

EVOLUTION OF PRO-RATA SHARE DISTRICTS IN MONTGOMERY COUNTY, MD

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Pro-Rata Concept

$$\text{PRO RATA SHARE} = \frac{\text{private sector funding for total system supply}}{\text{unit of development demand}}$$

Simple, powerful, flexible concept.

Requires fairly extensive context-sensitive development:

- What functional objectives should the system achieve (i.e., how to define supply and demand)?
- Geographic area?
- Type/timeframe of improvements?
- Interim monitoring / measurement?

Once established, private-sector participation is streamlined.

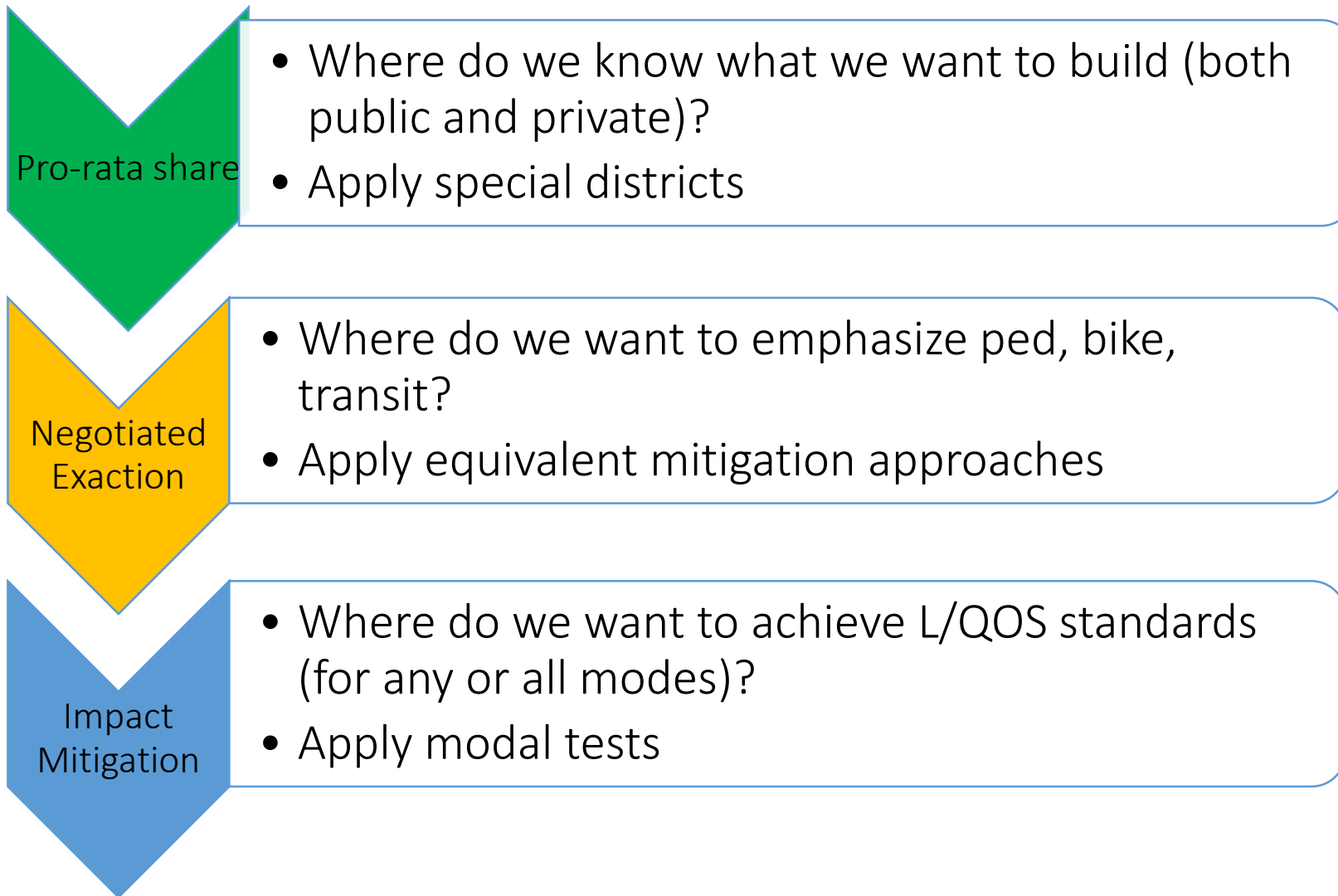
Pro-rata Share Elements

Successful pro-rata share district elements:

- Compact geographic area
- Common stakeholder interests
- Inventory of unbuilt transportation system and private development
- Reflects needs and interests of constituents
- Coordinated with state, regional, and local implementers and operators
- Includes regular monitoring and revision processes and schedules

