













Subdivision Staging – New Concepts Discussion (Continued)

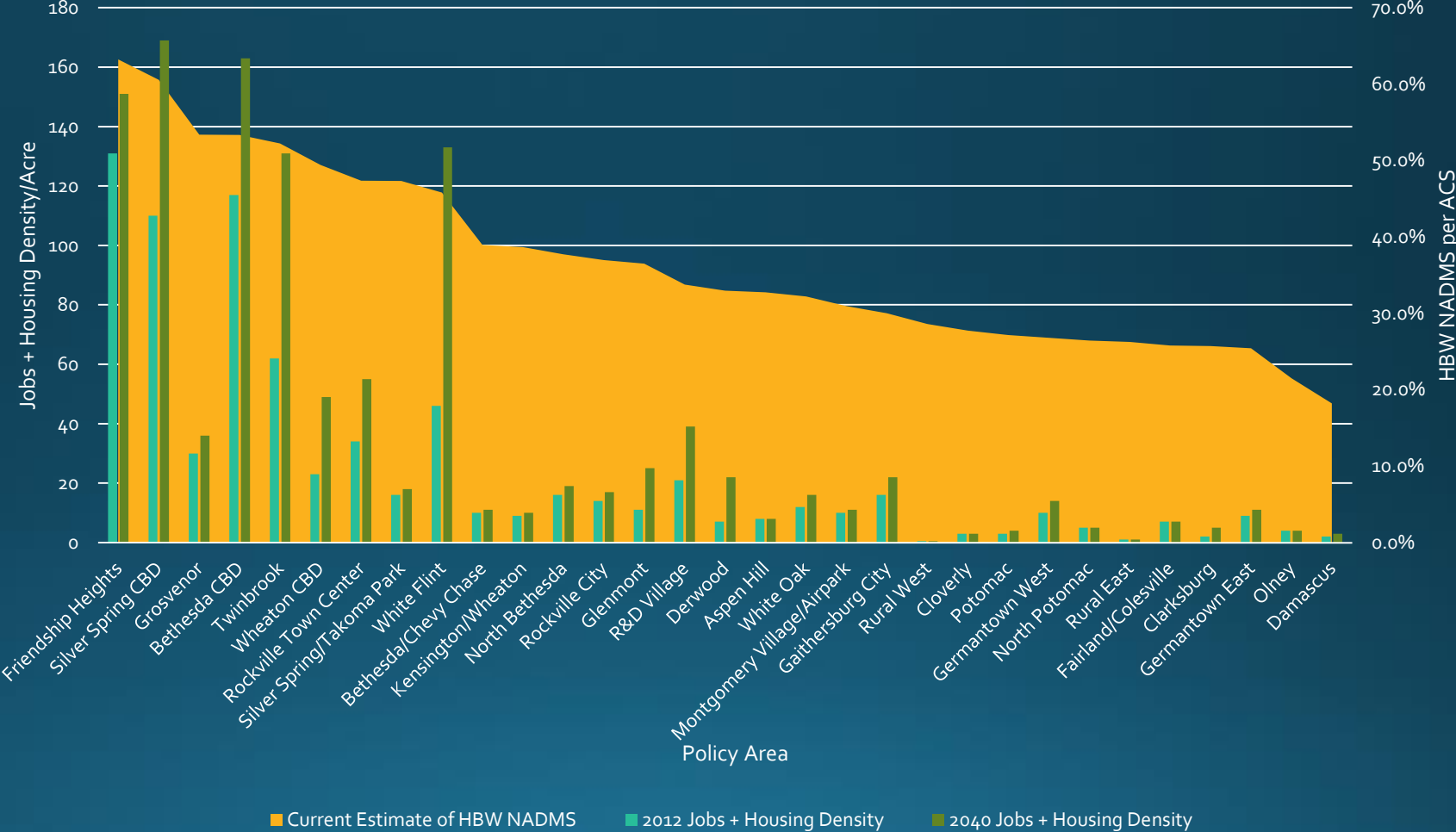
Planning Board
Worksession
February 4, 2016

What We Have Heard & Today's Focus

| <u>Place Types</u> | → | <u>Tests for Adequacy</u> | → | <u>Payments</u> |
|--|---|---|---|--|
|  Use Metrics to Group Places or Areas | |  Should Reflect Policy | | How Much Is Collected? |
|  Grouping Should Be Intuitive | |  Combine Area & Local Test Where Feasible | | Where Does It Go? |
|  Grouping Should Reflect Policy | |  Simplify-Try to Address "Last In" Issue | | Capital vs Operating Costs? |
|  Consider General Plan Guidance | |  "Look Up" Metrics Better Than "Black Box" Metrics | | |
|  Grouping of Existing Policy Area Boundaries OK | |  Need to Be Able to Forecast Metrics | |   Making Some Progress |

