MOBILITY

Alachua County's

Plan to Effectively Link

Land Use

&

Transportation

Multi-Modal Transportation Mitigation (MMTM)

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The Florida Legislature adopted the Community Renewal Act during the 2009 legislative session as part of Senate Bill 360. A principal component of the Community Renewal Act was the recognition that the current state mandated transportation concurrency process is complex, inequitable and results in a land use pattern and transportation system that is not sustainable. Additionally, concurrency often is in conflict with the attainment of growth management goals to promote compact, mixed-use communities where individuals have mobility options.

The Legislature, during the 2009 legislative session, reaffirmed through Florida Statute 163.3180 the ability of local governments to require a development to mitigate its transportation impact. The legislation expressly recognized the home rule power of local governments to adopt ordinances that required mitigation. The legislation provides local governments the opportunity to develop innovative programs within urban areas that promote mobility by walking, biking, driving and riding transit. The Legislature, through SB 1752 adopted in the 2010 session, reauthorized provisions of the existing law related to transportation concurrency exceptions adopted as part of SB 360 during the 2009

Chapter 2009-96, Laws of Florida, Community Renewal Act

Section 13. (1)(a) *The Legislature finds that the existing transportation concurrency system has not adequately addressed the transportation needs of this state in an effective, predictable, and equitable manner and is not producing a sustainable transportation system for the state. The Legislature finds that the current system is complex, inequitable, lacks uniformity among jurisdictions, is too focused on roadways to the detriment of desired land use patterns and transportation alternatives, and frequently prevents the attainment of important growth management goals.*

(b) *The Legislature determines that the state shall evaluate and consider the implementation of a mobility fee to replace the existing transportation concurrency system. The mobility fee should be designed to provide for mobility needs, ensure that development provides mitigation for its impacts on the transportation system in approximate proportionality to those impacts, fairly distribute the fee among the governmental entities responsible for maintaining the impacted roadways, and promote compact, mixed-use, and energy-efficient development.*

(2) *The state land planning agency and the Department of Transportation shall continue their respective current mobility fee studies and develop and submit to the President of the Senate and the Speaker of the House of Representatives, no later than December 1, 2009, a final joint report on the mobility fee methodology study, complete with recommended legislation and a plan to implement the mobility fee as a replacement for the existing local government adopted and implemented transportation concurrency management systems. The final joint report shall also contain, but is not limited to, an economic analysis of implementation of the mobility fee, activities necessary to implement the fee, and potential costs and benefits at the state and local levels and to the private sector.*

legislative session. The following is an excerpt from Laws of Florida Chapter 2010-147:

Section 47. *(1) The Legislature hereby reauthorizes:*

(c) Any amendment to a local comprehensive plan adopted pursuant to s. 163.3184, Florida Statutes, as amended by chapter 2009-96, Laws of Florida, and in effect pursuant to s. 163.3189, Florida Statutes, which authorizes and implements a transportation concurrency exception area pursuant to s.163.3180, Florida Statutes, as amended by chapter 2009-96, Laws of Florida.

(2) Subsection (1) is intended to be remedial in nature and to reenact provisions of existing law. This section shall apply retroactively to all actions specified in subsection (1) and therefore to any such actions lawfully undertaken in accordance with chapter 2009-96, Laws of Florida.

The legislation proposed the evaluation of a Mobility Fee as an alternative to the existing transportation system. The intent of the Mobility Fee was to promote mobility by multiple modes of transportation and to provide a means for a development to mitigate its transportation impact and address its concurrency obligations through payment of a one-time fee. The Mobility Fee was also designed to promote compact, mixed-use and energy efficient developments such as Traditional Neighborhood Developments (TND) and Transit Oriented Developments.

The Department of Community Affairs (DCA) and the Department of Transportation (FDOT) were directed by the Legislature to evaluate a Mobility Fee and issue a joint report to the Legislature by December 1, 2009. DCA and FDOT contracted with the Center for Urban Transportation Research (CUTR) at the University of South Florida to further develop the mobility fee concept. Alachua County was chosen by DCA to serve as a case study for CUTR to develop a Mobility Fee based on Vehicular Miles of Travel

Mobility Fee Working Concept

The working concept for a mobility fee applies the modified impact fee approach. The methodology for the modified impact fee consists of six steps:

