

PASCO COUNTY MOBILITY FEE 2018 UPDATE STUDY

Stakeholder Kick-Off Meeting

April 18, 2018

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WHAT IS A MOBILITY FEE?

- ▶ One-time charge on development that creates additional travel to help fund needed transportation system capacity.
- ▶ Developed consistent with adopted comprehensive/transportation plan



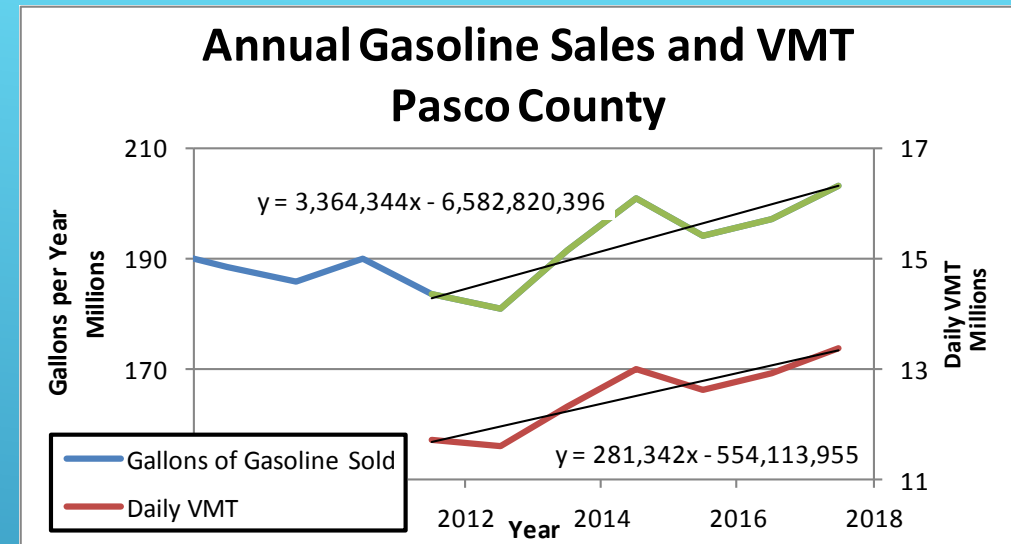
WHY DO WE NEED ONE?

- ▶ Efficient, safe, and predictable transportation system fosters economic growth
- ▶ **Promotes desired location and type of development**
- ▶ Contributes to quality of life (less travel time required for daily activities).
- ▶ Diversifies revenue sources
- ▶ Mobility fee \$\$ can leverage other \$\$



WHY DO WE NEED ONE?

- ▶ Rate of growth vs. rate of system expansion
- ▶ Consider:
 - ▶ In 2017 Pasco had 10.0M vmt on “major roads”.
 - ▶ If 2.81% per year growth, we’ll add 281,000 VMT this year.
 - ▶ At \$478/vmc, that costs \$134M (at a 1:1 ratio).
 - ▶ In-place Federal, State, and County revenues generate \$72.8M+/year. (Excludes mobility fee -- \$44.75 is State/Fed \$\$)



HOW IS THE FEE CALCULATED?

Fee = Travel Generated x Cost of Capacity – Credits – Incentives

► Where:

- Travel Generated= # Trips x Trip Length x % New Trips / 2
- Cost of Capacity= Multi-modal, per LRTP, quality of service
- Credits= Self-generated \$\$ for capacity (e.g. gas tax, P4P sales tax)
- Incentives= Gov't pays for a portion of fee for specific uses using taxes from non-growth sources.



HOW IS THE FEE CALCULATED?

- ▶ Incentives for location of development (Urban, Suburban, Rural, West Market Area)
- ▶ Incentives for form of development (TOD, TND, MUTRM)
- ▶ Incentives for job-creation/attraction (Office, Industrial, and Lodging)