Comparing Existing & Future Density with Current HBW NADMS by Policy Area

Using Three Metrics to Group Places



Example Grouping of Policy Areas

Core, or Corridor with Metrorail

FH
Silver Spring CBD
Bethesda CBD
Twinbrook
White Flint

Suburban, or Corridor with Metrorail, Purple Line, or CCT

| | |
|-----------------------|------------------------|
| Grosvenor | Silver Spring / Takoma |
| Wheaton CBD | North Bethesda |
| Rockville Town Center | Bethesda / Chevy Chase |
| Chevy Chase Lake | Kensington / Wheaton |
| Glenmont | |
| R&D Village | |
| Long Branch | |
| Takoma Langley | |

Remaining Suburban and Residential Wedge

Rockville City
Derwood
Aspen Hill
White Oak
MV/Airpark
Gaithersburg City
Cloverly
Potomac
Germantown West
North Potomac
Fairland Colesville
Clarksburg
Germantown East
Olney
Damascus

Rural

Rural East
Rural West

Core, or Corridor with Metrorail

FH
Silver Spring CBD
Bethesda CBD
Twinbrook
White Flint

| Area Test | Area Payment | Local Test | Local Payment | Impact Tax | Pay & Go? | Notes |
|-----------|--------------|------------|---------------|------------|-----------|--|
| None | None | None | None | Yes | Yes | Portion of Impact Tax Allocated to Operations? |

Suburban, or Corridor with Metrorail, Purple Line, or CCT

Grosvenor
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 Long Branch
 Takoma Langley

| | Screen | Evaluate | | Mitigate | | Impact Tax | Pay & Go? |
|--------------|----------|----------|------------------------------|-------------------|--------------------|------------|-----------|
| Test Type >> | Local | Local | Area | Local | Area | Area | |
| Option 1 | 30 Trips | 1600 clv | Job Access by Transit | 25% of Impact Tax | 25% of Impact Tax | Yes | Yes |
| Option 2 | 50 Trips | 1700 clv | VMT / Capita Within Category | 50% of Impact Tax | 25 % of Impact Tax | Yes | Yes |

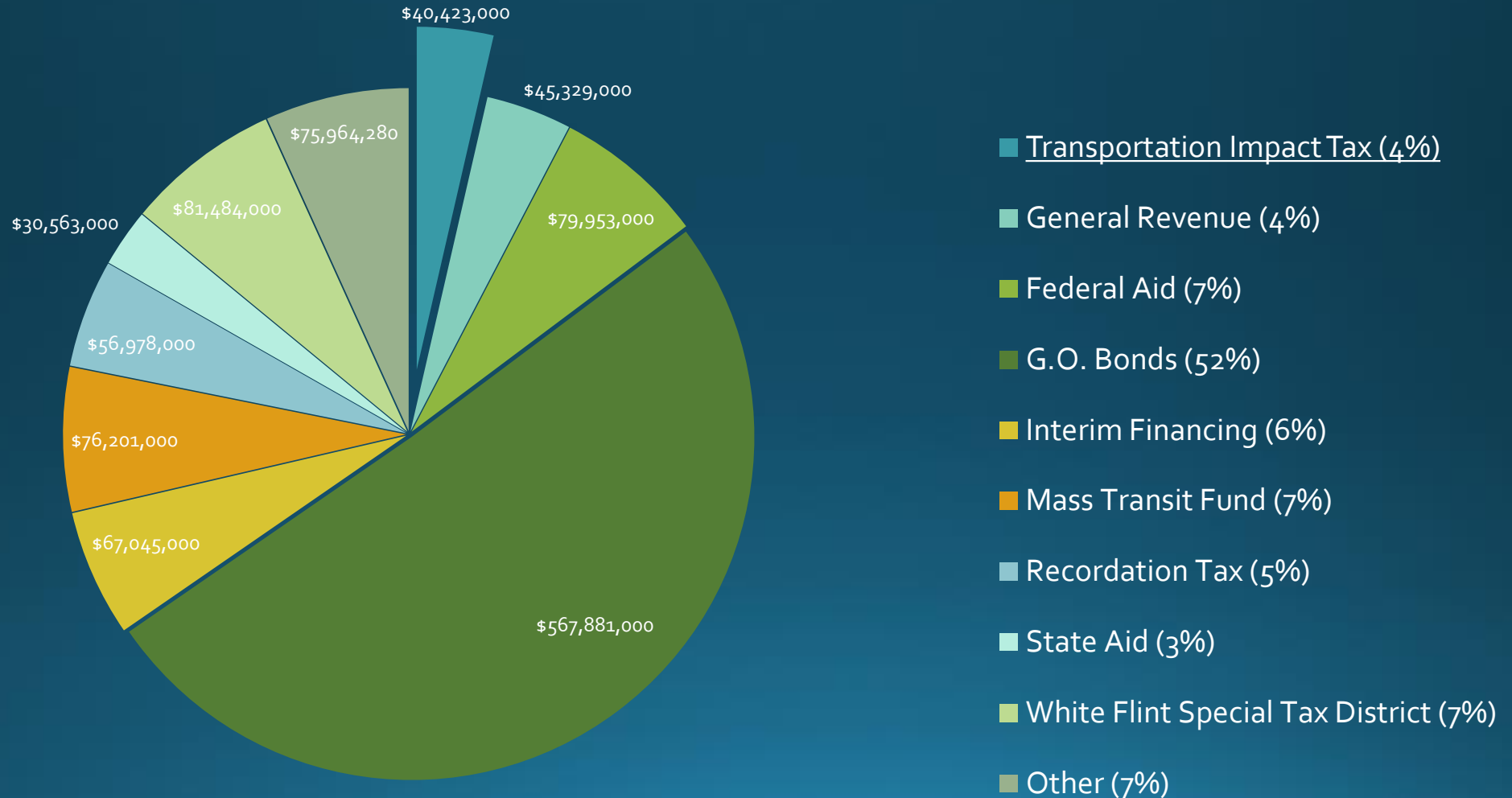
Remaining Suburban and Residential Wedge

