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ALACHUA COUNTY  
BOARD OF COUNTY COMMISSIONERS

**ORDINANCE 11-03**

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY FLORIDA AMENDING THE UNIFIED LAND DEVELOPMENT CODE INCLUDING CHAPTER 407 CONCURRENCY MANAGEMENT; PROVIDING A REPEALING CLAUSE, A METHODOLOGY REPORT, A PHASING OF MITIGATION, SEVERABILITY, INCLUSION IN THE CODE, SCRIVENER'S CORRECTIONS, LIBERAL CONSTRUCTION, AND AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners of Alachua County, Florida, is authorized, empowered and directed to adopt land development regulations to implement the Comprehensive Plan and to guide and regulate the growth and development of the County in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act (Section 163.3161 et seq.) Florida Statutes; and

WHEREAS, the Board of County Commissioners of Alachua County adopted its 2001-2020 Comprehensive Plan, which became effective on May 2, 2005; and

WHEREAS, the Board of County Commissioners of Alachua County adopted its Unified Land Development Code, which became effective on January 30, 2006; and

WHEREAS, the Board of County Commissioners of Alachua County, Florida, wishes to make amendments to the Alachua County Code of Ordinances Part III, Unified Land Development Code, relating to development of land in Alachua County; and

WHEREAS, the Board of County Commissioners, acting as the Land Development Regulation Commission, has determined that the land development regulations that are the subject of this ordinance are consistent with the Alachua County Comprehensive Plan; and,

1           WHEREAS, The Board of County Commissioners recognize the report dated April 12<sup>th</sup>,  
2 2011 and titled “Multi-Modal Transportation Mitigation (MMTM) Final Report” sets sets forth a  
3 reasonable methodology and analysis for the determination of the impact of new development on  
4 the need for and costs of transportation improvements in Alachua County,

5           WHEREAS, The Board of County Commissioners, in recognition of the potential effect  
6 an increase in mitigation costs could have on development, has elected to phase, over a three  
7 year period, the difference between the 2011 adopted transportation impact fee and the  
8 Multimodal Transportation Mitigation; and,

9           WHEREAS, a duly noticed public hearing was conducted on such proposed amendments  
10 on April 12<sup>th</sup>, 2011 by the Board of County Commissioners, with the hearing being held after  
11 5:00 o'clock p.m.;

12           BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF  
13 ALACHUA COUNTY, FLORIDA:

14           Section 1. Legislative Findings of Fact. The Board of County Commissioners of  
15 Alachua County, Florida, finds and declares that all the statements set forth in the preamble of  
16 this ordinance are true and correct.

17           Section 2. Unified Land Development Code. The Unified Land Development Code of  
18 the Alachua County Code of Ordinances Part III is hereby amended as shown in Exhibit “A”  
19 attached hereto.

20           Section 3. Methodology Report. The report dated April 12<sup>th</sup>, 2011 and titled “Multi-  
21 Modal Transportation Mitigation (MMTM) Final Report” as shown in Exhibit “B” sets forth a

1 reasonable methodology and analysis for the determination of the impact of new development on  
2 the need for and costs of transportation improvements in Alachua County.

3 Section 4. Phasing of Mitigation Schedule. The payments required by this ordinance  
4 will be phased in over a three year period starting April 15th 2011. The phase-in shall be in 1/3  
5 increments based on the difference between the adopted 2011 transportation impact fee and the  
6 full cost Multi-Modal Transportation Mitigation. The 2011 transportation impact fee shall serve  
7 as the base rate. On April 15th, 2011 the Multi-Modal Transportation Mitigation is the impact  
8 fee rate plus 33% of the difference between the two, on April 15th, 2012 the Multi-Modal  
9 Transportation Mitigation is the impact fee rate plus 66% of the difference between the two, and  
10 on April 15th, 2013 the full Multi-Modal Transportation Mitigation goes into effect.

11 Section 5. Repealing Clause. All ordinances or parts of ordinances in conflict herewith  
12 are, to the extent of the conflict, hereby repealed.

13 Section 6. Inclusion in the Code, Scrivener's Error. It is the intention of the Board of  
14 County Commissioners of Alachua County, Florida, and it is hereby provided that, at such time  
15 as the Development Regulations of Alachua County are codified, the provisions of this ordinance  
16 shall become and be made part of the Unified Land Development Code of Alachua County,  
17 Florida; that the sections of this ordinance may be renumbered or re-lettered to accomplish such  
18 intention, and the word "ordinance" may be changed to "section," "article," or other appropriate  
19 designation. The correction of typographical errors that do not affect the intent of the ordinance  
20 may be authorized by the County Manager or designee, without public hearing, by filing a  
21 corrected or re-codified copy of the same with the Clerk of the Circuit Court.

1           Section 7. Ordinance to be Liberally Construed. This ordinance shall be liberally  
2 construed in order to effectively carry out the purposes hereof which are deemed not to adversely  
3 affect public health, safety, or welfare.

4           Section 8. Severability. If any section, phrase, sentence or portion of this ordinance is  
5 for any reason held invalid or unconstitutional by any court of competent jurisdiction, such  
6 portion shall be deemed a separate, distinct and independent provision, and such holding shall  
7 not affect the validity of the remaining portions thereof.

8           Section 9. Effective Date. A certified copy of this ordinance shall be filed with the  
9 Department of State by the Clerk of the Board of County Commissioners within ten (10) days  
10 after enactment by the Board of County Commissioners, and shall take effect upon filing with  
11 the Department of State.

12           DULY ADOPTED in regular session, this day of April 12, 2011.

13                                   BOARD OF COUNTY COMMISSIONERS OF  
14                                   ALACHUA COUNTY, FLORIDA

15           ATTEST:

16                                   By: \_\_\_\_\_  
17                                   Lee Pinkoson, Chair

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20           \_\_\_\_\_  
21           J. K. Buddy Irby, Clerk

22                                   APPROVED AS TO FORM

23  
24           \_\_\_\_\_  
25           County Attorney

26           (SEAL)

27                                   APPROVED AS TO CONTENT

28           \_\_\_\_\_  
29           Steven Lachnicht, Director  
30           Growth Management  
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## EXHIBIT "A"

### Article 12 Concurrency Management

#### 407.117 Purpose

The purposes of this Article are to implement the Alachua County Comprehensive Plan's adopted level of service standards for roads, potable water, sanitary sewer, parks, solid waste, stormwater management, public school facilities, ~~and mass transit and bicycle and pedestrian facilities.~~

#### 407.118 Requirements for Concurrency

(e) For Motor Vehicle, Transit, Pedestrian & Bicycle Roads and Mass Transit Facilities,