STEP 1: Determine institutional structure

STEP 2: Develop mobility plan

STEP 3: Estimate target funding level

STEP 4: Estimate VMT growth

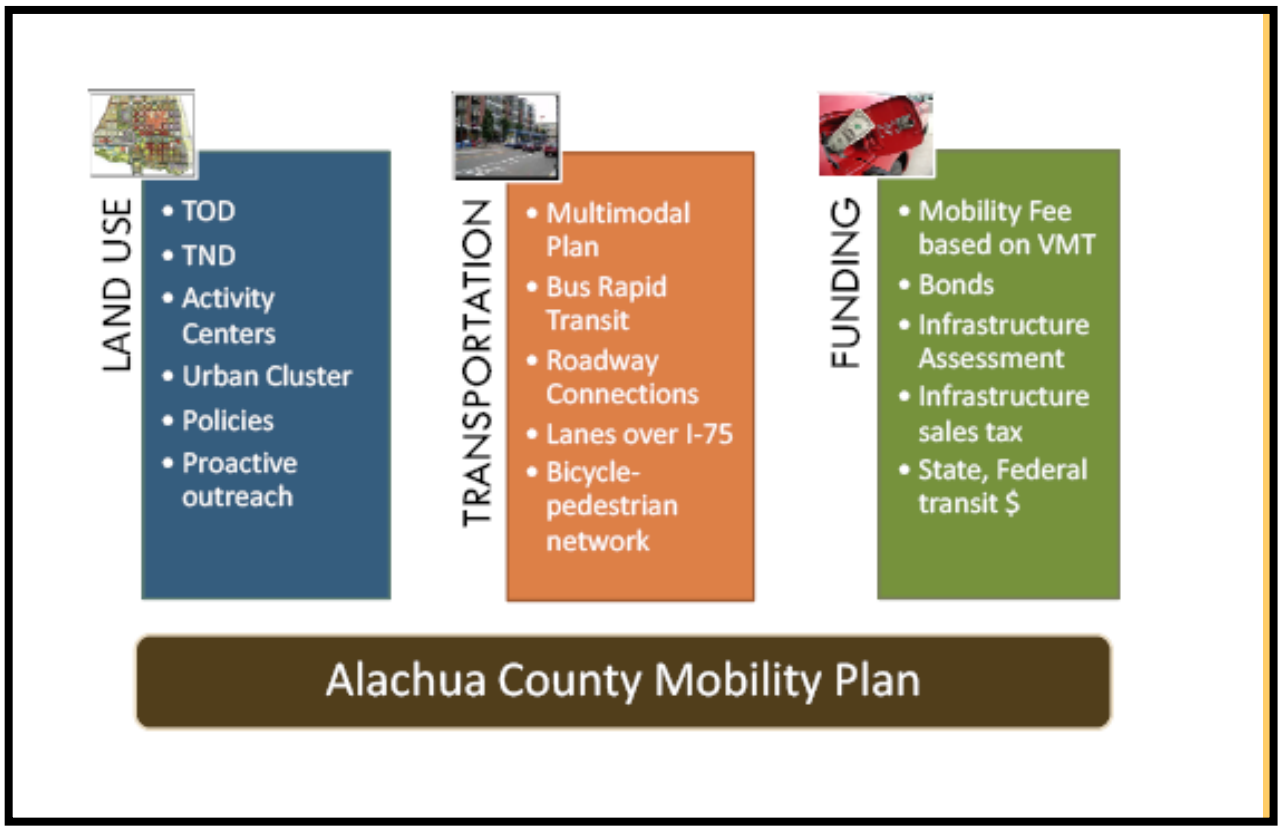
STEP 5: Establish the mobility fee rate

STEP 6: Apply mobility fee

An optional mechanism is also suggested to fund localized mobility needs and transit operating expenses.

(VMT). The Mobility Fee was evaluated on a countywide basis and utilized transportation projects from the Long Range Transportation Plan and Alachua County Comprehensive Plan. Alachua County was chosen as the case study for two principal reasons. The County had already commenced on the development of Comprehensive Plan policies to promote compact, mixed-use development interconnected by a multi-modal transportation system. In addition, the County had already adopted a Transportation Impact Fee that included reduced fees for Traditional Neighborhood Developments (TND) in recognition that TND have less of an impact on the transportation system and promote mobility by means other than sole reliance upon the motor vehicle.

The basis for a Mobility Fee is the development of a Mobility Plan that establishes land use and transportation policies that promote compact, mixed-use developments and a transportation system that focuses on the provision of mobility by multiple modes of travel. The mobility projects identified in the Mobility Plan could include new and widened roadways, sidewalks, bike lanes, trails, rail, dedicated transit lanes and transit facilities and buses. The Mobility Plan could also include transit operations.



The type of mobility projects and the preferred land use pattern for each Mobility Plan will vary community to community. Urban areas may focus on transit, bicycle and pedestrian projects and Transit Oriented Developments (TOD) whereas suburban communities may focus on an interconnected roadway system and Traditional Neighborhood Developments (TND).

The costs to provide mobility and determine a target funding level are based upon the projects identified in the Mobility Plan. The estimated Vehicle Miles of Travel (VMT) growth is based on Alachua County's Comprehensive Plan, Long Range Transportation Plan and Mobility Plan. The mobility fee rate is determined by dividing the target funding level for the Mobility Plan by the projected growth in VMT. The result is then multiplied by the transportation impact (trip generation, trip length, pass-by, etc) of a particular land use. The DCA and FDOT presented a report to the legislature by the date required by the Community Renewal Act. *The Florida Legislature did not take any further action on the Mobility Fee during the 2010 legislative session*. The Department of Community Affairs, Florida Department of Transportation and the Center for Urban Transportation Research produced the following three documents that details the elements involved in development of a Mobility Fee:

(1) Florida Mobility Fee Study, June 2009
(2) Evaluation of the Mobility Fee Concept, November 2009
(3) Joint Report on the Mobility Fee Methodology Study, December 2009

PRINCIPLE 5

REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

ALACHUA COUNTY'S MOBILITY PLAN

The Alachua County Mobility Plan has been adopted by the Board of County Commissioners and became effective on March 12th, 2010. The Mobility Plan established multi-modal supportive land uses through the creation of policies that allowed for private entities to design Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) by right within the Urban Cluster. The Mobility Plan established LOS

standards for pedestrians, bicyclists, transit and motor vehicles and identified the multi-modal infrastructure and transit service needed to provide mobility within the Urban Cluster. Further, the Plan projected a cost for the necessary multi-modal infrastructure and transit service. The Mobility Plan has been incorporated into the following elements of the Alachua County Comprehensive Plan:

(1) Future Land Use Element
(2) Transportation Mobility Element
(3) Capital Improvements Element

To address current statutory transportation concurrency requirements, the Mobility Plan has been developed to be consistent with the exceptions and alternatives to transportation concurrency and the provisions for multi-modal transportation districts in Florida Statute 163.3180. ***A principal element of the Mobility Plan is to allow private development to mitigate its transportation impacts and receive concurrency approval through multi-modal transportation mitigation.*** The Transportation Mobility Element establishes the general parameters for development of the multi-modal transportation mitigation program.

PRINCIPLE 4

PROVIDE AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION CONCURRENCY WITHIN THE URBAN CLUSTER THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREAS, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS.

CONGESTION ALONG SOME ROADWAYS IS THE TRADEOFF BETWEEN ADDING ROADWAY CAPACITY ON CONGESTED CORRIDORS AND DEVELOPING AN INTERCONNECTED NETWORK OF ROADWAYS, BICYCLE AND PEDESTRIAN FACILITIES AND DEDICATED TRANSIT LANES SERVED BY EFFICIENT TRANSIT.

Through adoption of the Mobility Plan the Alachua County Board of County Commissioners elected to adopt land use and transportation strategies that promote compact, mixed-use, energy efficient developments that provide mobility options via bicycling, walking, riding transit and driving a motor vehicle. In addition, the Mobility Plan focuses on the development of a gridded roadway network and increased connectivity between developments that allows the County to evaluate the level of service (LOS) on major roadway on an area-wide basis as opposed to an individualized segment-by-segment LOS determination. Level of Service (LOS) standards for pedestrians, bicyclist, transit and motor vehicles are established in the Transportation Mobility Element. The Mobility Plan identifies the necessary multi-modal projects needed by 2030 to achieve the adopted LOS standards. Levels of Service (LOS) standards have been established for pedestrians, bicyclists, transit, and motor vehicles. The multi-modal infrastructure projects and transit service identified in the Mobility Plan Capital Improvements Element utilized the following capacities to address projected needs within the Urban Cluster by 2030 and address the adopted LOS standards.