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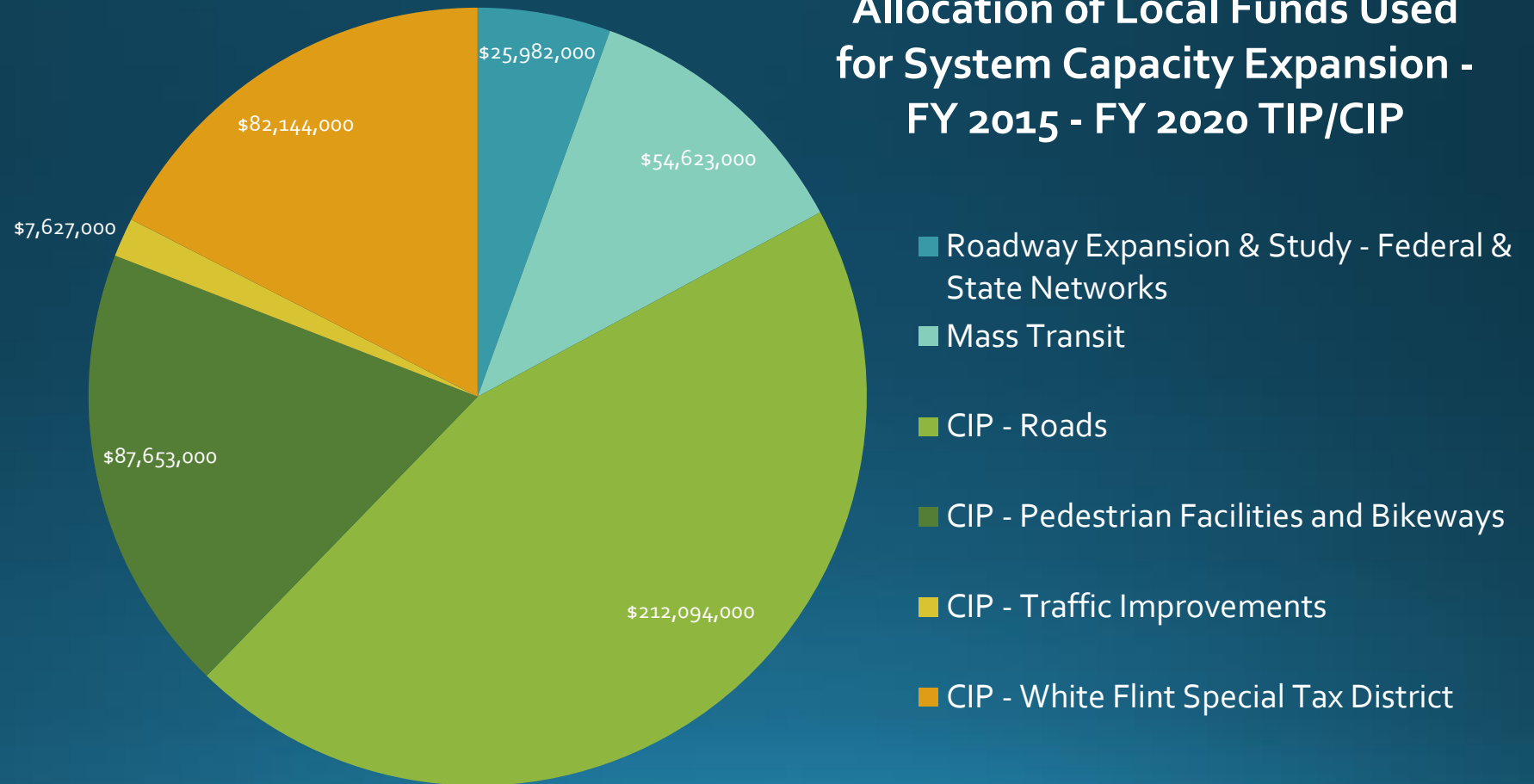
| | Screen | Evaluate | | Mitigate | | Impact Tax | Pay & Go? |
|--------------|----------|----------|------------------------------|---|--------------------|------------|----------------------------------|
| Test Type >> | Local | Local | Area | Local | Area | Area | |
| Option 1 | 30 Trips | 1500 clv | Job Access by Transit | Mitigate Unless Road Code Urban Area (25% of Impact Tax) | 25% of Impact Tax | Yes | No – Unless Road Code Urban Area |
| Option 2 | 30 Trips | 1600 clv | VMT / Capita Within Category | Mitigate Standard Unless Road Code Urban Area (25% of Impact Tax) | 25 % of Impact Tax | Yes | No – Unless Road Code Urban Area |