1. The requirement of concurrency, for development in the Urban Cluster without a valid final Certificate of Level of Service Compliance (CLSC), as of the adoption of the Multi-Modal Transportation Mitigation Program, that are below the Development of Regional Impact threshold or exempt from the Development of Regional Impact process, shall be satisfied through the payment of the Multi-Modal Transportation Mitigation as long as the approved development order remains valid. Developments within the Urban Service Area that are greater than 1,000 dwelling units or 350,000 square feet of non-residential square feet shall also be required to mitigate its impact consistent with Transportation Mobility Element Policy 1.1.10.3 of the Comprehensive Plan. Projects outside of the Urban Service Area that exceed the Development of Regional Impact threshold shall meet concurrency through the proportionate share process per F.S. § 163.3180 (12) and F.S. § 380.06.
2. For development projects with a valid final Certificate of Level of Service Compliance (CLSC) as of the adoption of the Multi-Modal Transportation Mitigation Program, or are exempt per 407.124 shall continue satisfying transportation concurrency through payment of a transportation impact fee. Upon expiration of the CLSC, the development shall mitigate its impact through payment of the Multi-Modal Transportation Mitigation. No further extensions of a valid CLSC for transportation concurrency shall be granted upon adoption of the Multi-Modal Transportation Mitigation program, except as provided for in 407.118 (e) 3.
3. Developments with a valid CLSC shall have the option to extend the transportation concurrency provision of the CLSC for two years from the current expiration date. In addition, development shall be permitted to extend all phasing dates by two years from the current expiration date. Complete and accurate applications must be September 30<sup>th</sup>, 2011. No additional traffic analysis shall be required. The date for any required transportation mitigation shall also be extended for two years.
4. Developments that have currently constructed 25% or more of the roadway lane miles for the entire development based on the approved preliminary or final development plans or that have constructed a collector or arterial roadway shown on the future highway functional classification map may apply for a transportation concurrency vesting letter and may request and be granted vesting to the transportation impact fee schedule in effect at the time of application. The transportation impact fee schedule would be used to determine the impact fee rate for the remaining un-built portions of the development. Complete and accurate applications must be submitted by

September 30<sup>th</sup>, 2011. The application must include documentation, signed and sealed by a licensed professional engineer, that demonstrates the 25% threshold has been achieved or that a collector or arterial roadway consistent with the future highway functional classification map has been constructed.

5. Developments that have constructed 50% or more of the roadway lane miles for the entire development based on approved preliminary or final development plans prior to expiration of a valid transportation CLSC may apply for a concurrency vesting letter and may request and be granted vesting to pay the transportation impact fee in effect at the time of building permit for the remainder of the development. Complete and accurate applications must be submitted prior to expiration of a valid transportation CLSC. The application must include documentation, signed and sealed by a licensed professional engineer, that demonstrates the 50% threshold has been achieved.
6. The vesting provisions in 407.118 (e) 4 and 5 above shall not preclude a Developers right to demonstrate that they are vested for transportation concurrency and vested to pay the transportation impact fee. However, request for vesting that does not meet the criteria established above shall be evaluated on a case-by-case basis.
7. Development projects with a valid CLSC shall have the option to pay either the Multi-Modal Transportation Mitigation or the transportation impact fee, should the Multi-Modal Transportation Mitigation be less than the transportation impact fee due to the addition of revenue sources and / or the modification of the list of projects in the Capital Improvements Element.
8. The requirement of concurrency for development projects outside the Urban Cluster is satisfied by ~~in addition to~~ meeting one of the criteria under §407.118 (a) or (b) above ~~Error! Reference source not found. or Error! Reference source not found. above, or the requirement for concurrency,~~ in accordance with Section 163.3180(2)(c), F.S., may be met if transportation facilities needed to serve new development shall be in place or under actual construction within three years issuance of the final development order for a development that will result in additional traffic generation, or may be met through the proportionate fair-share process under §407.125.1.

#### **407.119 Information and Methodology**

- (a) For the purposes of transportation planning within the Urban Cluster and for making transportation concurrency determinations for development outside the Urban Cluster, ~~making transportation concurrency determinations,~~ affected roadway facilities shall be determined as follows:
  1. For proposed developments generating less than or equal to 1000 external average daily trips, (ADT) affected roadway segments are all those wholly or partially located within 1/2 mile of the project's entrances/exits, or to the nearest intersecting major street, whichever is greater.
  2. For proposed developments generating greater than 1,000 external ADT, affected roadway segments are those on which the project's impacts are five percent or greater of the maximum service volume of the roadway per the Alachua County LOS Report. The study area for proposed developments generating greater than 1000 external ADT must, at a minimum, include all

roadway segments located partially or wholly within 1/2 mile of the projects entrances/exits, or to the nearest major intersection, whichever is greater.

**407.120 Preliminary Certificate of Level of Service Compliance**

**(a) Transportation**

1. The applicant shall submit, with the preliminary application:

- a. Documentation supporting any assertion of de minimis impact. The documentation shall also include an analysis to show that the impacted roadways do not operate above 110% of the maximum service volume or is a designated evacuation route. De minimis De minimus impacts shall only pertain to developments outside of a Transportation Mobility District.

**407.121 Concurrency Reservations for Projects with Phasing Schedules**

**(c) ~~Village Centers~~ Traditional Neighborhood and Transit Oriented Developments**

For Traditional Neighborhood Developments (TND) ~~containing a village center and~~ Transit Oriented Developments (TOD) (Chapter 407, Article 7) the preliminary CLSC may be issued for time periods established by the phasing schedule associated with an approved preliminary development plan. The phasing schedule shall specify, as a percentage, that portion of the project that will be completed at the end of each calendar year. Any preliminary or final CLSC and associated reservation of public school capacity for such a ~~Traditional Neighborhood Development TND or TOD containing a village center~~ must be in accordance with a development agreement as provided in the ILA between the County and the School Board as detailed in Section 407.125.2(f) below. A CLSC for a ~~phased PD TND or TOD~~ shall not exceed a ~~five-ten~~ year time frame, except a longer period may be considered in conjunction with a development agreement involving the reservation of public school capacity consistent with the ILA between the County and the School Board as detailed in Section 407.125.2 below.

**407.125.1 Proportionate Fair Share Contribution for Transportation Facilities**

**(c) Applicability**

The Proportionate Fair-Share Program shall apply to all developments outside the Urban Cluster in Alachua County that have been notified of a lack of capacity to satisfy transportation concurrency ~~on a transportation facility~~ in the Alachua County Concurrency Management System (CMS), including transportation facilities maintained by FDOT or another jurisdiction that are relied upon for concurrency determinations. The Proportionate Fair-Share Program does not apply to developments of regional impact (DRIs) using proportionate share under §163.3180(12), F.S., developments exempted from concurrency as provided in Policy 1.1.8 of the Alachua County Comprehensive Transportation Mobility Element, or developments exempted in §407.124 above.

**(g) 5.**

~~Within Multi-Modal Transportation Districts (MMTD) proportionate fair-share assessments shall be based on the expected costs and transportation benefits of all the required multi-modal improvements within the MMTD. The proportionate fair-share assessment shall be based on the percentage of proposed development trips divided by the total number of trips projected for the District times the cost to provide all needed mobility improvements. The~~

methodology used to calculate an applicant's proportionate fair share obligation within a Multi-Modal Transportation District (MMTD) shall be as follows:

$$\text{Proportionate Fair Share} = \left[ \frac{\text{Total Development Trips}}{\text{Total MMTD Trips}} \right] \times \text{Cost}$$

Where:

~~Development Trips = The total number of development trips, minus the percentage of passer-by, internal capture, and multi-modal trips;~~

~~Total MMTD Trips = The total number of projected trips for the MMTD based upon a reasonable build-out analysis, minus the percentage of passer-by, internal capture, and multi-modal trips established for the MMTD;~~

~~Cost = Adjusted cost of the needed mobility improvements within the District. Mobility improvements shall include all roadway, bicycle, pedestrian, and transit improvements needed to ensure mobility. Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, maintenance of traffic, utility relocation, inspection, contingencies, stormwater facilities, turn lanes, traffic control devices, bicycle, pedestrian, and transit facilities, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.~~

### 407.125.3 Multi-Modal Transportation Mitigation Program

(a) **Purpose and Intent**

The purpose of this Section is to establish a method whereby the impacts of development on transportation facilities in the Urban Cluster can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Multi-Modal Transportation Mitigation Program, in a manner consistent with §163.3180 F.S.