	Level of Service	Standard of Measure
Pedestrian	B	Based on Presence of a pedestrian facility – 950 daily capacity
Bicycle	B	Based on Presence of a bicycle facility – 950 daily capacity
Express Transit	B	Based on Peak Hour Frequency of 15 minutes – 50 seats per bus
Motor Vehicle	D	Based on Maximum Service Volume – 17,000
Motor Vehicle (SIS)	C	Based on Maximum Service Volume – 17,000
Strategic Intermodal System (SIS).		
Maximum Service Volume based on Florida Department of Transportation (FDOT) Generalized Tables and the Transportation Research Board Highway Capacity Manual (HCM).		

The Mobility Plan includes a twenty (20) year Capital Improvements schedule that incorporates funding of capital infrastructure for a multi-modal transportation network and funding of frequent transit service along dedicated transit corridors as needed densities and intensities increase within the Urban Cluster. The capital infrastructure set out in the Mobility Plan includes roadways, multi-

use bicycle and pedestrian paths, sidewalks and transit facilities. The roadways include a combination of new two-lane roadways and the widening of targeted four-lane roadways. The transit facilities include park and ride facilities, dedicated transit lanes, buses and the County's share of a transit maintenance facility. The multi-modal infrastructure projects and transit service identified in the Capital Improvements Element are incorporated to proactively address transportation needs of new development and redevelopment within the Urban Cluster by 2030. The multi-modal transportation needs identified as part of the Mobility Plan are based upon the projected increase in traffic and vehicle miles of travel between 2008 and 2030 for roadways within the Urban Cluster.

One of the key components of the Mobility Plan is the provision of mobility by frequent transit service on dedicated transit lanes. The initial transit operation cost is a small component of the overall Mobility Plan and the multi-modal transportation mitigation. However, the Mobility Plan envisions that as the capital infrastructure included in the Capital Improvements Element is constructed and the density and intensity within the Urban Cluster reaches a threshold where more frequent transit service can be provided, the multi-modal transportation mitigation will reflect lower capital infrastructure costs and higher transit operation costs to provide frequent transit service connecting mixed-use developments with regional employment, shopping, recreational and education destinations.

The proposed multi-modal transportation mitigation is different from traditional impact fees in that the mitigation includes both the cost of multi-modal capital infrastructure and the cost of operating the transit system. The inclusion of transit operations in the multi-modal transportation mitigation is essential to accommodating a portion of the future increase in vehicle miles of travel that will be accommodated through the provision of transit service. The Alachua County Mobility Plan is a holistic approach to providing bicycle, pedestrian, transit and motor vehicle mobility. In order for transit to be a viable mode of transportation and accommodate future travel demand, the funding of transit operations has to be done in conjunction with the funding of transit facility capital investment.

According to the U.S. Bureau of Labor Statistics 2007 Consumer Expenditure Survey (pg. 2) the average household spent $8,758 dollars a year on transportation, the second highest recurring household expense besides housing cost. An individual can walk on a sidewalk, ride a bicycle on a multi-use path or drive a car on a roadway. In such situations, the private individual pays the cost to finance, operate, fuel, insure and maintain a motor vehicle or other means of mobility. That same individual cannot drive a bus and the cost to finance, operate, fuel, insure and maintain transit typically comes from a variety of sources such as gas taxes, general revenue, special assessments, user fees and fares. Partial transit operation funding is often made available from state and federal sources, so long as there are local matching funds. A portion of the multi-modal transportation mitigation collected for transit operations could be utilized to pursue additional funding opportunities to increase transit frequency and hours of operation. Without funding to operate transit, the capacity provided by buses, dedicated transit lanes and park and ride facilities is essentially useless. If a bus sits in a parking lot without funds to operate it, then it does not provide any capacity or mobility benefit, and will not meet the requirement of transportation concurrency.

MULTI-MODAL TRANSPORTATION MITIGATION (MMTM) METHODOLOGY

The multi-modal projects, including transit operations, identified in the Mobility Plan are based upon the projected increase in vehicle miles of travel (VMT) within the Urban Cluster between 2008 and 2030. The projected costs of the multi-modal projects, including transit operations, are included in the Capital Improvements Element (CIE). Additional multi-modal projects may be added to the CIE in the future to address other transportation needs, changes in vehicle miles of travel, and updates to cost estimates for design, construction, right-of-way and transit facilities and operation.

A vehicle mile of travel (VMT) methodology was utilized to calculate the multi-modal transportation mitigation. To derive a per VMT rate, the projected cost of the multi-modal projects identified in the Mobility Plan was divided by the projected increase in VMT between 2008 and 2030. The following are the calculations utilized to determine the multi-modal transportation mitigation:

$$VMT_{growth} = VMT_{future} - VMT_{base}$$

Where:

VMT growth = Total increased VMT within the planning horizon

VMT future = VMT in the horizon year of Mobility Plan

VMT base = VMT in the base year of the Mobility Plan

$$\text{Target Capital Funding Level (TCFL)} = \text{Capital Cost} - \text{Committed Revenue}$$

Where:

Capital Cost = cost for multi-modal infrastructure identified in Mobility Plan
Committed revenue = gas tax revenue, development agreements, bonds, etc.

$$\text{Target Transit Operations Funding Level (TTFL)} = \text{Transit Operation Cost} - \text{Committed Revenue}$$

Where:

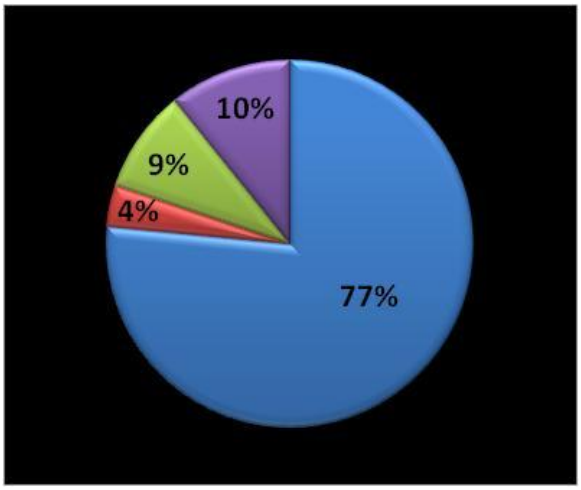
Transit Operation Cost = cost for transit service identified in Mobility Plan

Committed revenue = gas tax revenue, federal funds, assessments, etc.

$$VMT_{rate} = (TCFL / VMT_{growth}) + (TTFL / VMT_{growth})$$

The multi-modal capital infrastructure consisting of roadways, dedicated lanes, sidewalks, bike lanes, multi-use paths, buses, transit stations and park and ride facilities is 90% of the cost utilized to calculate the VMT rate. The mulit-modal transit operations are 10% of the cost utilized to calculate the VMT rate. The following are the values utilized to calculate the VMT Rate:

