



The Shifting Transportation Planning Paradigm



2011 Planning Law
Conference
Don Samdahl

April 2011

What Precipitated GMA?



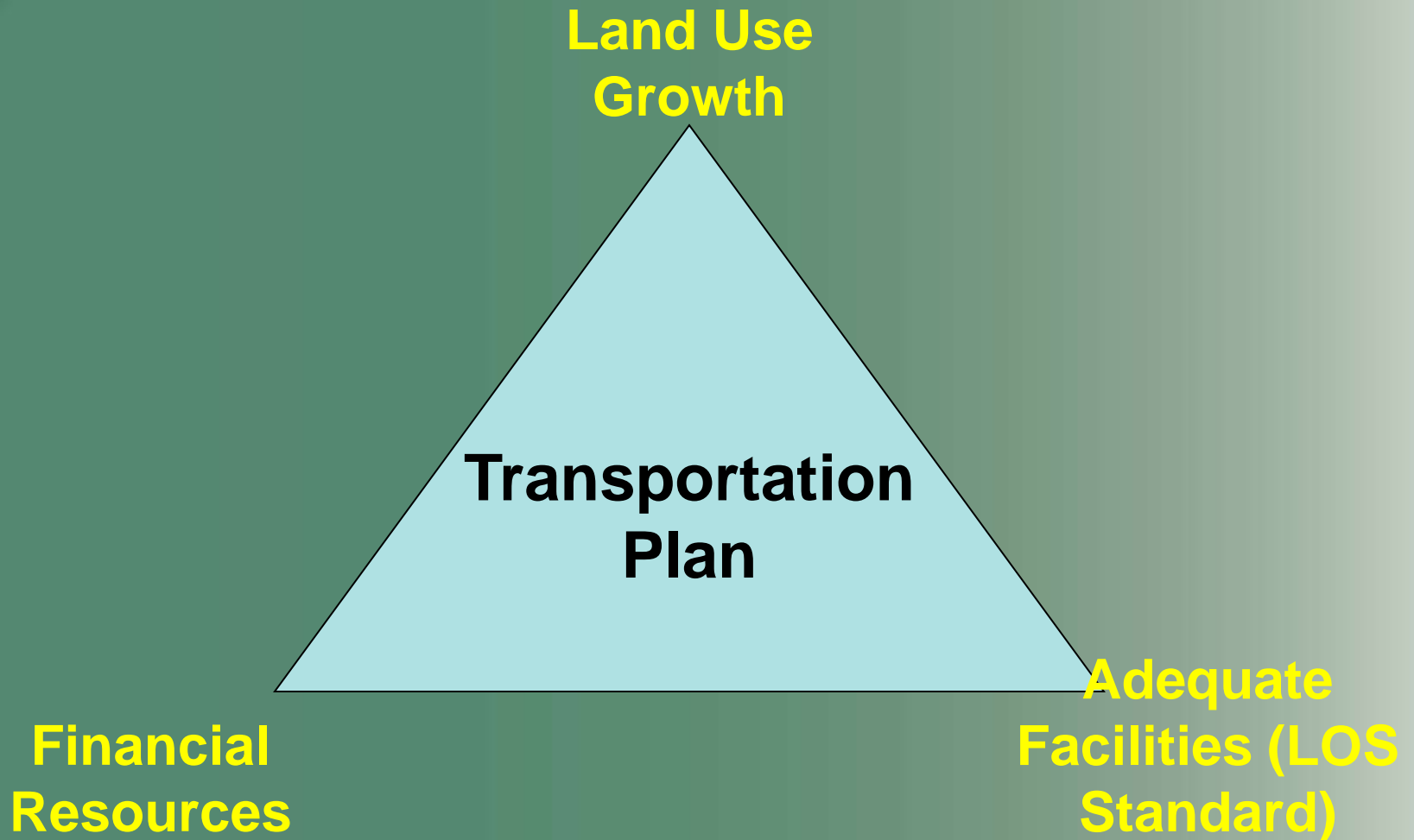
The good old days?

Uncontrolled growth

The Problem- or is it?

