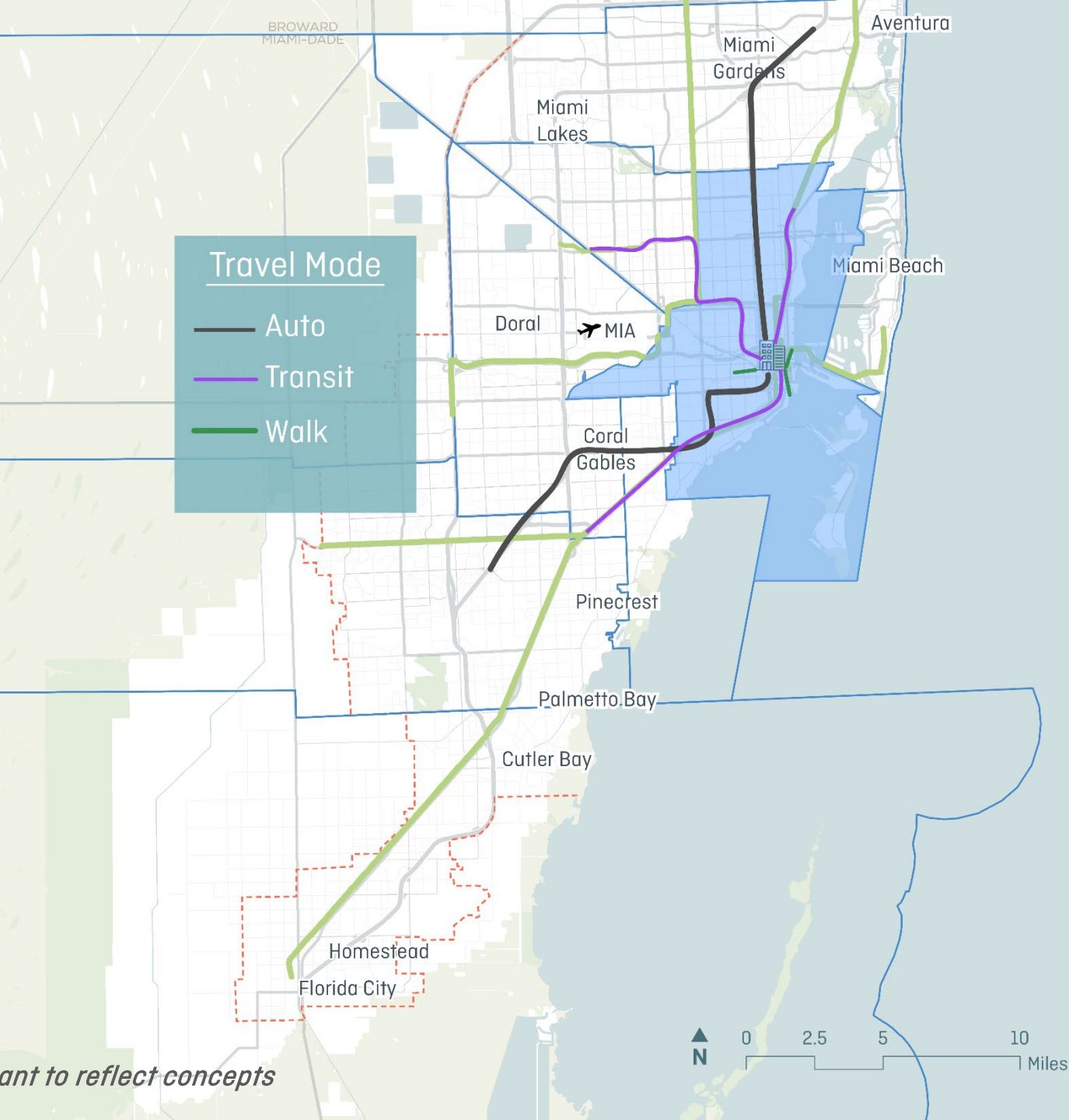
OFFICE

[APPROX 1,000 SQ FT]