VEHICLE MILES OF TRAVEL 2008 (VMT base)	1,421,900
VEHICLE MILES OF TRAVEL 2030 (VMT future)	2,010,761
INCREASE IN VEHICLE MILES OF TRAVEL (VMT growth)	588,861
MOBILITY PLAN CAPITAL COST	$223,308,000
COMMITTED FUNDING	$18,000,000
TARGET CAPITAL FUNDING LEVEL (TCFL)	$205,308,000
VEHICLE MILES OF TRAVEL RATE – CAPITAL	$349
MOBILITY PLAN TRANSIT OPERATION COST	$27,000,000
COMMITTED FUNDING	$3,375,000
TARGET TRANSIT OPERATIONS FUNDING LEVEL (TOFL)	$23,625,000
VEHICLE MILES OF TRAVEL RATE – OPERATIONS	$40
VEHICLE MILES OF TRAVEL RATE	$389



Roads & Dedicated Transit Lanes:	**77%**
Transit Operations:	**10%**
Transit Capital:	**9%**
Bicycle & Pedestrian Capital:	**4%**

Revenue	
Impact Fees:	**$9,000,000**
Federal:	**$7,800,000**
Gas Tax:	**$4,575,000**

INDIVIDUAL LAND USE VEHICLE MILES OF TRAVEL (VMT) METHODOLOGY

The multi-modal transportation mitigation is based on the VMT rate times the number of Vehicular Miles of Travel for individual land uses. The calculation for VMT of travel for an individual land use is as follows:

$$VMT = \text{vehicle trip ends} \times (1 - \%\ \text{community capture}) \times (\text{average travel length} / 2) \times \%\ \text{new trips}$$

Where:

Vehicle Trip Ends = measured per day

Community Capture = a factor utilized to adjust vehicle trip ends for Traditional Neighborhood Developments (TND) & Transit Oriented Developments (TOD) to reflect the capture of vehicular trips within the development

The ***vehicle trips ends*** factor is based on the trip generation rate from the 8th edition of the Institute of Transportation Engineers' (ITE) *Trip Generation*. A trip generation rate is available for a broad range of residential, commercial, office, industrial, civic and recreational uses.

The percentage of ***community capture*** reflects the reduced impact on the overall transportation system by compact, mixed-use, interconnected developments such as Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) due to a reduction in the number of trips on external roadways and an increase in trips made by walking, bicycling and riding transit. Community capture rates are based on the various data, studies and analyses provided in ITE's *Trip Generation*. The transportation impact for developments that are designed in accordance with TND and TOD policies and provide a mixture of residential, commercial, office and civic uses within a single master development plan have been reduced to account for the

community capture of vehicular trips within the development and for the increase in pedestrian and bicycle trips that occur when there is a mixture of uses within an interconnected development.

The ***average trip length*** by land uses is based upon the U.S. Department of Transportation, Bureau of Transportation Statistics, "Summary of Travel Trends: 2005 National Household Transportation Study". The longer the overall average travel length for a land use, the higher the vehicle miles of travel will be. Information from the U.S. Department of Transportation, Federal Highway Administration "National Personal Transportation Survey" were utilized to develop factors that reduced the average travel length of overall trips for uses classified as convenience, neighborhood, local, and community. In addition, a Geographic Information System (GIS) market share analysis was conducted for existing non-residential uses to adjust the reduced average trip length factors based on real world conditions in Alachua County. Convenience uses such as banks, fast-food and gas stations generate a significant amount of traffic, however, the trip length to and from these types of convenience uses in reality is quite short. A large portion of trips to and from many land uses come from adjacent roadways. For example, an individual driving from their place of work to their house may first stop at a grocery store, then drive a mile or less to a gas station or bank and then head home. The average trip length to the gas station or bank is not the trip from home or work to the use, but is likely part of a trip on the way to some other destination. Regional retail uses such as a home improvement center or a discount superstore are uses that typically are destinations, are limited in total number of stores and have a longer average trip length and draw trips from the larger community.

The ***percentage of new trips*** is based on a combination of the various pass-by analyses provided in ITE's *Trip Generation* and various studies that demonstrated higher pass-by rates for convenience land uses such as fast food and convenience gas stations. While the ITE's *Trip Generation* does not recognize pass-by rates for uses other than retail, pass-by rates were utilized on a number of non-retail uses such as offices, hospitals, social and civic uses in recognition that not all trips to these types of uses are new trips. A pass-by trip is a trip that is already on the roadway and stops at a land uses between an origin point (commonly a dwelling) and a destination (place of employment, park). For example, a person drives from home to work in the morning and stops for a quick breakfast at a fast food restaurant along the way. If the fast food restaurant is accessed from the same roadway that the person is going to work on, then this trip would be treated as a

pass-by trip. A pass-by trip is different than the convenience trip length reduction factor, in that a trip only counts as a pass-by trip if an individual travels on the same roadway; whereas the convenience trip length reduction in travel applies to the trip length between uses and the need to access another roadway. For example, if an individual traveling from Gainesville to Newberry on Newberry Road stops at the grocery store in Jonesville, then exits onto CR 241 and stops for gas, then gets back on Newberry Road to head towards Newberry, then the trip to the grocery store is a pass-by trip, but the trip to the gas station via CR 241 is not a pass-by trip. However, the trip length to the gas station is shorter because it is based on the trip length from the grocery store to the gas station, not from Gainesville to the gas station.

ROADWAY ONLY MOBILITY PLAN - STANDARD CONCURRENCY APPROACH

The Alachua County Board of County Commissioners could have opted for an alternative Mobility Plan, one focused entirely on increases in roadway capacity. The projects identified in the Capital Improvements Element could have focused exclusively on roadways to meet adopted LOS standards for each facility rather than the multi-modal means of meeting LOS standards. Under a traditional motor vehicle oriented concurrency approach, future travel demand and increases in vehicle miles of travel would have been addressed solely through the widening of existing roadways and the construction of new roadways. In addition to the roadway projects identified in the Mobility Plan and included in the currently adopted Capital Improvements Element, the major roadways identified in the table on page 15 would have needed to be funded and widened to achieve the LOS standards.

The old transportation concurrency system was based on a segment by segment LOS analysis. When a roadway segment was over capacity, development could not proceed until additional capacity was provided. In addition, the County would be required to indicate in its Comprehensive Plan how the additional capacity would be provided in order to demonstrate that the County had a financially feasible Comprehensive Plan. Based upon the land uses allowed within the Comprehensive Plan, the County could not demonstrate based on a segment by segment roadway LOS standard that the Plan was financially feasible. To demonstrate financial feasibility, roadways such as NW 39th Avenue and Newberry Road would need to be widened to six lanes along with a number of other roadways that would have to be widened.