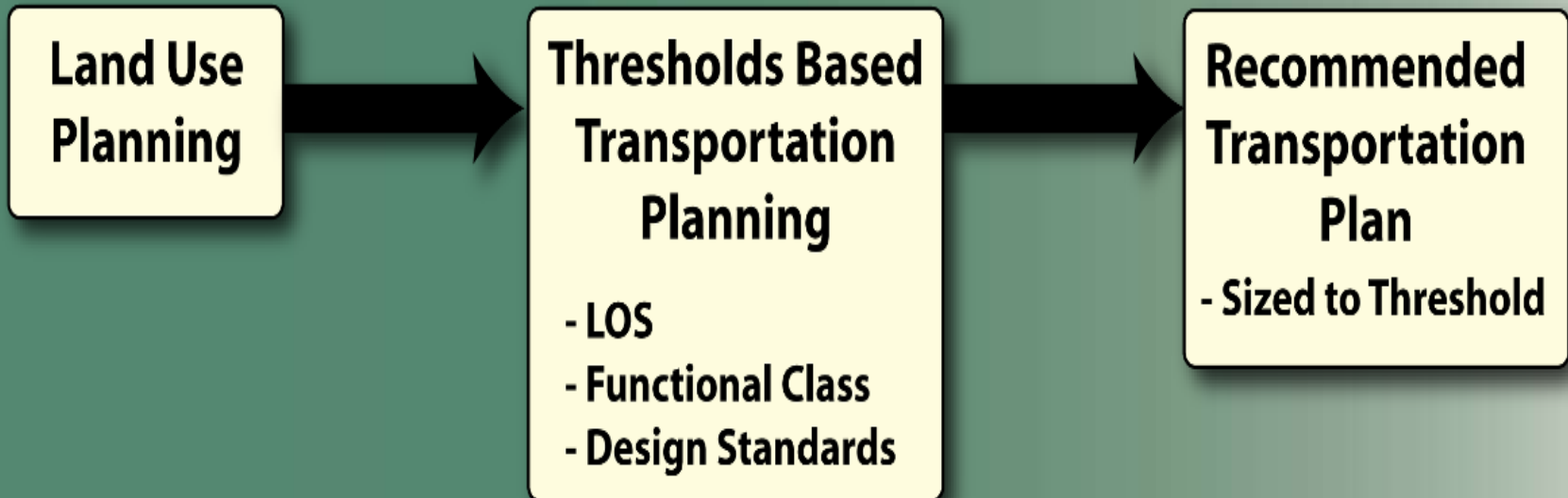


GMA: Striking the Right Balance?



TODAY'S Planning PARADIGM

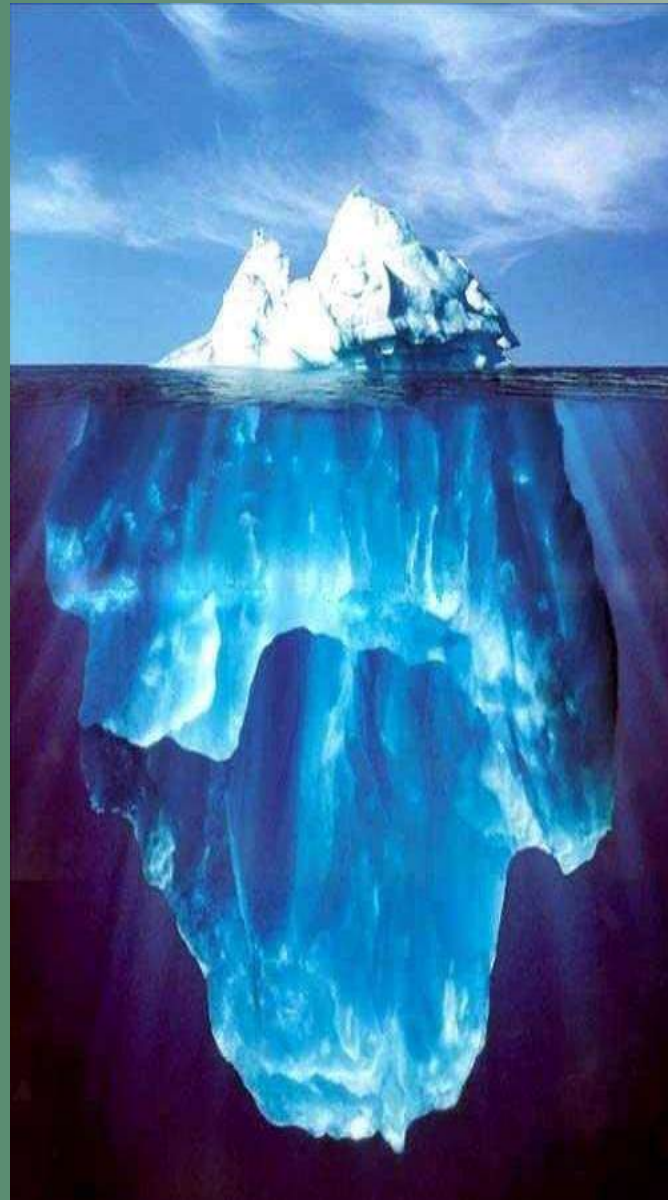
Traditional Transportation Planning Process



Process results in a plan that has unknown costs and is unlikely to be fully implemented resulting in traffic operations that will be worse than projected.