(b) **Findings**

Alachua County finds and determines that transportation capacity is a commodity that has a value to both the public and private sectors and the Alachua County Multi-Modal Transportation Mitigation Program:

1. Provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;
2. Allows developers to proceed through a one-time mitigation payment to address their impact to the multi-modal transportation system within Transportation Mobility Districts established in the Urban Cluster;
3. Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive transportation mobility planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion without viable multi-modal alternatives;



4. Maximizes the use of public funds for adequate transportation mobility to serve future growth, and may, in certain circumstances, allow Alachua County to expedite transportation mobility improvements by supplementing funds currently allocated for transportation mobility in the Comprehensive Plan Capital Improvements Element CIE.
5. Is consistent with §163.3180 F.S., and supports the policies in the Alachua County Comprehensive Plan, Policy 1.1.7 of the Transportation Mobility Element and Policy 1.3.2 (C) 3. of the Capital Improvements Element.

(c) **Applicability**

1. The Multi-Modal Transportation Mitigation Program shall apply to all developments in Alachua County within Transportation Mobility Districts located in the Urban Cluster that do not have a valid final CLSC for transportation concurrency as of the date of adoption of the Multi-Modal Transportation Mitigation Ordinance.
2. The Multi-Modal Transportation Mitigation Program does not apply to projects that exceed thresholds for developments of regional impact (DRIs) outside of the Urban Service Area per Objective 8.6 of the Future Land Use Element.
3. Developments greater than 1,000 dwelling units or 350,000 square feet of non-residential uses shall also address the mitigation requirements per Transportation Mobility Element Policy 1.1.10.3 of the Comprehensive Plan.
4. In order for a development to receive a final CLSC, the Developer shall enter into a Multi-Modal Transportation Mitigation Agreement that stipulates the Developer voluntarily agrees to pay the mitigation in order to address its transportation impact.

(d) **Payment of Multi-Modal Transportation Mitigation**

1. The Multi-Modal Transportation Mitigation rates will be established at final development plan approval and included as part of the CLSC. The MMTM will be assessed at the time of final development building permit application based upon the rates established as part of the final CLSC. The MMTM shall be paid prior to approval of the final inspection for the use. The MMTM rates shall represent the maximum mitigation to be paid by the development so long as the CLSC remains valid. Should the MMTM rates decrease due to additional revenue to fund transportation mitigation and / or the modification of the projects included in the Capital Improvements Element, then the development shall have the right to pay the lower rates.
2. For uses that do not require a building permit, the Multi-Modal Transportation Mitigation shall be paid prior to final development plan approval, unless otherwise specified in the MMTM Agreement.
3. A Developer has the option to pay their Multi-Modal Transportation Mitigation concurrent with final development plan approval and if applicable, approval of any subsequent Developer Agreement. The Mitigation shall be based on the MMTM schedule in effect at the time of final

development plan approval. The mitigation shall be re-evaluated at the time of building permit application to determine if additional mitigation or a refund of the mitigation is due based on changes to the size of the use or unit of measure used to determine the mitigation at final development plan approval or if the MMTM rates decrease due to additional revenue to fund transportation mitigation and / or the modification of the projects included in the Capital Improvements Element.

4. Shell buildings shall be assessed at the time of building permit application for interior completion of the shell. The Mitigation shall be based on the MMTM schedule in effect at the time of building permit application for the interior completion of the shell.
5. Upon payment of the Multi-Modal Transportation Mitigation, the development will have mitigated its impact and not be subject to any subsequent changes in the Multi-Modal Transportation Mitigation program.
6. Recognizing the “time value of money” component to financing, Alachua County offers the following MMTM payment incentives:
  - a. Payment concurrent with Final Development Plan Approval = 15% reduction
  - b. Payment concurrent with Building Permit Application = 7.5% reduction
  - c. Payment concurrent with Final Building Inspection = 0% reduction

**(e) Determining Multi-Modal Transportation Mitigation Obligation**

1. Multi-Modal Transportation Mitigation for transportation mobility impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.
2. A development shall not be required to pay more than its impact to the transportation system. The fair market value of the Multi-Modal Transportation Mitigation for mobility impacts shall not differ regardless of the method of mitigation.
3. The methodology used to calculate an Applicant’s Multi-Modal Transportation Mitigation shall be as follows:

“The target funding level divided by the growth in vehicle miles of travel times the vehicle miles of travel for the proposed use.”

OR

$$\text{VMTg} = \text{VMTf} - \text{VMTb}$$

$$\text{Tcfl} = \text{Cc} - \text{Cr}$$

$$\text{Ttofl} = \text{Toc} - \text{Cr}$$

$$\text{VMTr} = (\text{Tcfl} / \text{VMTg}) + (\text{Ttofl} / \text{VMTg})$$

$$\text{VMTp} = (\text{Tg} * \text{Atl}) * .5 * (1 - \%CC) * (\%NT)$$

$$\text{Multi-Modal Transportation Mitigation} = \text{VMTr} * \text{VMTp}$$

Where:

Vehicle Miles of Travel Growth (VMTg) = The projected total of vehicle miles traveled in the horizon year (VMTf) minus the base year (VMTb) vehicle miles of travel.

Target Capital Funding Level (Tcfl) = The total cost of transportation capital (Cc) for projects consistent with the Capital Improvements Element. Cost shall include all capital infrastructure construction costs, along with cost for design, right-of-way, planning, engineering, maintenance of traffic, utility relocation, inspection, contingencies, project management, stormwater facilities, turn lanes, traffic control devices, bicycle and pedestrian facilities, transit vehicles, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

Target Transit Operations Funding Level (Ttofl) = The total cost of transit operations (Toc) consistent with the Capital Improvements Element.

Committed Revenue (Cr) = The total committed revenue to fund transportation capital and transit operations.

Vehicle Miles of Travel Rate (VMTr) = Target Funding Level for transportation capital and transit operations divided by Vehicle Miles of Travel Growth

Vehicle Miles of Travel Proposed Use (VMTp) =

(Tg) = Trip Generation Rate

(Atl) = Average Trip Length

(CC) = Community Capture

(NT) = New Trips

4. For the purposes of determining Multi-Modal Transportation Mitigation obligations, Alachua County shall determine mobility improvement costs, including transit, based upon the actual cost of the improvement utilizing the latest available data. Mobility improvements, including transit shall be consistent with projects identified in the Capital Improvements Element.

5. An applicant shall have the option to conduct an alternative Multi-Modal Transportation Mitigation study consistent with the methodology in 407.125.3 (d) (3). A signed methodology agreement by the Alachua County CMO or his/her designee shall be required prior to the applicant conducting the alternative analysis. The analysis shall be conducted by a professional engineer or certified planner with documented experience in conducting transportation analysis. The alternative study must be found sufficient and requires acceptance and approval by Alachua County before an applicant can receive a CLSC.