Roadway	From	To	Widen	Length
Newberry Rd (SR 26)*	Interstate 75	CR 241 (NW 143rd)	4 to 6	4.5
Archer Rd (SR 24)*	Interstate 75	Tower Road	4 to 6	2.2
NW 39th Ave (SR 222)	NW 43rd Street	Interstate 75	4 to 6	3.5
NW 39th Ave	NW 98th Street	CR 241 (NW 143rd)	2 to 4	2.9
Williston Rd (SR 331)	US 441	Interstate 75	4 to 6	2.3
SW 20th / 24th Ave	Interstate 75	SW 122nd (Parker Rd)	2 to 4	4.4
NW 43rd St	NW 23rd Ave	Millhopper Rd	4 to 6	2
Tower Road	Archer Road (SR 24)	SW 8th Avenue	2 to 4	3.2
CR 241	Newberry Rd (SR 26)	NW 39th Ave	2 to 4	2.4
NW 83rd St*	NW 39th Ave (SR 222)	NW 23rd Ave	2 to 4	1
Ft. Clarke Blvd*	NW 23rd Ave	Newberry Rd (SR 26)	2 to 4	1
* Denotes roadways where dedicated transit lanes are identified in the Mobility Plan CIE				

The following are the values utilized to calculate a VMT rate for a roadway only plan had the BOCC not adopted the Mobility Plan:

VEHICLE MILES OF TRAVEL 2008 (VMT base)	1,421,900
VEHICLE MILES OF TRAVEL 2030 (VMT future)	2,010,761
INCREASE IN VEHICLE MILES OF TRAVEL (VMT growth)	588,861
ROADWAY ONLY CAPITAL COST	$482,410,951
COMMITTED FUNDING	$9,000,000
TARGET FUNDING LEVEL	$473,410,951
VEHICLE MILES OF TRAVEL RATE	$804

COMPARATIVE ANALYSIS – MULTI-MODAL PLAN vs. ROADWAY ONLY PLAN

A comparative analysis has been conducted to demonstrate the difference between the adopted multi-modal supportive Mobility Plan and a motor vehicle oriented Mobility Plan to illustrate the difference between the two approaches. The methodologies utilized in this comparative analysis are the same, with the only differences being the projects included in the analysis and the cost to

fund those projects. The mitigation for a Mobility Plan based solely on roadway is significantly higher than the multi-modal transportation mitigation based on the County's Mobility Plan as illustrated in the table below.

Land Use	Roadway Only Mitigation	MULTI-MODAL TRANSPORTATION MITIGATION (MMTM)					
		Development Pattern			Difference from Roadway Only Mitigation		
		NON TND/TOD	TND	TOD	NON TND/TOD	TND	TOD
2,000 sq ft single family	$13,080	$6,328	$4,988	$3,702	-$6,752	-$8,092	-$9,378
10,000 sq ft office	$101,250	$48,990	$41,640	$34,290	-$52,260	-$59,610	-$66,960
10,000 sq ft retail	$170,120	$82,310	$65,850	$49,380	-$87,810	-$104,270	-$120,740

The Table above is a subset of the table on page 21 at the end of this report. The calculation of the mitigation for a roadway based Mobility Plan is based on the same methodology utilized to calculate the multi-modal transportation mitigation based on the County's adopted Mobility Plan. The only difference in the methodology between the roadway only mitigation and the multi-modal transportation mitigation is the infrastructure necessary to provide mobility. The following is an explanation of the figures in the table above and the table on page 18. The roadway only mitigation based on a roadway only Mobility Plan would be $13,080 for a 2,000 square foot single family home. The multi-modal transportation mitigation based on the adopted Mobility Plan for a 2,000 square foot single-family home is $6,328 a difference of -$6,752 from the roadway only mitigation. The multi-modal transportation mitigation based on the adopted Mobility Plan for a 2,000 square foot single-family home located within a Traditional Neighborhood Development (TND) is $4,988; a difference of $8,092. The multi-modal transportation mitigation based on the adopted Mobility Plan for a 2,000 square foot single-family home located within a Transit Oriented Development (TOD) is $3,702; a difference of $9,378. The mitigation illustrated above clearly indicates the significant cost savings due to the adoption of a Mobility Plan that provides mobility via multiple means of transportation. Further, the TND and TOD policies adopted as part of the Mobility Plan result in a substantial drop in the assessed multi-modal transportation mitigation compared to a mitigation based on a roadway only Mobility Plan.