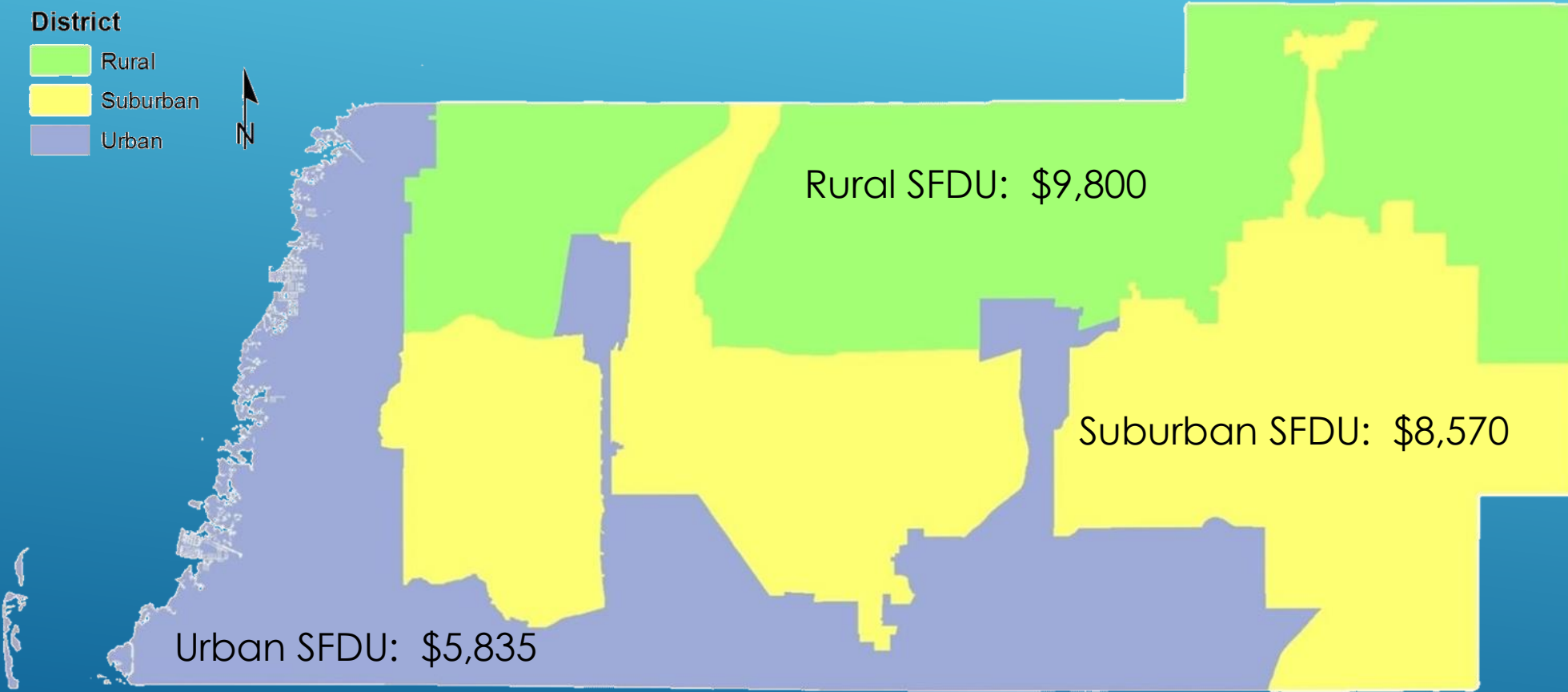
FEE DISTRICTS

Legend

Market Areas 07/12

District

-  Rural
-  Suburban
-  Urban



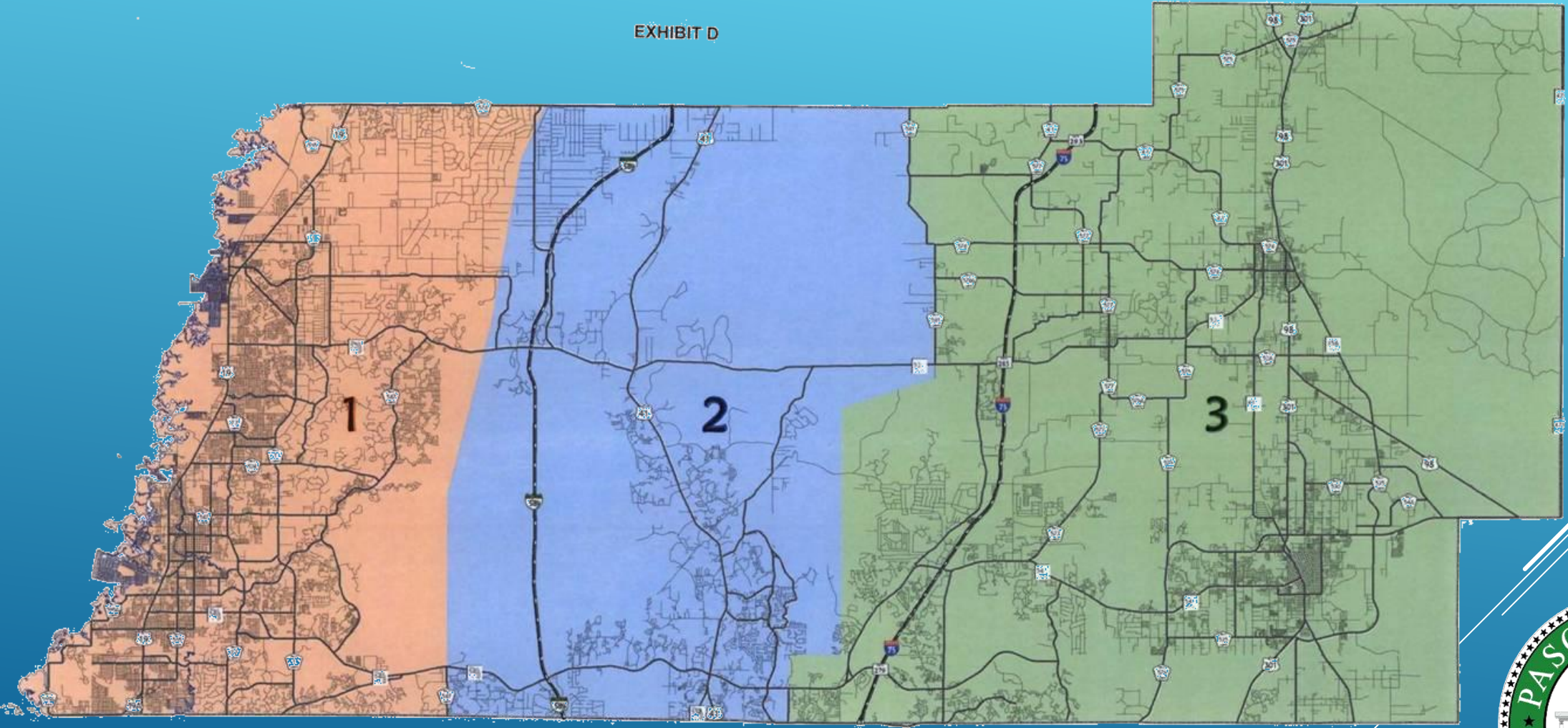
Special fee schedules for:

- MUTRM
- TND
- TOD
- West Market Area



BENEFIT DISTRICTS

EXHIBIT D



KEY OBJECTIVES AND ISSUES

- ▶ Predictable, equitable, fair (minimize dramatic changes in fees)
- ▶ Update costs, technical parameters
- ▶ Update changes in expected revenues from P4P sales tax, tax increment district, motor fuel taxes – affects revenues for incentives
- ▶ Review/adjust/consider new incentives (Large lot rural, infill)
- ▶ Add four new land use categories (Ice skating facility, “Brunchery”, Fast-casual restaurant, Non-veterinary kennel)



WHAT'S CHANGED?

- ▶ Costs 6% ↑
- ▶ Revenue streams ↑
- ▶ Re-purposing revenues --
- ▶ Growth rates ?



PROJECT SCHEDULE

	April			May						June	July	August
	18	23	30	7	14	21	28					
Stakeholder Meetings:	●		x ●		x ●		x ●					
BoCC Workshop*:									●			
LPA/DRC Workshop*:										●		
Report*:												
BoCC Adoption*:											● ●	

Notes: x-Agenda distribution day

● -meeting day

* meetngs and workshops with BoCC, LPA, and DRC are subject to change, pending direction of fee.

- ▶ Most meetings on Wednesday afternoons
- ▶ Issue agenda, backup packet two days in advance (Monday a.m.)



NEXT MEETING

- ▶ Review of parameters
 - Revenues
 - Costs
 - Growth rates
 - Initial fee calculations
- ▶ Review of current LRTP
- ▶ Infill/Large Lot incentives discussion