(f) **Multi-Modal Transportation Mitigation Agreement**

1. The Applicant shall provide a Multi-Modal Transportation Mitigation (MMTM) Agreement in the form provided by the County that contains all required

documentation within this Section. The Agreement shall require approval by the Board of County Commissioners (BOCC) before becoming effective.

2. An applicant may submit the Agreement with preliminary development plans. For projects that require preliminary development plans be approved by the BOCC, the Agreement may be approved concurrent with preliminary development plans. For projects where preliminary development plans are approved by the Development Review Committee, the Agreement would require separate approval by the BOCC upon approval of the preliminary development plans. The Applicant shall enter into a binding Agreement with the County prior to any final development plan approval. Such agreement shall not constitute Final Development Plan approval or any intent by Alachua County to guarantee approval of the Final Development Plan application. Entering into the Agreement only satisfies the applicant's transportation concurrency requirements. Should the application for Final Development Plan be denied, the Agreement shall be null and void.
3. The Multi-Modal Transportation Mitigation Agreement shall be an addendum to the Final Certificate of Level of Service Compliance. The MMTM schedule in effect at the time of final development plan approval shall be included with the CLSC to establish the MMTM rate to be evaluated at building permit application. Should the applicant fail to apply for a final development plan within 12 months, or as otherwise established in a binding Agreement, then the Agreement shall be considered null and void, and the applicant shall be required to reapply.
4. Request for credit for the construction of infrastructure or right-of-way dedication shall be made in the draft MMTM agreement. If the infrastructure project or right-of-way dedication was requested or required by the County after submittal of the draft MMTM agreement, then the draft agreement shall be revised prior to submittal of the final development plan. The CMO has the option to require an Applicant to enter into a Developers Agreement, which would require approval by the Alachua County Board of County Commissioners before going into effect, where credit is requested for large scale infrastructure projects or right-of-way dedication. A Developers Agreement shall be required in instances where a Developer requests reimbursement for the expenditure of funds beyond the Developer's Multi-Modal Transportation Mitigation.
5. Applicants may submit a letter to withdraw from the Multi-Modal Transportation Mitigation Agreement at any time prior to the approval of the Final CLSC. The application fee and any associated advertising costs to Alachua County will be nonrefundable. The applicant will lose its Preliminary CLSC approval upon withdrawal from the Multi-Modal Transportation Mitigation Agreement.

6. Any requested change to a development project subsequent to a development order may be subject to additional Multi-Modal Transportation Mitigation to the extent the change would generate additional traffic that would require mitigation.

7. The Agreement shall specify the following:

a. The proposed timing of the payment of the Multi-Modal Transportation Mitigation.

b. The process for determining the required Multi-Modal Transportation Mitigation. The applicant shall specify whether they elect to utilize the Multi-Modal Transportation Mitigation schedule or they conducted an alternative Multi-Modal Transportation Mitigation study. The study, if applicable, shall be included as an addendum to the agreement. If the CMO has agreed to an alternative timing to conduct the study, then the timing shall be specified in the agreement.

c. The process for establishing the value of an infrastructure project or right-of-way dedication where credit is requested. If a dollar amount is agreed to, then the dollar amount and the basis for the agreed to figure shall be included in the agreement.

d. The voluntary acknowledgment that the Developer will pay the required mitigation. The Developer is required to provide a disclosure form to be utilized by a builder applying for a building permit or occupant applying for development plan approval for uses not requiring a building permit that specifies who is responsible for payment of the mitigation. A copy of the disclosure form specifying the entity that will pay the mitigation shall be provided with all building permit or development plan applications. The disclosure form shall be signed by both the Developer and the builder or occupant. The Developer will be required to pay the required mitigation if the building permit applicant fails to pay the required mitigation within 10 days of receiving the County's demand for payment.

e. Time frame that the Development is vested for concurrency, including any phasing provisions or development thresholds.

f. Process for addressing amendments to the Agreement after the Agreement has been accepted by the Alachua County Board of County Commissioners.

g. Provision for withdrawal once the Agreement has been approved by the County. Upon commencement of development, withdrawal shall not be allowed unless the applicant can clearly demonstrate that the

development commenced has complied with all applicable concurrency requirements and that the traffic impact of the development has been acceptably mitigated.

**(g) Appropriation of Multi-Modal Transportation Mitigation Funds**

1. The Comprehensive Plan identifies three (3) Transportation Mobility Districts within the Urban Cluster. The NW District is generally the area north of Newberry Road east of Interstate 75 and north of SW 8<sup>th</sup> Avenue west of Interstate 75. The SW District is generally the areas south of SW 8<sup>th</sup> Avenue and west of Interstate 75. The East District is generally the areas east of NW 34<sup>th</sup> Street (SR 121).
2. Multi-Modal Transportation Mitigation funds shall be placed in special revenue / mobility project trust funds established for the three (3) Transportation Mobility Districts for funding of scheduled transportation improvements consistent with the Capital Improvements Element. Funds shall be placed in the Transportation Mobility District trust fund from which the revenues were collected. Funds shall be spent in the District from which they were collected.
3. Multi-Modal Transportation Mitigation funds shall be used to fund infrastructure projects and transit operations consistent with the Capital Improvements Element. Multi-Modal Transportation Mitigation revenues shall not be spent for maintenance of infrastructure, within any municipality or for local roads or mainline Interstate improvements.
4. Multi-Modal Transportation Mitigation funds may be used for intersection operational and capacity improvements prior to construction of a corridor-wide capacity project identified in the Capital Improvements Element.
5. Where a Developer constructs a transportation mobility improvement that exceeds the developer's Multi-Modal Transportation Mitigation, Alachua County may elect to establish an account for the developer for the purpose of reimbursing the developer for the excess contribution with Multi-Modal Transportation Mitigation payments from future developments within the same Transportation Mobility District.
6. Alachua County may elect to establish a separate infrastructure account within a Transportation Mobility District to ensure that funds collected in a particular area are spent on a specific infrastructure project(s) or within a specific development from which they are collected.
7. The full cost to administer the Multi-Modal Transportation Mitigation Program such as preliminary assessments, application for credit due to construction of improvements, dedication of right-of-way or existing uses,

front-ending agreements, building permit assessment, alternative analysis, annual reporting and monitoring, periodic updates, infrastructure and transit planning and dispute resolution.

(h) **Determining Multi-Modal Transportation Mitigation Credit**

1. An applicant may request Multi-Modal Transportation Mitigation credit for the dedication of non-site related right-of-way and construction of infrastructure consistent with the Capital Improvements Element. In addition, an applicant may request credit for funds expended to fund transit operations to and from the development consistent with transit service identified in the Capital Improvements Element.
2. If Alachua County has accepted an infrastructure project, consistent with the Capital Improvements Element, in lieu of the entire or a portion thereof of the applicant's Multi-Modal Transportation Mitigation, then the value of the improvement shall be determined using invoices based on actual cost.
3. If Alachua County has accepted right-of-way dedication consistent with the Capital Improvements Element, in lieu of the entire or a portion thereof applicant's Multi-Modal Transportation Mitigation, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 130 percent of the most recent assessed value by the Alachua County Property Appraiser or, at the option of the applicant, by fair market value established by a licensed independent appraiser at no expense to Alachua County. To receive the credit, the applicant shall dedicate the right-of-way to Alachua County per all applicable County requirements at no expense to Alachua County.
4. For projects not identified in the Capital Improvements Element, the Board of County Commissioners may elect to adopt the projects for inclusion in the Capital Improvements Element and include the project in subsequent updates of the Capital Improvements Element.
5. Multi-Modal Transportation Mitigation credits may be transferred to other developments within the same Transportation Mobility District, so long as all the developments are owned by the same development entity. If the credit is based on an improvement or right-of-way dedication for a facility that forms the border of two Transportation Mobility Districts, the credit could be utilized in either District.