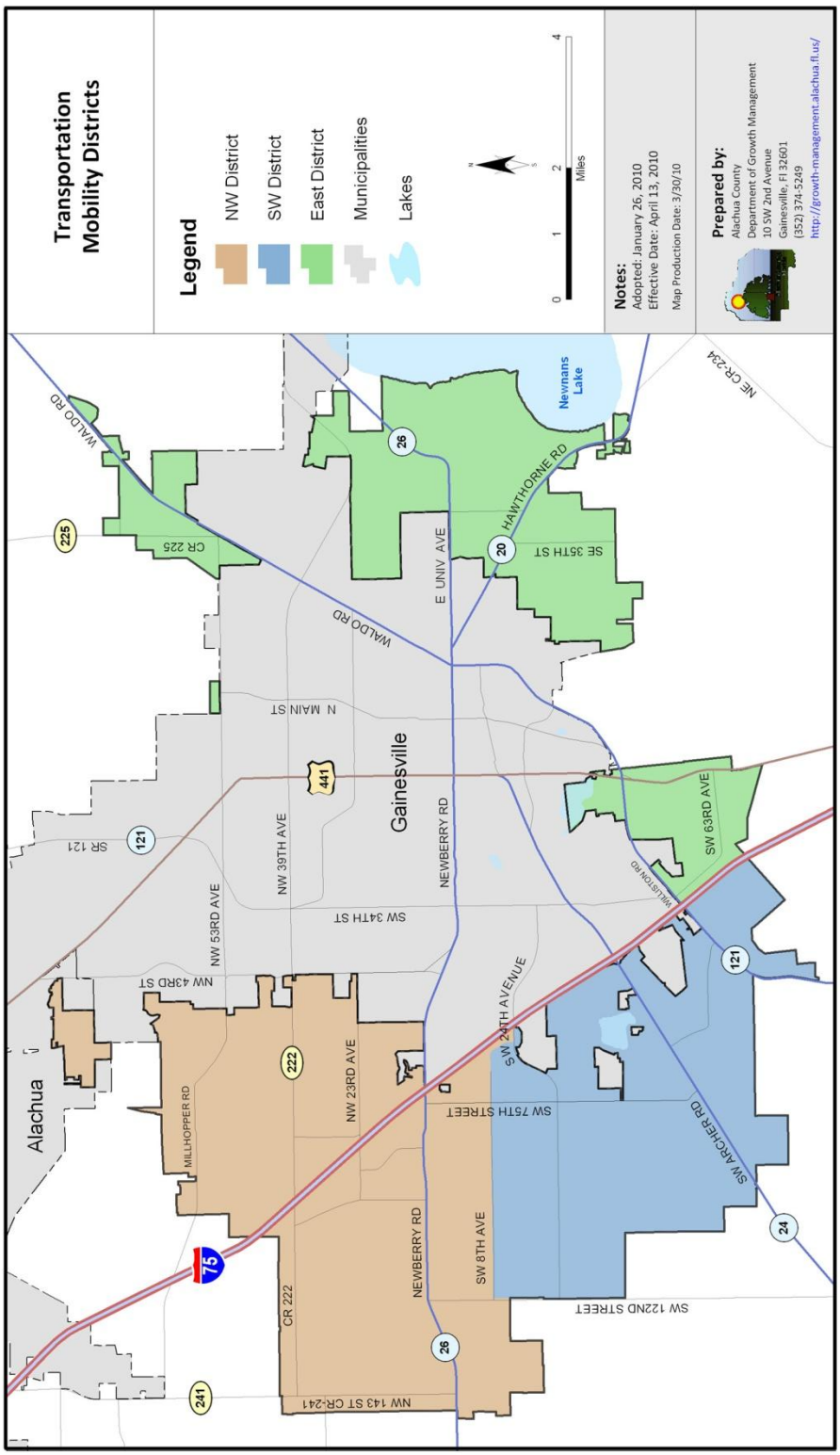
MULTI-MODAL TRANSPORTATION MITIGATION PROGRAM

The Multi-Modal Transportation Mitigation (MMTM) program provides an alternative to traditional transportation concurrency within the Urban Cluster by allowing private development to mitigate its transportation impacts and receive concurrency approval through a one-time mitigation payment. The MMTM program is different from an Impact Fee, Mobility Fee or Multi-Modal Transportation Fee in that it specifically applies to developments that have not received final transportation concurrency approval and do not currently have a valid Final Certificate of Level of Service Compliance (CLSC). **Developments within the Urban Cluster that do not have a valid CLSC as of the date of approval of the MMTM program shall be required to pay the multi-modal transportation mitigation to receive transportation concurrency approval.**

Developments that have a Final Certificate of Level of Service Compliance (CLSC) for transportation or have an existing residential lot of record shall continue to mitigate their impact through payment of the existing transportation impact fee. No changes are being recommended to the existing transportation impact fee ordinance. Should the CLSC expire for all or a portion of a development, the Developer shall be required to pay the MMTM to meet concurrency. Developments that pay a MMTM shall not be required to also pay a transportation impact fee.

The implementation of the MMTM program will function similar to the current transportation impact fee process. The biggest difference is that developers will sign a MMTM agreement concurrent with a CLSC. There is a MMTM schedule (page 19) that allows an individual to simply look up the land use they are interested in and determine the required mitigation. A developer has the option to conduct an alternative analysis to determine a fee that is different from what is indicated on the MMTM schedule.

The MMTM will be assessed at building permit and paid before final inspection. A developer shall have the option to prepay their MMTM at any time after approval of the final development plan and the MMTM agreement. Revenues for the MMTM program shall be expended within the Transportation Mobility District (page 18) in which the MMTM was collected. Requests for MMTM credit for things such as right-of-way dedication or construction of infrastructure shall be evaluated on a case-by-case basis consistent with the MMTM ordinance. The MMTM program will be adopted into Article 12 Concurrency Management of the Unified Land Development Code.


Transportation Mobility Districts
Legend
NW District
SW District
East District
Municipalities
Lakes
0 1 2 4
Miles
Notes:
Adopted: January 26, 2010
Effective Date: April 13, 2010
Map Production Date: 3/30/10
Prepared by:
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Newnans Lake
NE CR-234
WALDO RD
CR 225
225
26
HAWTHORNE RD
20
SE 35TH ST
E UNIV AVE
WALDO RD
N MAIN ST
Gainesville
441
NEWBERRY RD
SW 63RD AVE
SR 121
121
NW 39TH AVE
NW 53RD AVE
SW 34TH ST
WILLISTON RD
NW 43RD ST
SW 20TH AVENUE
222
NW 23RD AVE
MILLHOPPER RD
SW 75TH STREET
SW ARCHER RD
Alachua
75
NEWBERRY RD
SW 8TH AVE
CR 222
24
SW 122ND STREET
NW 143 ST CR-241
241

Below is the proposed multi-modal transportation mitigation schedule. The 1st column is the multi-modal transportation mitigation (MMTM). The 2nd column is the MMTM for Traditional Neighborhood Developments (TND). The 3rd column is the MMTM for Transit Oriented Developments (TOD).