The Result of Today's Paradigm

**Disconnect between
Perception & Reality**



The Reality

1. Level of Service
2. Funding
3. Land Use



Not very well in
Balance

LOS is in the Eye of the Beholder

To a driver: LOS A
To an economist: LOS F



To a driver: LOS F
To an economist: LOS A



Whose LOS are we Talking About?

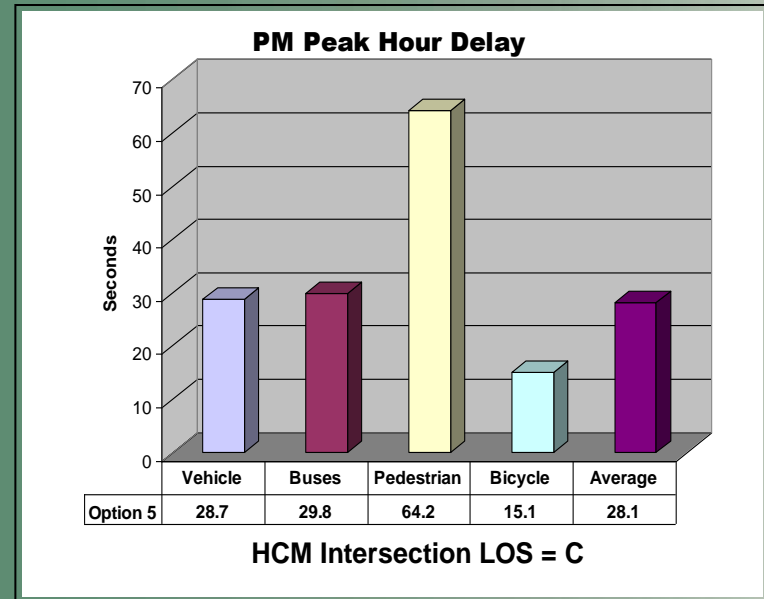


Illustration of Alternative 5 (bicycle/pedestrian bridge) and analysis by mode

Source: *Conventional Level of Service Analysis, Thresholds, and Policies Get a Failing Grade*, Milam and Mitchell, 2007

Funding has not Kept Pace

–Growth Management Act

- Focus growth into urban areas
- Balance growth with transportation
- Plans need to have ‘realistic’ funding

