Traffic Mitigation Zone Fee

BALTIMORE CITY
DEPARTMENT OF TRANSPORTATION
PUBLIC MEETING AUGUST 7, 2018
Agenda

1. Background
2. TIS fees Year-to-Date
3. Expenditures To Date
4. Fee Development
5. Proposed New Fee
6. Schedule
7. Discussion
1. Background: Traffic Mitigation – 11-529 (11-0658)

- **PURPOSE:** Establishes provisions for collecting fees associated with mitigating traffic issues associated with development
  - Development projects 15,000 SF or 10 Dwelling units

- **Goal:** Provide funding to construct/implement projects that reduce congestion
  And provide transportation alternatives
1. Traffic Mitigation - Zones
1. Traffic Mitigation - Legislation

- Initiated by Development Community
- Enacted 2012
- South Baltimore Middle Branch Zone Fee - BOE approved
  - Fee set at $55.51 per trip
- 2018 Establishing Fees for Remaining Zones
1. Forecast the number of new vehicle trips generated by proposed development within the zone
   - Proposed Development – EconView Baltimore City
   - Pre-Development and in Building Permit process
2. Trip Generation

- Traffic Engineering Practice
- National Standards
- Institute of Transportation Engineers (ITE) Trip Generation formulas
1. Methodology for Establishing Zone Fee

3. Determine transportation improvements that mitigate traffic in the zone.
   - Impact Capacity
   - Improve Traffic Management
   - Encourage Mode Shift

4. Provide cost estimates
   - Reasonably constructed over 5 years
The Traffic Agreement Mitigation Fee (TMA) fee is calculated by dividing the construction cost of the transportation improvements by the forecasted trips.

**Calculation:**

\[
\text{TMA Fee} = \frac{\text{Construction Costs}}{\text{Forecasted New Vehicle trips}}
\]
2. Year-To-Date TIS/TMA FEES

May 2012 through FY 2017

- Total Fees Assessed $3,945,709.82
- Total Fees Collected $3,595,769.23
- Total Fees Rebated $40,294.98
- Total Expenditures $541,418.46

Total Funds Available $3,014,055.79 All Zones
3. EXPENDITURES To-Date

- **SOUTHEAST SUBZONE B**: Collected $533,277.27
  - **WOLFE STREET BIKE FACILITY STUDY** - Mode shift (non-single occupancy vehicles) $54,890.30

- **SOUTHEAST SUBZONE C**: Collected $72,728.28
  - **POTOMAC STREET CYCLE TRACK** - Mode shift (non-single occupancy vehicles) $47,874.46

- **SOUTHEAST SUBZONE D**: Collected $676,358.33
  - **EATON STREET EXTENSION** Engineering – Capacity $400,000.00

- **SOUTH BALTIMORE / MIDDLE BRANCH SUBZONE B**: Collected $242,310.15
  - **LAWRENCE STREET STUDY** $38,653.70
4. Fee Development

- Strategically selected program of projects that allow for early implementation
- Transportation needs far outweigh selected project list
- Allows accumulating funds for bigger efforts
- Modal Balance with Non-vehicles priority
- Transportation Plan Base-line for public review and comment
- Projects will be implemented through CIP Process = Public Involvement
- Incremental increase annually. Full fee does not kick-in until year 5, 2023
## 5. TMZ Proposed Fees

<table>
<thead>
<tr>
<th>TMA Zone</th>
<th>Current Fee</th>
<th>Proposed Fee</th>
<th>Current Fee applied to all Zones</th>
<th>BOE Approval to 12/31/2018</th>
<th>Year 1 (2019)</th>
<th>Year 2 (2020)</th>
<th>Year 3 (2021)</th>
<th>Year 4 (2022)</th>
<th>Year 5 (2023)</th>
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</table>
6. Implementation Schedule

- July 21- September 4, 2018: Posted Proposed Rules & Regulations to DOT website for 45-day review period (including new fees).

- September 2018 – Seek BOE approval to:
  - Establish $55.51 fee for all TMZ Zones
  - Development must obtain all approvals by 12/31/18

- January 1, 2019: Proposed Fee Increase Date Annually – New Fees Apply over a 5 year phased implementation.
Discussion