2010 MULTI-MODAL TRANSPORTATION MITIGATION			
	MMTM Non TND/TOD	MMTM TND	MMTM TOD
RESIDENTIAL:			
RESIDENTIAL URBAN SERVICE / CLUSTER AREA:			
All Residential per 1,000 FT²	$3,164	$2,494	$1,851
Residential Expansion per 1,000 FT²	$1,582	$1,247	$929
RECREATION:			
Park Per Acre	$1,706	$1,450	$1,194
Golf Course Per Hole	$21,480	--	--
Racquet/Tennis Club Per Court	$11,592	$9,855	$8,114
Health/Fitness Club Per 1,000 FT²	$9,864	$8,384	$6,904
Recreation/Community Center Per 1,000 FT²	$6,853	$5,825	$4,798
INSTITUTIONAL PER 1,000 FT²:			
Private School (K-12)	$3,502	$2,977	$2,480
Place of Worship	$3,256	$2,767	$2,306
Day Care Center	$4,702	$3,997	$3,291
Library	$6,092	$5,178	$4,264
OFFICE PER 1,000 FT² :			
Businesses & Professional Services (less than 50,000 FT²	$4,899	$4,164	$3,429
Businesses & Professional Services (50,000 FT² & greate	$6,537	$5,556	$4,576
MEDICAL BUILDINGS PER 1,000 FT²:			
Medical / Dental Offices	$7,133	$6,063	$4,993
Hospitals	$6,684	$5,682	$4,679
Nursing Home	$1,934	$1,644	$1,354
INDUSTRIAL BUILDINGS PER 1,000 FT²:			
Industrial, Manufacturing, Warehousing	$4,384	--	--
Mini-Warehousing	$1,393	--	$697
GENERAL COMMERCIAL RETAIL PER 1,000 FT²:			
Small Scale Retail Store (less than 20,000 FT²)	$8,231	$6,585	$4,938
Medium Scale Retail Store (20,000 to 50,000 FT²)	$13,697	$11,642	$9,588
Large Scale Retail Store (greater than 50,000 FT²)	$21,898	$18,614	$15,329
Large Scale Retail Superstore	$38,640	$32,844	$27,048
Large Scale Wholesale Club - Membership	$24,870	$20,080	$16,540
Grocery Store	$21,775	$18,509	$15,242
Pharmacy with Drive-Thru	$14,897	$12,662	$10,428
Restaurant with Drive-Thru	$26,295	$22,351	$18,406
Car Sales	$15,764	--	--
Auto Parts Stores	$14,950	--	--
Tire & Auto Repair	$5,518	--	--
NON-RESIDENTIAL:			
Hotel Per Room	$4,708	$3,767	$2,825
Movie Theater Per Screen	$22,410	$18,096	$14,904
Bank with Drive-Thru Per Drive-Thru Lane	$20,519	$17,441	$14,364
Convenience Market & Gas Per Pump	$33,085	$28,123	$23,160
Quick Lube Vehicle Service Per Bay	$6,243	$5,254	$4,327
Car Wash Per Stall	$6,585	$5,541	$4,563

The following are the values utilized to calculate the vehicle miles of travel in the MMTM schedule. Pages 12 to 14 of this report provide further detail of each of that variable shown in the columns below.

	AVERAGE TRIP LENGTH	% NEW TRIPS	DAILY TRIP GENERATION Non TND/TOD	TND	TOD
RESIDENTIAL:					
RESIDENTIAL URBAN SERVICE / CLUSTER AREA:					
All Residential per 1,000 FT²	3.41	100%	4.77	3.76	2.79
Residential Expansion per 1,000 FT²	3.41	100%	2.39	1.88	1.40
RECREATION:					
County Park Per Acre	3.86	100%	2.27	1.93	1.59
Golf Course Per Hole	3.09	100%	35.74	--	--
Racquet/Tennis Club Per Court	1.54	100%	38.70	32.90	27.09
Health/Fitness Club Per 1,000 FT²	1.54	100%	32.93	27.99	23.05
Recreation/Community Center Per 1,000 FT²	1.54	100%	22.88	19.45	16.02
INSTITUTIONAL PER 1,000 FT²:					
Private School (K-12)	1.63	50%	22.09	18.78	15.47
Place of Worship	2.45	75%	9.11	7.74	6.38
Day Care Center	0.61	50%	79.26	67.37	55.48
Library	1.16	50%	54.00	45.90	37.80
OFFICE PER 1,000 FT² :					
Businesses & Professional Services (less than 50,000 FT²)	3.05	75%	11.01	9.36	7.71
Businesses & Professional Services (50,000 FT² & greater)	4.07	75%	11.01	9.36	7.71
MEDICAL BUILDINGS PER 1,000 FT²:					
Medical / Dental Offices	2.03	50%	36.13	30.71	25.29
Hospitals	3.26	60%	17.57	14.93	12.30
Nursing Home	3.26	50%	6.10	5.19	4.27
INDUSTRIAL BUILDINGS PER 1,000 FT²:					
Industrial, Manufacturing, Warehousing	4.77	90%	5.25	--	--
Mini-Warehousing	3.82	75%	2.50	--	1.25
GENERAL COMMERCIAL RETAIL PER 1,000 FT²:					
Small Scale Retail Store (less than 20,000 FT²)	2.19	45%	42.94	34.35	25.76
Medium Scale Retail Store (20,000 to 50,000 FT²)	3.28	50%	42.94	36.50	30.06
Large Scale Retail Store (greater than 50,000 FT²)	4.37	60%	42.94	36.50	30.06
Large Scale Retail Superstore	4.37	65%	69.94	59.45	48.96
Large Scale Wholesale Club - Membership	4.37	70%	41.80	33.75	27.80
Grocery Store	2.19	50%	102.24	86.90	71.57
Pharmacy with Drive-Thru	1.91	45%	89.11	75.74	62.38
Restaurant with Drive-Thru	1.09	25%	496.12	421.70	347.28
Car Sales	2.86	85%	33.34	--	--
Auto Parts Stores	1.91	65%	61.91	--	--
Tire & Auto Repair	2.39	75%	15.83	--	--
NON-RESIDENTIAL:					
Hotel Per Room	4.09	95%	6.23	4.98	3.74
Movie Theater Per Screen	4.63	50%	49.77	40.19	33.10
Bank with Drive-Thru Per Drive-Thru Station	1.07	40%	246.49	209.52	172.54
Convenience Market & Gas Per Fueling Position	0.95	33%	542.60	461.21	379.82
Quick Lube Vehicle Service Per Bay	1.07	75%	40.00	33.66	27.72
Car Wash Per Stall	0.95	33%	108.00	90.88	74.84

Below is a table comparing the Roadway Only Mobility Plan to the Multi-Modal Mobility Plan adopted by the Board of County Commissioners. The MMTM columns include the same data as the table provided on page 19.