Mid to long distance
commute trips by auto
and transit

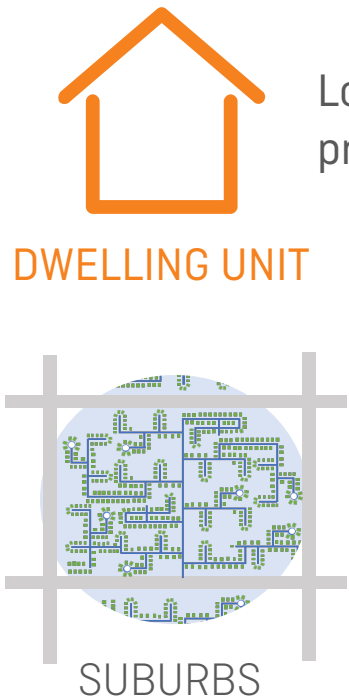


DOWNTOWN

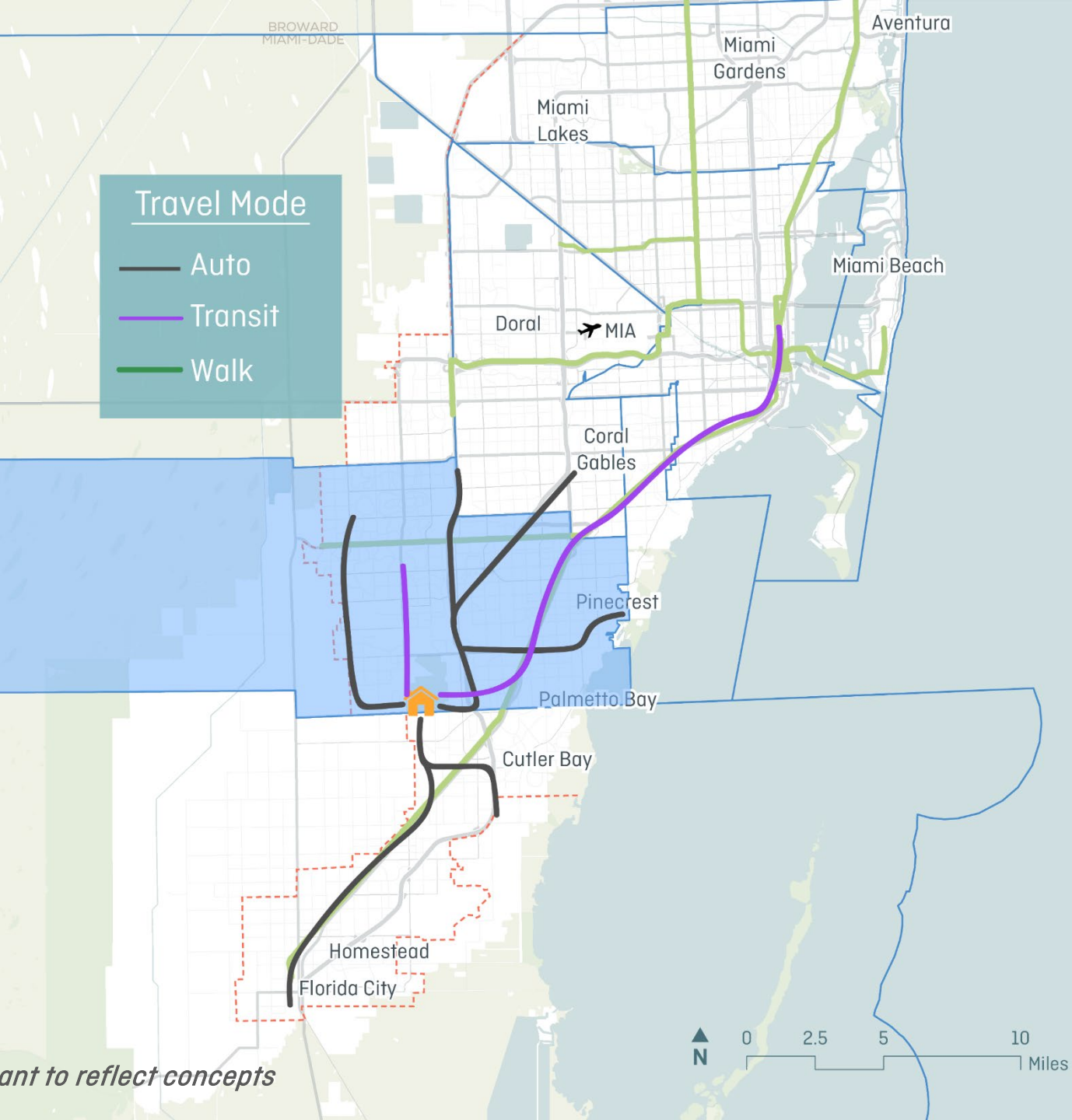


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SUBURBAN TRAVEL



Long distance trips
primarily by auto



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INTERACTIVE POLL