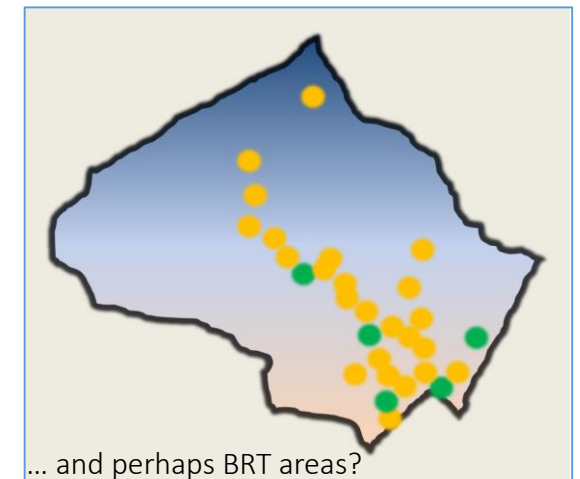
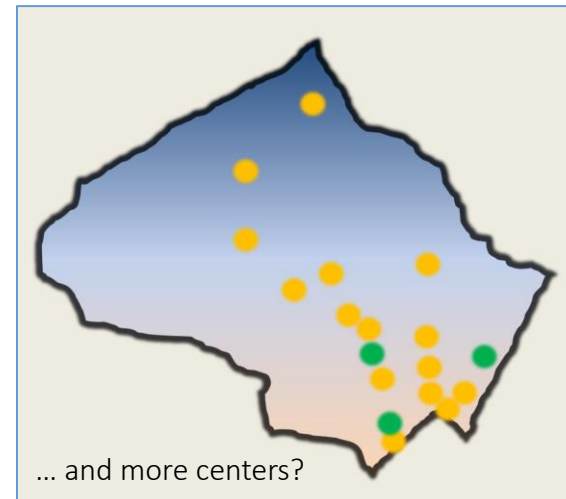
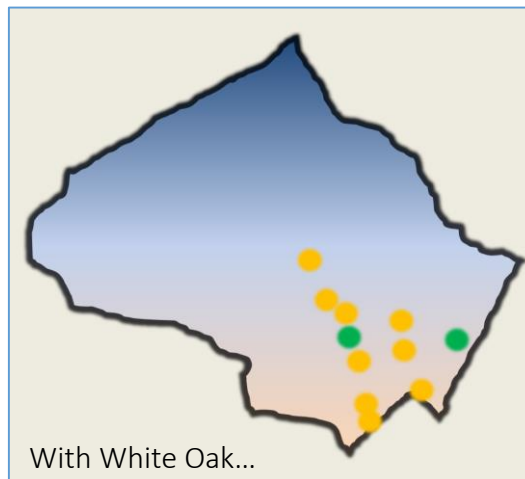
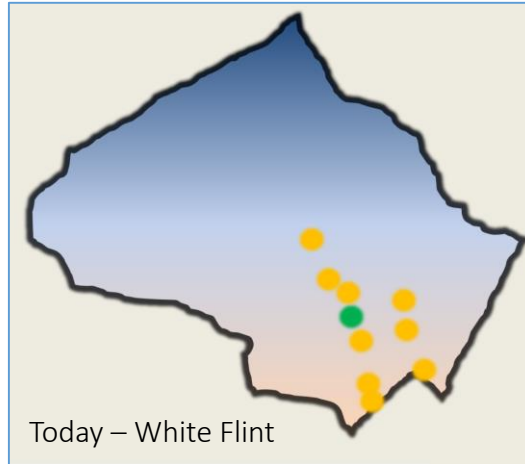
Examples: Delaware TID, Florida MMTDs, special districts in Baltimore, MD and Portland, OR.

Local Area Transportation Review (LATR) Type Hierarchy



Pro-rata Share District Evolution

- Today, White Flint is the only pro-rata share district and many CBDs/MSPAs have a negotiated exaction approach
- White Oak pro-rata share district is underway
- Other areas may be considered in the future

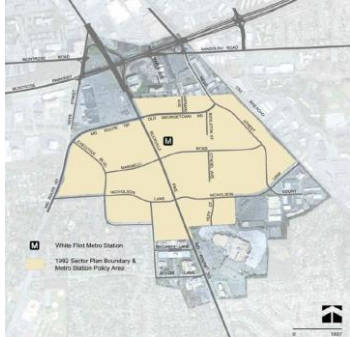


Pro-rata
share

Negotiated
Exaction

Impact
Mitigation

White Flint



White Flint Special Taxing District

- Raises revenue to fund transportation improvements (in lieu of both local and area-wide traffic impact tests for new development)
- Reflects “buy in” by consortium of private developers (critical element)
- Supports master-planned vision for the area

White Oak “Consolidated Traffic Impact Study”