2010 MULTI-MODAL TRANSPORTATION MITIGATION				
	Roadway Only Mobility Plan	MMTM Non TND/TOD	MMTM TND	MMTM TOD
RESIDENTIAL:				
RESIDENTIAL URBAN SERVICE / CLUSTER AREA:				
All Residential per 1,000 FT²	$6,540	$3,164	$2,494	$1,851
Residential Expansion per 1,000 FT²	$3,270	$1,582	$1,247	$929
RECREATION:				
County Park Per Acre	$3,526	$1,706	$1,450	$1,194
Golf Course Per Hole	$44,396	$21,480	--	--
Racquet/Tennis Club Per Court	$23,958	$11,592	$9,855	$8,208
Health/Fitness Club Per 1,000 FT²	$20,386	$9,978	$8,481	$6,904
Recreation/Community Center Per 1,000 FT²	$14,165	$6,853	$5,825	$4,798
INSTITUTIONAL PER 1,000 FT²:				
Private School (K-12)	$7,239	$3,502	$2,977	$2,480
Place of Worship	$6,729	$3,256	$2,767	$2,306
Day Care Center	$9,718	$4,702	$3,997	$3,291
Library	$12,591	$6,092	$5,178	$4,264
OFFICE PER 1,000 FT² :				
Businesses & Professional Services (less than 50,000 FT²)	$10,125	$4,899	$4,164	$3,429
Businesses & Professional Services (50,000 FT² & greater)	$13,510	$6,537	$5,556	$4,576
MEDICAL BUILDINGS PER 1,000 FT²:				
Medical / Dental Offices	$14,742	$7,133	$6,063	$4,993
Hospitals	$13,816	$6,684	$5,682	$4,679
Nursing Home	$3,997	$1,934	$1,644	$1,354
INDUSTRIAL BUILDINGS PER 1,000 FT²:				
Industrial, Manufacturing, Warehousing	$9,060	$4,384	--	--
Mini-Warehousing	$2,879	$1,393	--	$697
GENERAL COMMERCIAL RETAIL PER 1,000 FT²:				
Small Scale Retail Store (less than 20,000 FT²)	$17,012	$8,231	$6,585	$4,938
Medium Scale Retail Store (20,000 to 50,000 FT²)	$28,309	$13,697	$11,642	$9,588
Large Scale Retail Store (greater than 50,000 FT²)	$45,261	$21,898	$18,614	$15,329
Large Scale Retail Superstore	$79,863	$38,640	$32,844	$27,048
Large Scale Wholesale Club - Membership	$51,402	$24,870	$20,080	$16,540
Grocery Store	$45,005	$21,775	$18,509	$15,242
Pharmacy with Drive-Thru	$30,789	$14,897	$12,662	$10,428
Restaurant with Drive-Thru	$54,347	$26,295	$22,351	$18,406
Car Sales	$32,582	$15,764	--	--
Auto Parts Stores	$30,898	$14,950	--	--
Tire & Auto Repair	$11,404	$5,518	--	--
NON-RESIDENTIAL:				
Hotel Per Room	$9,731	$4,708	$3,767	$2,825
Movie Theater Per Screen	$46,317	$22,410	$18,096	$14,904
Bank with Drive-Thru Per Drive-Thru Lane	$42,410	$20,519	$17,441	$14,364
Convenience Market & Gas Per Pump	$68,382	$33,085	$28,123	$23,160
Quick Lube Vehicle Service Per Bay	$12,904	$6,243	$5,254	$4,327
Car Wash Per Stall	$13,611	$6,585	$5,541	$4,563

Below is a table comparing the existing transportation impact fee to the Multi-Modal Transportation Mitigation. The 1st column is the current reduced impact fee, which has been reduced 15% by the BOCC. The 2nd column is the impact fee without the 15% reduction. The MMTM columns include the same data as the table provided on page 19.

2010 MULTI-MODAL TRANSPORTATION MITIGATION					
	Reduced 2010 IMPACT FEE	FULL 2010 IMPACT FEE	MMTM Non TND/TOD	MMTM TND	MMTM TOD
RESIDENTIAL:					
RESIDENTIAL URBAN SERVICE / CLUSTER AREA:					
All Residential per 1,000 FT²	$2,073	$2,439	$3,164	$2,494	$1,851
Residential Expansion per 1,000 FT²	$1,074	$1,264	$1,582	$1,247	$929
RECREATION:					
Park Per Acre	$1,130	$1,329	$1,706	$1,450	$1,194
Golf Course Per Hole	$14,062	$16,543	$21,480	--	--
Racquet/Tennis Club Per Court	$7,607	$8,949	$11,592	$9,855	$8,114
Health/Fitness Club Per 1,000 FT²	$6,480	$7,624	$9,864	$8,384	$6,904
Recreation/Community Center Per 1,000 FT²	$4,515	$5,312	$6,853	$5,825	$4,798
INSTITUTIONAL PER 1,000 FT²:					
Private School (K-12)	$2,312	$2,720	$3,502	$2,977	$2,480
Place of Worship	$2,124	$2,499	$3,256	$2,767	$2,306
Day Care Center	$3,097	$3,644	$4,702	$3,997	$3,291
Library	$3,988	$4,692	$6,092	$5,178	$4,264
OFFICE PER 1,000 FT² :					
Businesses & Professional Services (less than 50,000 FT²	$3,199	$3,763	$4,899	$4,164	$3,429
Businesses & Professional Services (50,000 FT² & greate	$4,276	$5,030	$6,537	$5,556	$4,576
MEDICAL BUILDINGS PER 1,000 FT²:					
Medical / Dental Offices	$4,700	$5,529	$7,133	$6,063	$4,993
Hospitals	$4,382	$5,155	$6,684	$5,682	$4,679
Nursing Home	$1,258	$1,480	$1,934	$1,644	$1,354
INDUSTRIAL BUILDINGS PER 1,000 FT²:					
Industrial, Manufacturing, Warehousing	$2,858	$3,362	$4,384	--	--
Mini-Warehousing	$920	$1,082	$1,393	--	$697
GENERAL COMMERCIAL RETAIL PER 1,000 FT²:					
Small Scale Retail Store (less than 20,000 FT²)	$5,378	$6,327	$8,231	$6,585	$4,938
Medium Scale Retail Store (20,000 to 50,000 FT²)	$8,974	$10,557	$13,697	$11,642	$9,588
Large Scale Retail Store (greater than 50,000 FT²)	$14,640	$17,224	$21,898	$18,614	$15,329
Large Scale Retail Superstore	$25,317	$29,785	$38,640	$32,844	$27,048
Large Scale Wholesale Club - Membership	$16,291	$19,166	$24,870	$20,080	$16,540
Grocery Store	$14,284	$16,763	$21,775	$18,509	$15,242
Pharmacy with Drive-Thru	$9,761	$11,483	$14,897	$12,662	$10,428
Restaurant with Drive-Thru	$17,293	$20,345	$26,295	$22,351	$18,406
Car Sales	$10,337	$12,161	$15,764	--	--
Auto Parts Stores	$9,786	$11,513	$14,950	--	--
Tire & Auto Repair	$3,623	$4,262	$5,518	--	--
NON-RESIDENTIAL:					
Hotel Per Room	$3,098	$3,645	$4,708	$3,767	$2,825
Movie Theater Per Screen	$14,692	$17,285	$22,410	$18,096	$14,904
Bank with Drive-Thru Per Drive-Thru Lane	$13,409	$15,776	$20,519	$17,441	$14,364
Convenience Market & Gas Per Pump	$21,775	$25,618	$33,085	$28,123	$23,160
Quick Lube Vehicle Service Per Bay	$4,065	$4,782	$6,243	$5,254	$4,327
Car Wash Per Stall	$4,328	$5,092	$6,585	$5,541	$4,563