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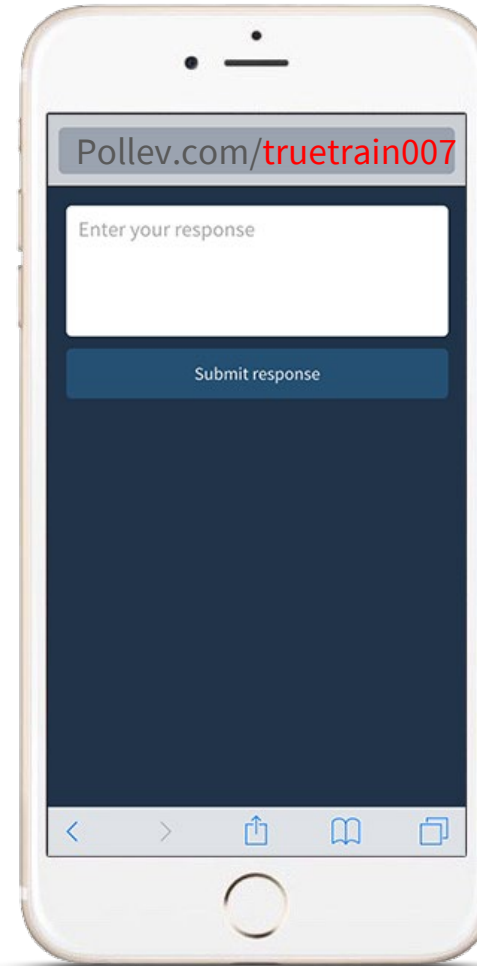
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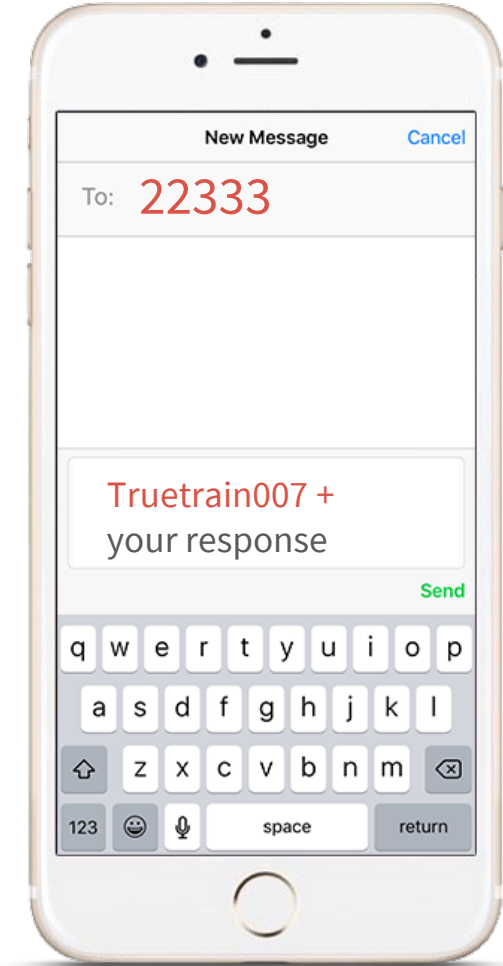
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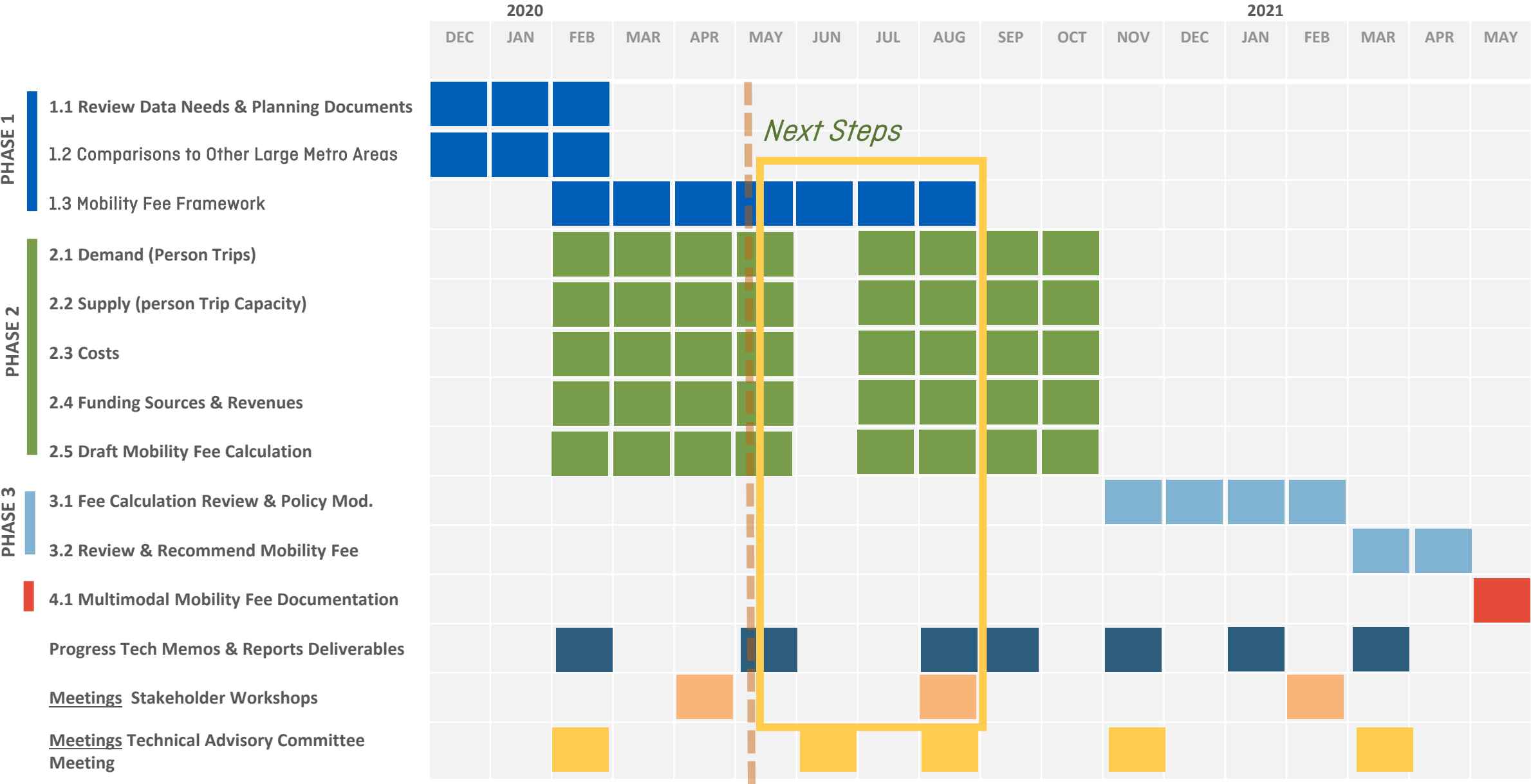


Web voting



Text voting

PROJECT PHASES AND SCHEDULE – NEXT STEPS



Miami-Dade County Mobility Fee Study

WORKSHOP 1

MAY 11, 2020

CONTACT INFORMATION

MIAMI-DADE COUNTY DEPARTMENT OF
REGULATORY AND ECONOMIC RESOURCES,
PLANNING DIVISION

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