(i) **Multi-Modal Transportation Mitigation Schedule**

The Multi-Modal Transportation Mitigation schedule shall be provided in a tabular format with specified uses, the mitigation for each use and the effective date of the schedule. The schedule shall be made available on the Growth Management Department's website and posted in the building permit division.

(j) **Updates of Multi-Modal Transportation Mitigation**

The Multi-Modal Transportation Mitigation shall be evaluated on an annual basis concurrent with updates to the Capital Improvements Element. The Multi-Modal Transportation Mitigation shall be re-evaluated should transportation mobility improvements in the Capital Improvements Element be added, modified or removed. The Multi-Modal Transportation Mitigation shall be re-evaluated in the event a sales tax, gas tax or other revenue source is established to pay for all or a portion of the transportation mobility improvements in the Capital Improvements Element. Any increase in the Multi-Modal Transportation Mitigation Program, not related to a phase-in of the mitigation, shall require 90 days advertised notice and posting on the Growth Management website prior to the increase going into effect.

(k) **Administrative Manual**

An administrative manual shall be developed to specify the procedures related to the administration of the Multi-Modal Transportation Mitigation Program, updates, reporting requirements, exceptions, alternative studies, credit applications and forms.

(l) **Impact Fee**

Developments that pay the Multi-Modal Transportation Mitigation shall not be required to pay a transportation impact fee. Once a development's Certificate of Level of Service Compliance expires, all subsequent building activity within the development shall be required to mitigate its impact through payment of the Multi-Modal Transportation Mitigation.



EXHIBIT "B"

# MOBILITY

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**Alachua County's  
Plan to Effectively Link  
Land Use  
&  
Transportation**

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**Multi-Modal Transportation Mitigation (MMTM)  
Final Report**

***Written by:***

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*Alachua County Growth Management Department*

***Review, Revisions & Recommendations by:***

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*Emeritus Professor of Law, University of Florida*

*April 12<sup>th</sup>, 2011*

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

**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.*

part of SB 360 during the 2009 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

#### **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*

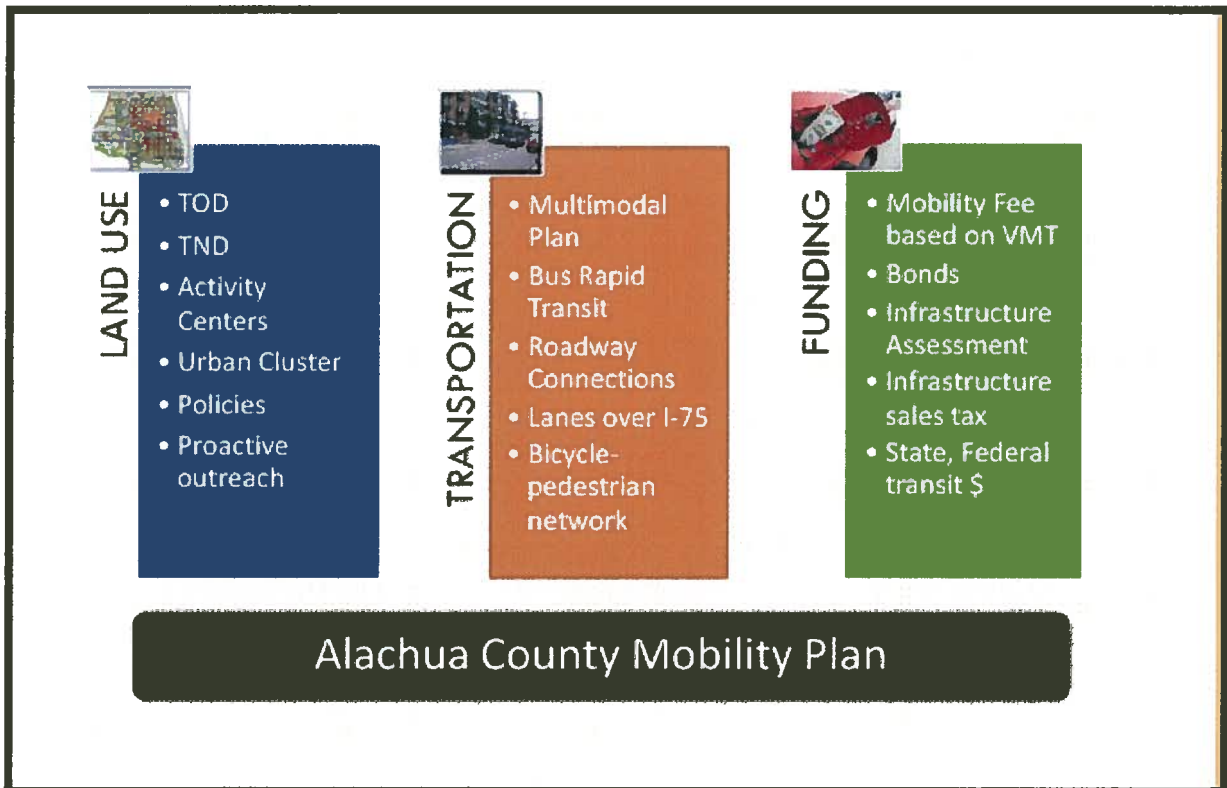
*STEP 5: Establish the mobility fee rate*

*STEP 6: Apply mobility fee*

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

Fee based on Vehicular Miles of Travel (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 12<sup>th</sup>, 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*

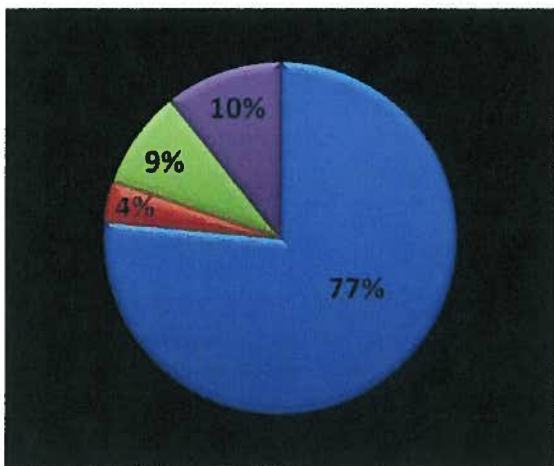
*Committed revenue = gas tax revenue, federal funds, assessments, etc.*



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

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 multi-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



<b>Roads &amp; Dedicated Transit Lanes:</b>	<b>77%</b>
<b>Transit Operations:</b>	<b>10%</b>
<b>Transit Capital:</b>	<b>9%</b>
<b>Bicycle &amp; Pedestrian Capital:</b>	<b>4%</b>

<b>Revenue</b>	
<b>Impact Fees:</b>	<b>\$9,000,000</b>
<b>Federal:</b>	<b>\$7,800,000</b>
<b>Gas Tax:</b>	<b>\$4,575,000</b>