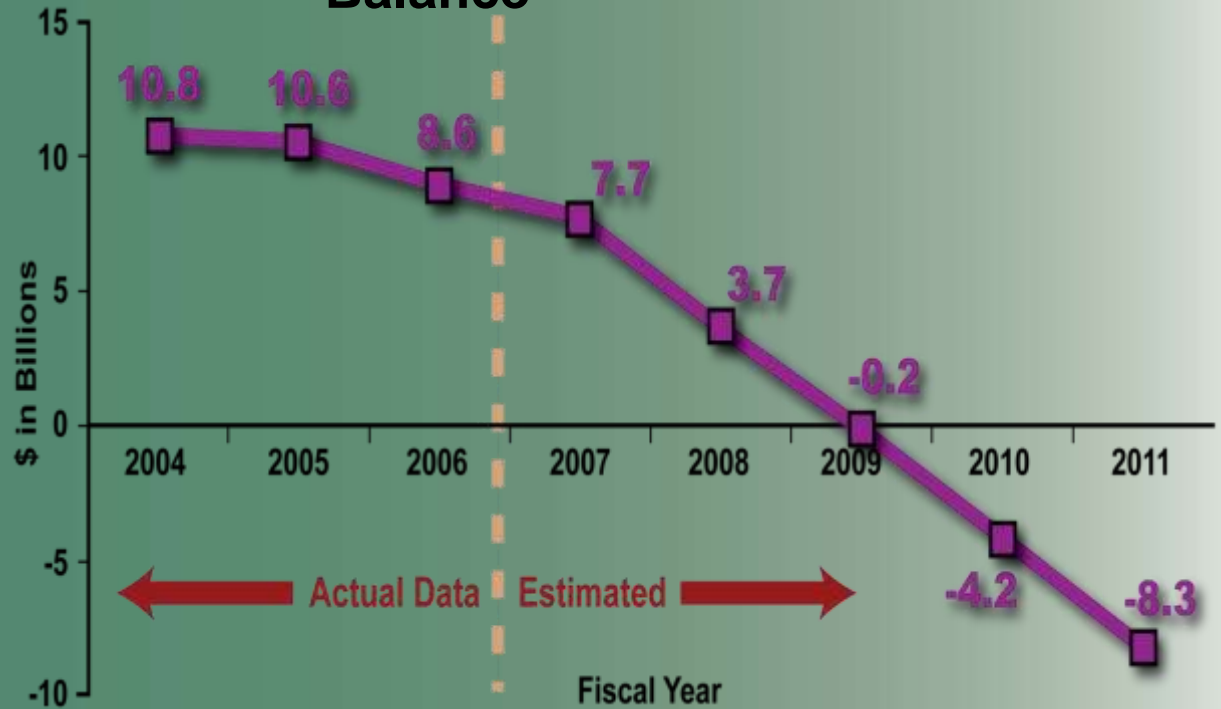
–Funding

- Funding plans look good on paper
- How realistic are they?