The Transportation Impact Tax (estimated at \$40.4 million over the six year CIP) funds only about 4% of all transportation projects in the CIP ...

Funding Sources for All Transportation Projects in FY 2015 - FY 2020 CIP



The Transportation Impact Tax (estimated at \$40.4 million) is a little less than 10% of the \$470 million in local funds allocated for capacity expansion in the six-year CIP.



Transportation Impact Tax Collections

(source Mont. Co. Department of Finance)

| Fiscal Year ending in: | Transportation Impact Tax Collections for CIP Projects – Includes Cities of Rockville & Gaithersburg |
|------------------------|--|
| 2004 | \$ 5,245,203 |
| 2005 | \$ 8,470,768 |
| 2006 | \$ 6,252,060 |
| 2007 | \$ 11,500,814 |
| 2008 | \$ 9,743,841 |
| 2009 | \$ 2,398,310 |
| 2010 | \$ 3,812,138 |
| 2011 | \$ 5,444,115 |
| 2012 | \$ 6,352,401 |
| 2013 | \$ 13,179,898 |
| 2014 | \$ 20,274,781 |
| 2015 | \$ 16,643,380 |

PAMR Payments FY 10 – FY 16

FY 10 - \$132,000

FY 11 - \$176,000

FY 12 - \$ 45,400

FY 13 - \$383,000

FY 14 - \$468,000

FY 15 - \$214,058

FY 16 - \$16,694

Total - \$1,435,452

How
Impact Tax
Was
Initially
Calculated
in 2007

| A | County Capital Improvement Program (CIP) – Local \$ for Projects adding Network Capacity Expansion – 25 Year Estimate | | | | | |
|---------------|---|---------------------------------|---|---------------------------------|---------------------------------|---------------------------------|
| B | New Residential 25 Year Growth Estimate | | New Commercial Growth 25 Year Growth Estimate | | | |
| C | Residential Units | | Office Jobs | Retail Jobs | Industrial Jobs | Other Jobs |
| D | Single family | Multi-Family | Office SF | Retail SF | Industrial SF | Other SF |
| E | Trip Rate | Trip Rate | Trip Rate | Trip Rate | Trip Rate | Trip Rate |
| F | New Daily Trips | New Daily Trips | New Daily Trips | New Daily Trips | New Daily Trips | New Daily Trips |
| G | Cost (A) Allocated by Trips (F) | Cost (A) Allocated by Trips (F) | Cost (A) Allocated by Trips (F) | Cost (A) Allocated by Trips (F) | Cost (A) Allocated by Trips (F) | Cost (A) Allocated by Trips (F) |
| Est. Tax Rate | G/C | G/C | G/C | G/C | G/C | G/C |
| | | | | | | |