## 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 8<sup>th</sup> 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 39<sup>th</sup> 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 143 <sup>rd</sup> )	4 to 6	4.5
Archer Rd (SR 24)*	Interstate 75	Tower Road	4 to 6	2.2
NW 39 <sup>th</sup> Ave (SR 222)	NW 43 <sup>rd</sup> Street	Interstate 75	4 to 6	3.5
NW 39 <sup>th</sup> Ave	NW 98 <sup>th</sup> Street	CR 241 (NW 143 <sup>rd</sup> )	2 to 4	2.9
Williston Rd (SR 331)	US 441	Interstate 75	4 to 6	2.3
SW 20 <sup>th</sup> / 24 <sup>th</sup> Ave	Interstate 75	SW 122 <sup>nd</sup> (Parker Rd)	2 to 4	4.4
NW 43 <sup>rd</sup> St	NW 23 <sup>rd</sup> Ave	Millhopper Rd	4 to 6	2
Tower Road	Archer Road (SR 24)	SW 8 <sup>th</sup> Avenue	2 to 4	3.2
CR 241	Newberry Rd (SR 26)	NW 39 <sup>th</sup> Ave	2 to 4	2.4
NW 83 <sup>rd</sup> St*	NW 39 <sup>th</sup> Ave (SR 222)	NW 23 <sup>rd</sup> Ave	2 to 4	1
Ft. Clarke Blvd*	NW 23 <sup>rd</sup> Ave	Newberry Rd (SR 26)	2 to 4	1

\* Denotes roadways where dedicated transit lanes are identified in the Mobility Plan CHE

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.



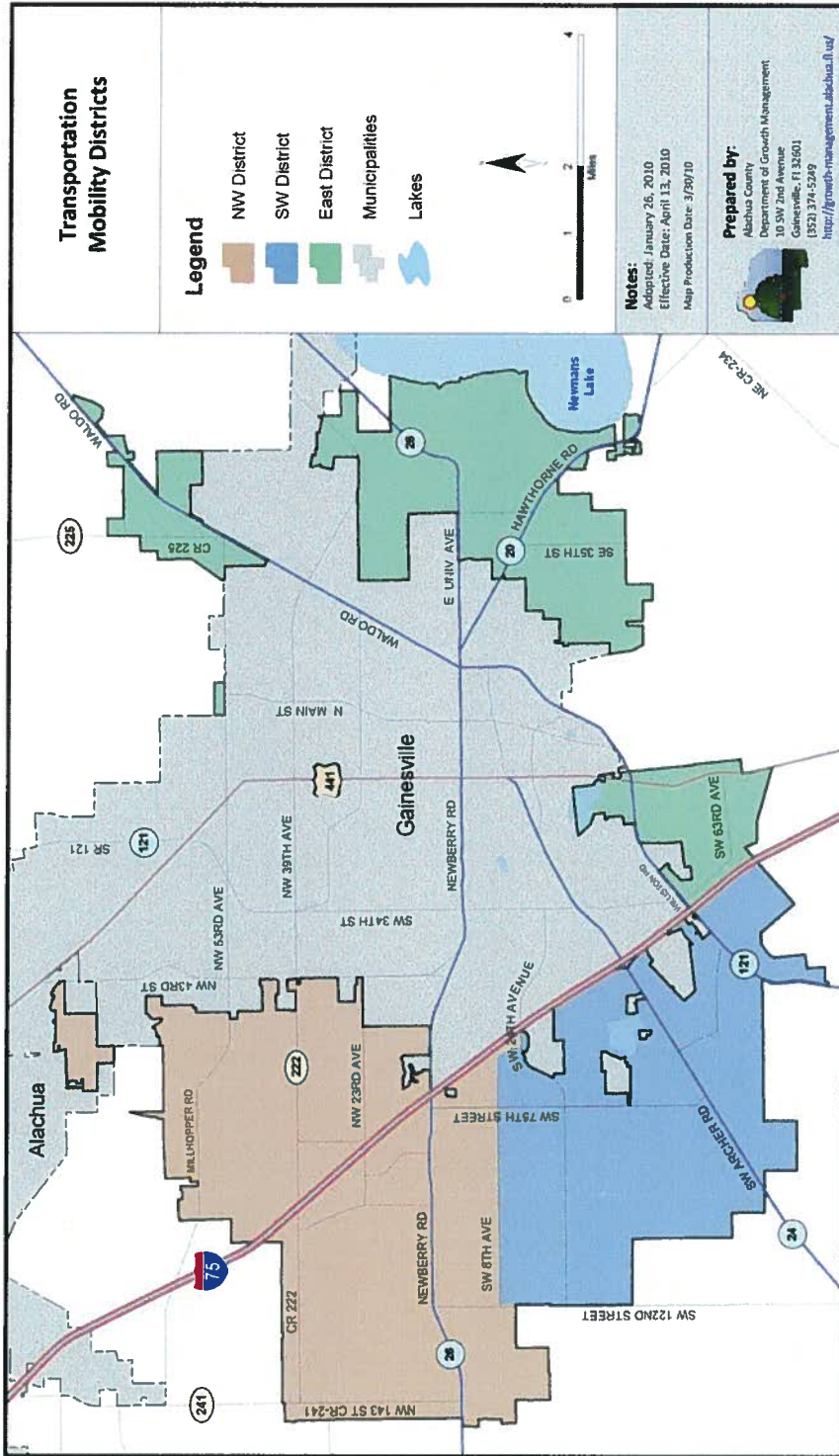
## MULTI-MODAL TRANSPORTATION MITIGATION PROGRAM

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.



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 3<sup>rd</sup> column is the MMTM for Transit Oriented Developments (TOD).