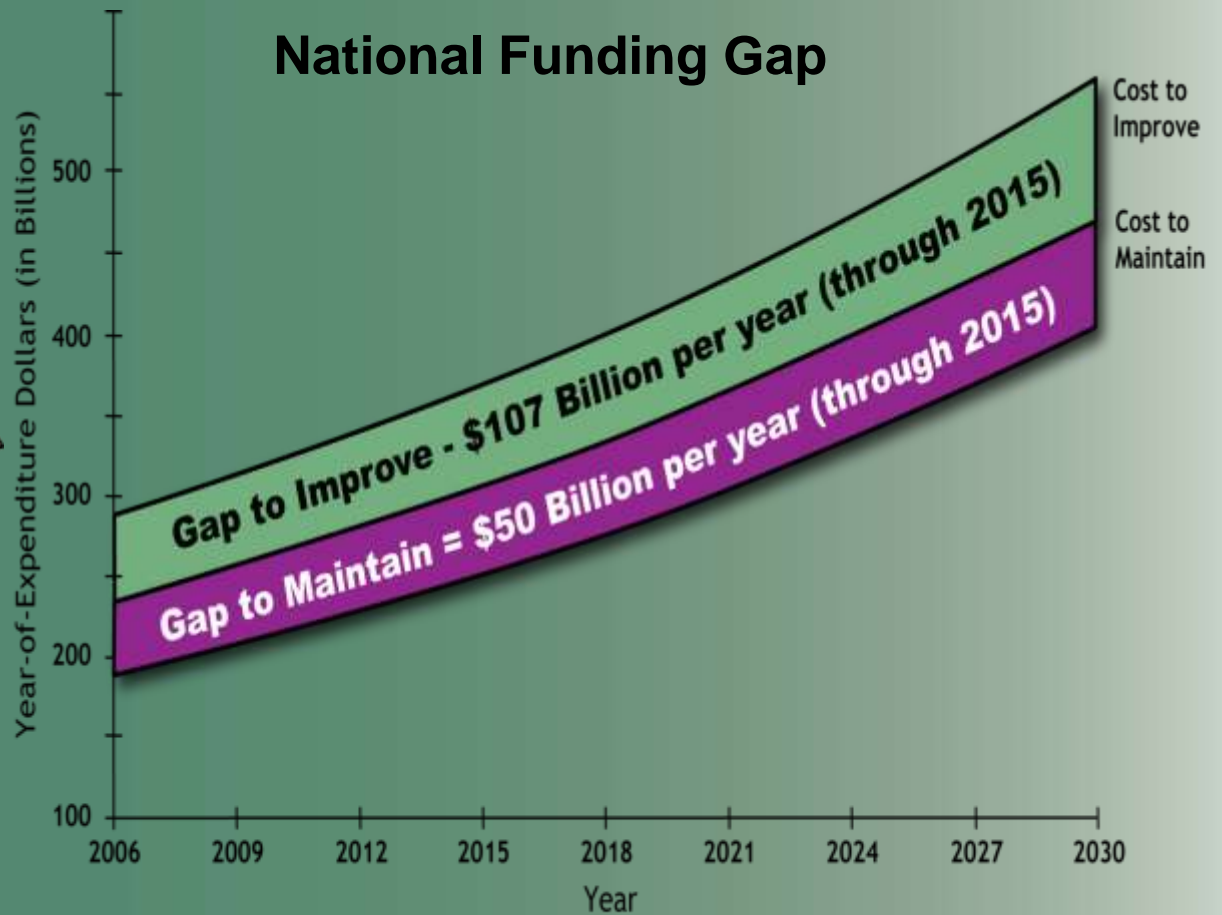
Funding Facts



Highway Account Balance



The Paradigm Widens the Gap



Source: U.S. Chamber of Commerce

Typical Transportation Funding Plan

- Use Existing Funding Sources
- **Seek New Funding Sources**

Source of Revenue	Low Estimate	High Estimate	Average
I. Existing Revenue Sources for Capital	(\$ million)	(\$ million)	(\$ million)
1. Committed Funding	77.3	77.3	77.3
2. Grants - Annual Average*	11.6	63.9	37.8
3. Grants for Grade Separation Projects	17.8	73.3	45.6
4. Local Improvement Districts (LIDs)*	35.2	75.0	55.1
5. Transfer from Street Fund*	7.2	17.6	12.4
Total: Existing Revenue for Capital	149.6	307.6	228.7
Source of Revenue	Low Estimate	High Estimate	Average
II. Potential Additional Revenue Sources for Capital	(\$ million)	(\$ million)	(\$ million)
A. Impact Fees - City of Kent	45.0	180.0	112.5
B. Impact Fees - Reciprocal from King County	5.0	10.0	7.5
C. Business License Fee for Transportation	73.8	98.7	86.3
D. Voted General Obligation Bonds	5.5	27.5	16.5
E. Real Estate Excise Tax	4.5	22.3	13.4
F. Vehicle License Fee for Transportation Benefit District	30.0	44.0	37.0
Total: Potential Additional Revenue for Capital	163.8	382.5	273.2
Combined Total for Capital: Existing + Potential	313.4	690.1	501.9

* Net of Committed

Impact Fee Program

	Percent of Maximum Eligible Fees			
	33%	50%	67%	100%
Cost per Trip	\$4,493	\$6,807	\$9,121	\$13,614
Approximate Impact Fee Revenues (\$ millions)				
Grade Separation Projects	\$22.3	\$33.8	\$45.3	\$67.6
Other City Projects	\$40.0	\$60.7	\$81.3	\$121.3
Total	\$62.3	\$94.5	\$126.6	\$188.9

City adopted 30%= \$56 Million Revenue

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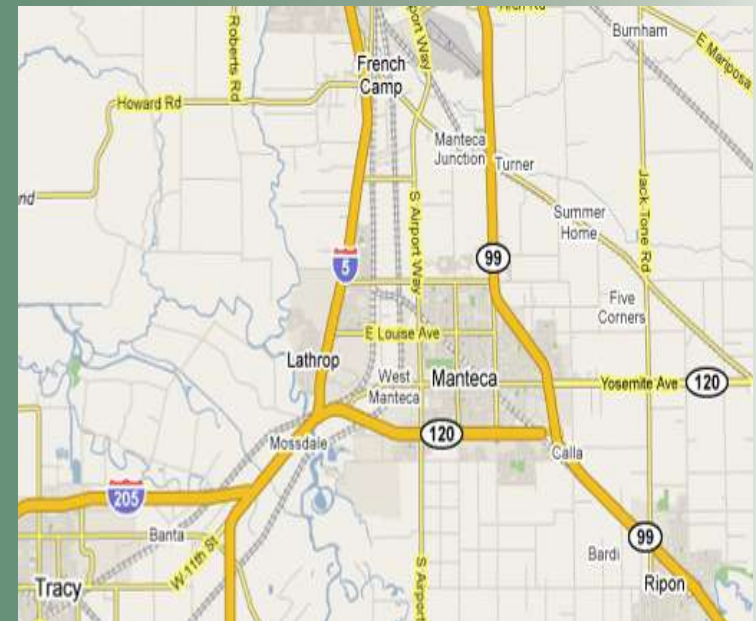
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City of Manteca, CA - In Need of a Paradigm Shift?

“There is a disconnect between land use utilization patterns in the adopted Plan and the financial reality of constructing the infrastructure necessary to accommodate that utilization.”

- Community Development Action Plan, January 2008

Current fee imposed per House	Fee to meet LOS threshold
\$5,400	\$37,000



What about Land Use?

- Land Use is typically 'fixed'
- Can't change regional growth targets
- Everybody wants more land use=
Economic Development

Concurrency to the Rescue

Concurrency – (concurrent with the development)... “shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

So What.....?