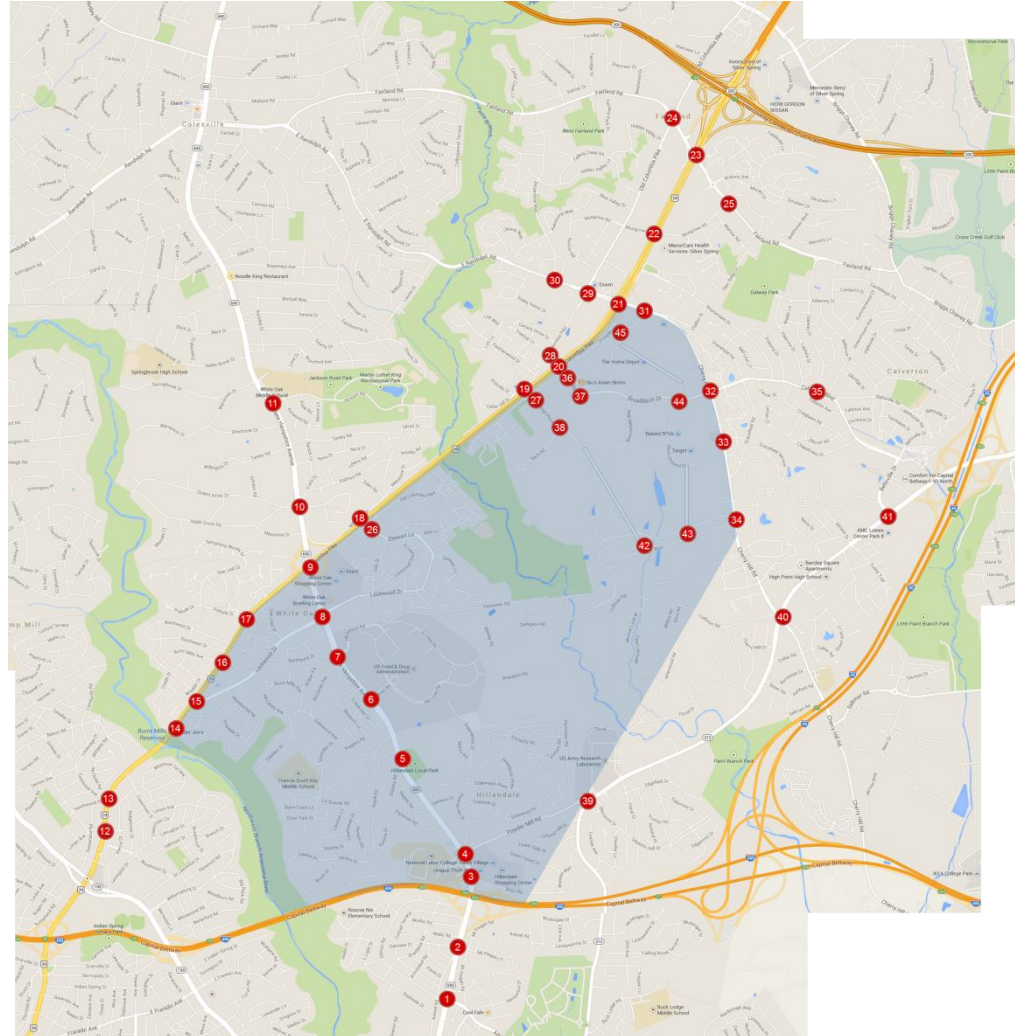
White Oak



- Performed in lieu of individual project specific local area traffic impact studies for new development (area-wide traffic test still applies)
- Addresses “free rider” problem (“last in” project triggers mitigation)
- Streamlines development review process
- Determines “per trip fee” based on full build-out of master-planned development and cost estimates of local transportation infrastructure needed to adequately accommodate that development

White Oak Local Intersection Improvements

- Individual developments to pay a per-trip fee
- Comprehensive LATR-scale analysis of the policy area (and 2 intersections beyond) will identify net LATR needs + costs.



Customizing pro-rata share

Characteristic	White Flint	White Oak	Other Areas?
Funded by	Special taxing district	LATR fee in lieu	TBD
Applies to	All commercial properties	New development	New development?
Funding for	Agreed upon set of multimodal projects	Intersection improvements TBD	Bike-sharing? Street-scaping? Buffered bike lanes? One-way streets? Purple Line?
Calculation basis	Capital cost of projects	Capital cost of projects	Capital cost of projects?
Payment basis	Annual ad-valorem tax	One-time vehicle trip generation fee	One-time person trip generation fee?
Replaces	LATR, TPAR, and impact tax	LATR	LATR, TPAR and impact tax?
Includes transit facilities?	Yes, as negotiated	No	BRT?
Includes operations?	No	No	TMD/parking? Transit?
Extends beyond plan area?	No	Yes (2 intersections beyond)	BRT Corridors?
Interim monitoring?	Staging plan, TMD biennial reports, mode shares	TMD biennial reports, other?	TMD biennial reports, other?
Costs updated?	Never?	TBD	Every 4 years?

Questions ?