2011 MULTI-MODAL TRANSPORTATION MITIGATION			
	MMTM	MMTM	MMTM
	Non	TND	TOD
	TND/TOD		
<b>RESIDENTIAL:</b>			
<b>RESIDENTIAL URBAN SERVICE / CLUSTER AREA:</b>			
All Residential per 1,000 FT <sup>2</sup>	\$3,164	\$2,494	\$1,851
Residential Expansion per 1,000 FT <sup>2</sup>	\$1,582	\$1,247	\$929
<b>RECREATION:</b>			
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 FT <sup>2</sup>	\$9,864	\$8,384	\$6,904
Recreation/Community Center Per 1,000 FT <sup>2</sup>	\$6,853	\$5,825	\$4,798
<b>INSTITUTIONAL PER 1,000 FT<sup>2</sup>:</b>			
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
<b>OFFICE PER 1,000 FT<sup>2</sup>:</b>			
Businesses & Professional Services (less than 50,000 FT <sup>2</sup> )	\$4,899	\$4,164	\$3,429
Businesses & Professional Services (50,000 FT <sup>2</sup> & greater)	\$6,537	\$5,556	\$4,576
<b>MEDICAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>			
Medical / Dental Offices	\$7,133	\$6,063	\$4,993
Hospitals	\$6,684	\$5,602	\$4,679
Nursing Home	\$1,934	\$1,644	\$1,354
<b>INDUSTRIAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>			
Industrial, Manufacturing, Warehousing	\$4,384	--	--
Mini-Warehousing	\$1,393	--	\$697
<b>GENERAL COMMERCIAL RETAIL PER 1,000 FT<sup>2</sup>:</b>			
Small Scale Retail Store (less than 20,000 FT <sup>2</sup> )	\$8,231	\$6,585	\$4,938
Medium Scale Retail Store (20,000 to 50,000 FT <sup>2</sup> )	\$13,697	\$11,642	\$9,588
Large Scale Retail Store (greater than 50,000 FT <sup>2</sup> )	\$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	--	--
<b>NON-RESIDENTIAL:</b>			
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	%	DAILY TRIP GENERATION		
	TRIP	NEW	Non	TND	TOD
	LENGTH	TRIPS	TND/TOD		
<b>RESIDENTIAL:</b>					
<b>RESIDENTIAL URBAN SERVICE / CLUSTER AREA:</b>					
All Residential per 1,000 FT <sup>2</sup>	3.41	100%	4.77	3.76	2.79
Residential Expansion per 1,000 FT <sup>2</sup>	3.41	100%	2.39	1.88	1.40
<b>RECREATION:</b>					
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 FT <sup>2</sup>	1.54	100%	32.93	27.99	23.05
Recreation/Community Center Per 1,000 FT <sup>2</sup>	1.54	100%	22.88	19.45	16.02
<b>INSTITUTIONAL PER 1,000 FT<sup>2</sup>:</b>					
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
<b>OFFICE PER 1,000 FT<sup>2</sup>:</b>					
Businesses & Professional Services (less than 50,000 FT <sup>2</sup> )	3.05	75%	11.01	9.36	7.71
Businesses & Professional Services (50,000 FT <sup>2</sup> & greater)	4.07	75%	11.01	9.36	7.71
<b>MEDICAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>					
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
<b>INDUSTRIAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>					
Industrial, Manufacturing, Warehousing	4.77	90%	5.25	--	--
Mini-Warehousing	3.82	75%	2.50	--	1.25
<b>GENERAL COMMERCIAL RETAIL PER 1,000 FT<sup>2</sup>:</b>					
Small Scale Retail Store (less than 20,000 FT <sup>2</sup> )	2.19	45%	42.94	34.35	25.76
Medium Scale Retail Store (20,000 to 50,000 FT <sup>2</sup> )	3.28	50%	42.94	36.50	30.06
Large Scale Retail Store (greater than 50,000 FT <sup>2</sup> )	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	--	--
<b>NON-RESIDENTIAL:</b>					
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.

2011 MULTI-MODAL TRANSPORTATION MITIGATION				
	Roadway	MMTM	MMTRM	MMTM
	Only	Non	TND	TOD
	Mobility	TND/TOD		
	Plan			
<b>RESIDENTIAL:</b>				
<b>RESIDENTIAL URBAN SERVICE / CLUSTER AREA:</b>				
All Residential per 1,000 FT <sup>2</sup>	\$6,540	\$3,164	\$2,494	\$1,851
Residential Expansion per 1,000 FT <sup>2</sup>	\$3,270	\$1,582	\$1,247	\$929
<b>RECREATION:</b>				
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 FT <sup>2</sup>	\$20,386	\$9,978	\$8,481	\$6,904
Recreation/Community Center Per 1,000 FT <sup>2</sup>	\$14,165	\$6,853	\$5,825	\$4,798
<b>INSTITUTIONAL PER 1,000 FT<sup>2</sup>:</b>				
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
<b>OFFICE PER 1,000 FT<sup>2</sup>:</b>				
Businesses & Professional Services (less than 50,000 FT <sup>2</sup> )	\$10,125	\$4,899	\$4,164	\$3,429
Businesses & Professional Services (50,000 FT <sup>2</sup> & greater)	\$13,510	\$6,537	\$5,556	\$4,576
<b>MEDICAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>				
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
<b>INDUSTRIAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>				
Industrial, Manufacturing, Warehousing	\$9,060	\$4,384	--	--
Mini-Warehousing	\$2,879	\$1,393	--	\$697
<b>GENERAL COMMERCIAL RETAIL PER 1,000 FT<sup>2</sup>:</b>				
Small Scale Retail Store (less than 20,000 FT <sup>2</sup> )	\$17,012	\$8,231	\$6,585	\$4,938
Medium Scale Retail Store (20,000 to 50,000 FT <sup>2</sup> )	\$28,309	\$13,697	\$11,642	\$9,588
Large Scale Retail Store (greater than 50,000 FT <sup>2</sup> )	\$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	--	--
<b>NON-RESIDENTIAL:</b>				
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 1<sup>st</sup> column is the current reduced impact fee, which has been reduced 15% by the BOCC. The 2<sup>nd</sup> column is the impact fee without the 15% reduction. The MMTM columns include the same data as the table provided on page 19.

2011 MULTI-MODAL TRANSPORTATION MITIGATION					
	Current	FULL	MMTM	MMTM	MMTM
	2011	2011	Non	TND	TOD
	IMPACT	IMPACT	TND/TOD		
	FEE	FEE			
<b>RESIDENTIAL:</b>					
<b>RESIDENTIAL URBAN SERVICE / CLUSTER AREA:</b>					
All Residential per 1,000 FT <sup>2</sup>	\$2,073	\$2,439	\$3,164	\$2,494	\$1,851
Residential Expansion per 1,000 FT <sup>2</sup>	\$1,074	\$1,264	\$1,582	\$1,247	\$929
<b>RECREATION:</b>					
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 FT <sup>2</sup>	\$6,480	\$7,624	\$9,864	\$8,384	\$6,904
Recreation/Community Center Per 1,000 FT <sup>2</sup>	\$4,515	\$5,312	\$6,853	\$5,825	\$4,798
<b>INSTITUTIONAL PER 1,000 FT<sup>2</sup>:</b>					
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
<b>OFFICE PER 1,000 FT<sup>2</sup>:</b>					
Businesses & Professional Services (less than 50,000 FT <sup>2</sup> )	\$3,199	\$3,763	\$4,899	\$4,164	\$3,429
Businesses & Professional Services (50,000 FT <sup>2</sup> & greater)	\$4,276	\$5,030	\$6,537	\$5,556	\$4,576
<b>MEDICAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>					
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
<b>INDUSTRIAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>					
Industrial, Manufacturing, Warehousing	\$2,858	\$3,362	\$4,384	--	--
Mini-Warehousing	\$920	\$1,082	\$1,393	--	\$697
<b>GENERAL COMMERCIAL RETAIL PER 1,000 FT<sup>2</sup>:</b>					
Small Scale Retail Store (less than 20,000 FT <sup>2</sup> )	\$5,378	\$6,327	\$8,231	\$6,585	\$4,938
Medium Scale Retail Store (20,000 to 50,000 FT <sup>2</sup> )	\$8,974	\$10,557	\$13,697	\$11,642	\$9,588
Large Scale Retail Store (greater than 50,000 FT <sup>2</sup> )	\$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	--	--
<b>NON-RESIDENTIAL:</b>					
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

Below is the three (3) year phase-in of the Multi-Modal Transportation Mitigation rates per direction from the BOCC at the March 15<sup>th</sup>, 2011 Special Meeting on the Multi-Modal Transportation Mitigation Program. The phase-in is based on the difference between the 2011 transportation impact fee and the full MMTM rate. The difference is phased in 1/3 increments over a three year period starting in 2011.