Typical Responses to Concurrency



**Chase
intersection
'fixes'
Is this what we
want?**

Typical Responses to Concurrency



Big Regional projects don't need to be 'concurrent'

15 years is a 'short' time

Typical Responses to Concurrency



**Wish and pray
that
congestion
goes away-
the
minimalistic
approach**

SHIFTING THE PARADIGM

The "New" Transportation Planning Process



Process results in a plan that is consistent with constraints (especially available funding) and provides a realistic assessment of future traffic operations. ROW is still preserved based on thresholds.

We are Moving Closer to Reality



- Realistic LOS
- Transparency
- Simplicity

PLANNING OBJECTIVES ARE CHANGING LOS

- **Minimize** vehicle miles of travel (VMT) per capita – **reduce time spent traveling**
- **Reduce** energy used for travel
- **Decrease** air pollution and greenhouse gas emissions
- **Increase** travel choices through land use location efficiency and network expansion
- **Improve** resiliency of transportation network
- **Manage** traffic flow to preserve mobility (optimize existing network)
- **Invest** in transportation network expansion that supports sustainability goals



Embracing 'Smart Growth'

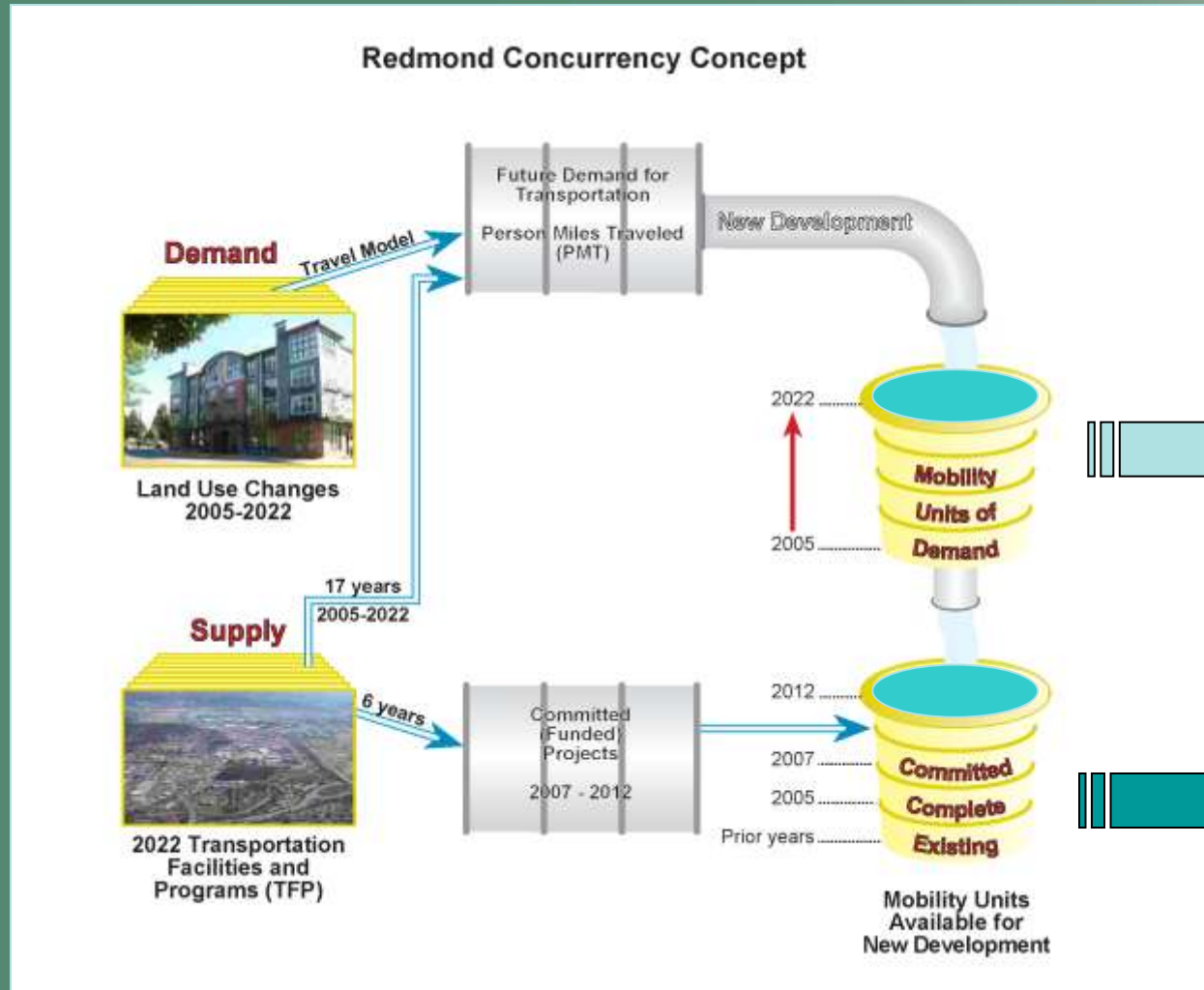


- Growing interest in smart growth impact fees and concurrency
- Examples:
 - Activity center trip rate reductions: Bellevue, Olympia
 - Multi-modal concurrency: Redmond



	MXD	TOD	Infill
Trip Discount	30%	44%	36%

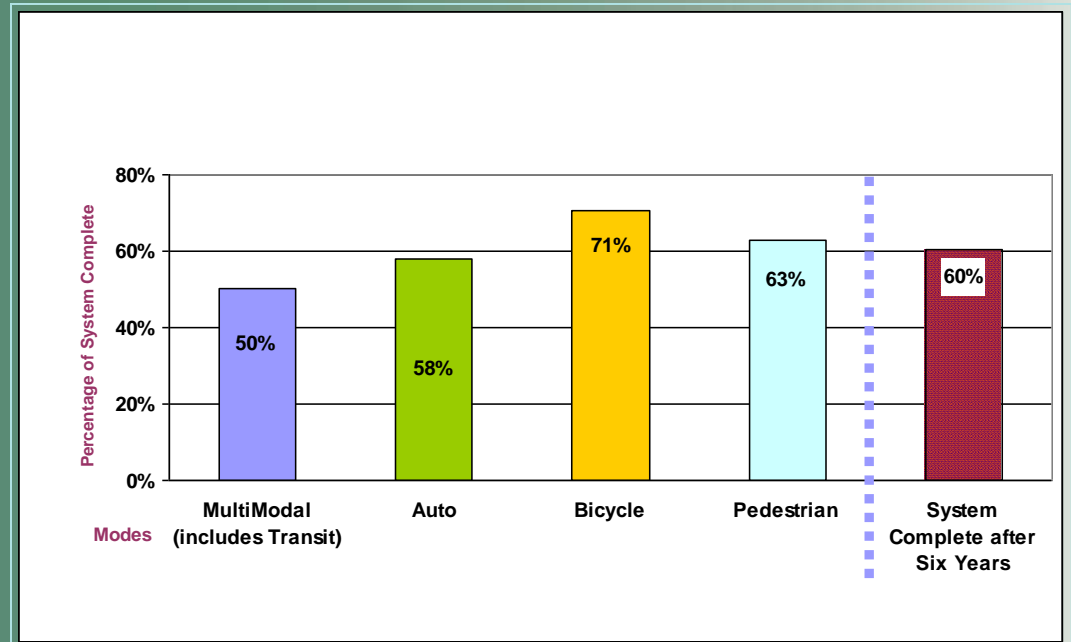
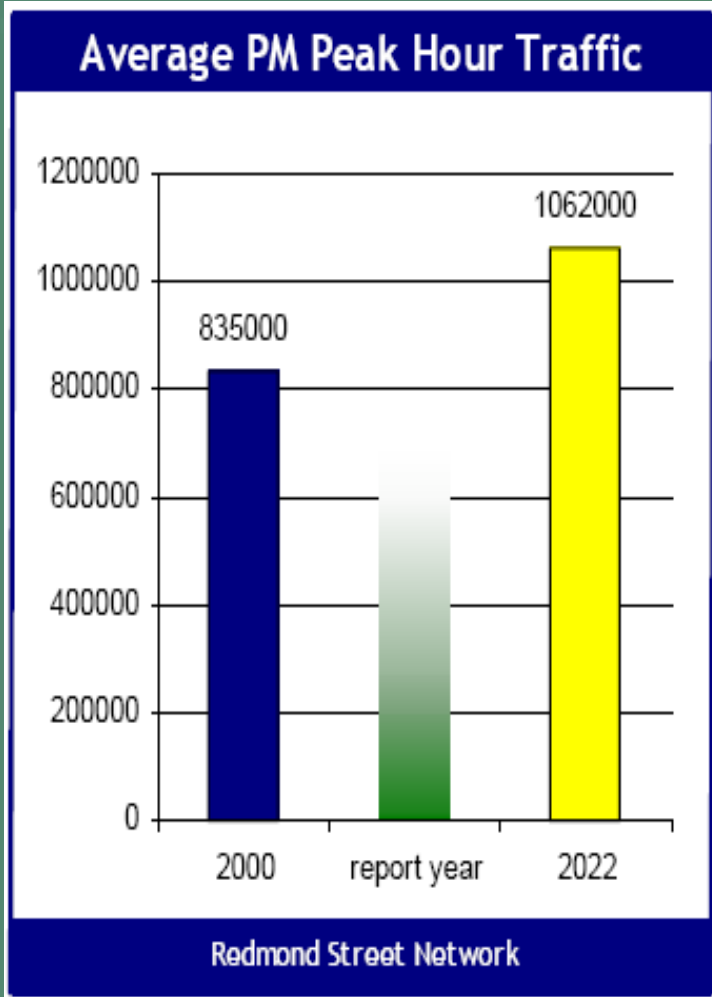
Transparency- Plan-level Concurrency