MULTI-MODAL TRANSPORTATION MITIGATION - PHASING SCHEDULE (33% ANNUAL PHASE IN FOR 3 YEARS) BASED ON 2011 IMPACT FEE														
	Current	2011			2012			2013						
		MMTM Non	MMTM TOD	MMTM TND/TOD	MMTM Non	MMTM TOD	MMTM TND/TOD	MMTM Non	MMTM TOD	MMTM TND/TOD				
<b>RESIDENTIAL:</b>														
<b>RESIDENTIAL URBAN SERVICE / CLUSTER AREA:</b>														
All Residential per 1,000 FT <sup>2</sup>	\$2,073	\$2,433	\$2,212	\$1,704	\$2,793	\$2,351	\$1,777	\$3,164	\$2,494	\$1,851				
Residential Expansion per 1,000 FT <sup>2</sup>	\$1,074	\$1,242	\$1,131	\$832	\$1,410	\$1,188	\$880	\$1,582	\$1,247	\$929				
<b>RECREATION:</b>														
Park Per Acre	\$1,130	\$1,320	\$1,235	\$1,151	\$1,510	\$1,341	\$1,172	\$1,706	\$1,450	\$1,194				
Golf Course Per Hole	\$14,062	\$16,510	--	--	\$18,958	--	--	\$21,480	--	--				
Racquet/Tennis Club Per Court	\$7,607	\$8,922	\$8,348	\$7,774	\$10,237	\$9,090	\$7,942	\$11,592	\$9,855	\$8,114				
Health/Fitness Club Per 1,000 FT <sup>2</sup>	\$6,480	\$7,597	\$7,109	\$6,620	\$8,713	\$7,737	\$6,760	\$9,864	\$8,384	\$6,904				
Recreation/Community Center Per 1,000 FT <sup>2</sup>	\$4,515	\$5,287	\$4,948	\$4,609	\$6,058	\$5,380	\$4,702	\$6,853	\$5,825	\$4,798				
<b>INSTITUTIONAL PER 1,000 FT<sup>2</sup>:</b>														
Private School (K-12)	\$2,312	\$2,705	\$2,531	\$2,367	\$3,098	\$2,751	\$2,423	\$3,502	\$2,977	\$2,480				
Place of Worship	\$2,124	\$2,498	\$2,336	\$2,184	\$2,871	\$2,549	\$2,244	\$3,256	\$2,767	\$2,306				
Day Care Center	\$3,097	\$3,627	\$3,394	\$3,161	\$4,156	\$3,691	\$3,225	\$4,702	\$3,997	\$3,291				
Library	\$3,988	\$4,682	\$4,381	\$4,079	\$5,377	\$4,773	\$4,170	\$6,092	\$5,178	\$4,264				
<b>OFFICE PER 1,000 FT<sup>2</sup>:</b>														
Businesses & Professional Services (less than 50,000 FT <sup>2</sup> )	\$3,199	\$3,760	\$3,517	\$3,275	\$4,321	\$3,836	\$3,351	\$4,899	\$4,164	\$3,429				
Businesses & Professional Services (50,000 FT <sup>2</sup> & greater)	\$4,276	\$5,022	\$4,698	\$4,375	\$5,768	\$5,121	\$4,474	\$6,537	\$5,536	\$4,576				
<b>MEDICAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>														
Medical / Dental Offices	\$4,700	\$5,503	\$5,149	\$4,796	\$6,305	\$5,599	\$4,893	\$7,133	\$6,063	\$4,993				
Hospitals	\$4,382	\$5,142	\$4,811	\$4,480	\$5,901	\$5,240	\$4,578	\$6,684	\$5,682	\$4,679				
Nursing Home	\$1,258	\$1,481	\$1,385	\$1,290	\$1,704	\$1,513	\$1,321	\$1,934	\$1,644	\$1,354				
<b>INDUSTRIAL BUILDINGS PER 1,000 FT<sup>2</sup>:</b>														
Industrial Manufacturing, Warehousing	\$2,868	\$3,361	--	--	\$3,865	--	--	\$4,384	--	--				
Mini-Warehousing	\$920	\$1,076	--	\$549	\$1,232	--	\$623	\$1,393	--	\$697				
<b>GENERAL COMMERCIAL RETAIL PER 1,000 FT<sup>2</sup>:</b>														
Small Scale Retail Store (less than 20,000 FT <sup>2</sup> )	\$5,378	\$6,319	\$5,776	\$4,648	\$7,261	\$6,174	\$4,793	\$8,231	\$6,585	\$4,938				
Medium Scale Retail Store (20,000 to 50,000 FT <sup>2</sup> )	\$8,974	\$10,533	\$9,855	\$9,177	\$12,091	\$10,735	\$9,379	\$13,697	\$11,642	\$9,588				
Large Scale Retail Store (greater than 50,000 FT <sup>2</sup> )	\$14,640	\$17,035	\$15,951	\$14,867	\$19,431	\$17,263	\$15,095	\$21,898	\$18,614	\$15,329				
Large Scale Retail Superstore	\$25,317	\$29,714	\$27,801	\$25,888	\$34,110	\$30,285	\$26,460	\$38,640	\$32,844	\$27,048				
Large Scale Wholesale Club - Membership	\$16,291	\$19,122	\$17,542	\$16,373	\$21,953	\$18,792	\$16,456	\$24,870	\$20,080	\$16,540				
Grocery Store	\$14,284	\$16,756	\$15,678	\$14,600	\$19,228	\$17,072	\$14,917	\$21,775	\$18,509	\$15,242				
Pharmacy with Drive-Thru	\$9,761	\$11,456	\$10,718	\$9,981	\$13,150	\$11,676	\$10,201	\$14,897	\$12,662	\$10,428				
Restaurant with Drive-Thru	\$10,337	\$12,128	--	--	\$23,234	\$20,631	\$18,028	\$26,295	\$22,351	\$18,406				
Car Sales	\$9,786	\$11,490	--	--	\$13,919	--	--	\$15,764	--	--				
Auto Parts Stores	\$3,623	\$4,248	--	--	\$4,873	--	--	\$5,518	--	--				
Tire & Auto Repair	\$3,098	\$3,630	\$3,319	\$2,645	\$4,161	\$3,539	\$2,735	\$4,708	\$3,767	\$2,825				
<b>NON-RESIDENTIAL:</b>														
Hotel Per Room	\$14,682	\$17,239	\$15,816	\$14,782	\$19,786	\$18,939	\$14,832	\$22,410	\$18,096	\$14,904				
Movie Theater Per Screen	\$13,409	\$15,755	\$14,740	\$13,724	\$18,102	\$16,070	\$14,039	\$20,519	\$17,441	\$14,364				
Bank with Drive-Thru Per Drive-Thru Lane	\$21,775	\$25,508	\$23,870	\$22,232	\$29,240	\$25,966	\$22,689	\$33,085	\$28,123	\$23,160				
Convenience Market & Gas Per Pump	\$4,065	\$4,784	\$4,457	\$4,151	\$5,503	\$4,850	\$4,238	\$6,243	\$5,254	\$4,327				
Quick Lube Vehicle Service Per Bay	\$4,328	\$5,073	\$4,729	\$4,406	\$5,818	\$5,129	\$4,483	\$6,585	\$5,541	\$4,563				
Car Wash Per Stall														