Mobility Units Demand
New and Previously Approved Development

Mobility Units Supply
Currently Available based on what's complete and committed in the next 6 years.

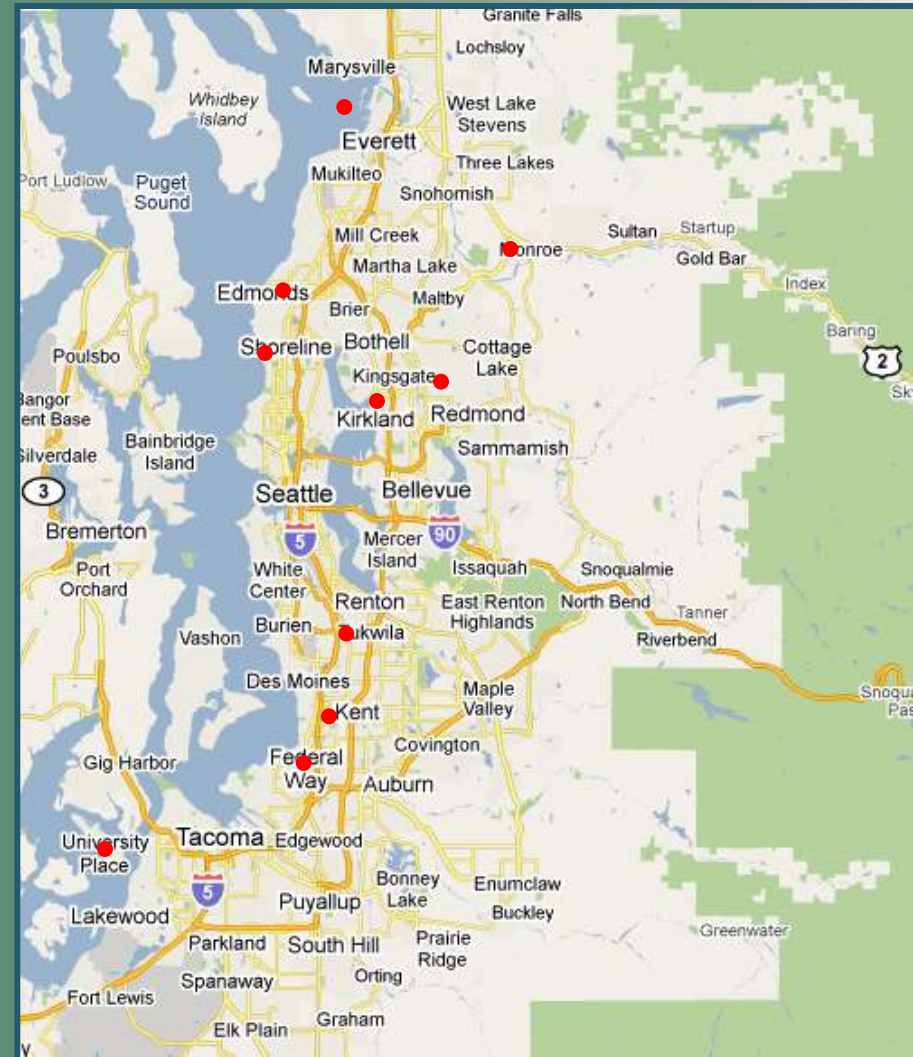
Transparency- Annual Mobility Report Card City of Redmond



More Transparency- Planned Actions: 1997 - 2007

- Southwest Everett
– City of Everett
- Tukwila Manufacturing Industrial Center
– City of Tukwila
- Overlake Neighborhood
– City of Redmond
- Southport
– City of Renton
- North City
– City of Shoreline
- Kent Station
– City of Kent
- North Kelsey Subarea
– City of Monroe
- Town Center
– City of University Place
- Town Center
– City of Mountlake Terrace
- City Center
– City of Federal Way

Source: Deborah Munkberg, Inova



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Questions?

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