

**Hillsborough County  
Mobility Fee Technical Committee**

**Kick-off Meeting Minutes**  
September 3, 2009 at 9:00 a.m.  
20<sup>th</sup> Floor County Center

The following committee members were present:

**Members**

Peter Aluotto	Waddah Farah	Steve Henry
Robert Campbell	Danny Lamb	Randy Coen
Charles White	Joe Zambito	Mike Razor
John Patrick	Linda Walker <i>for Mary</i>	
Michael Williams	<i>Shavalier</i>	
Adam Gormly	Domingo Noriega	

**Proceedings:**

The meeting was called to order at 9:15 a.m by Peter Aluotto.

*Introduction:*

- Peter Aluotto welcomed the members and thanked them for volunteering their time on this committee. He explained that the intent of this committee was to establish a procedure to calculate the mobility fee for new development in Hillsborough County. He also explained that the Senate Bill 360 requires that local government that qualifies as a transportation concurrency exception area, like Hillsborough County is required to establish a mobility fee within two year from the date the Senate Bill 360 went into effect.
- Peter Aluotto explained that a policy committee will be established in a couple of months that will be discussing the implementation issues associated with mobility fee, but welcomed question and input from this committee that the policy committee should consider in making their recommendations.
- Bob Campbell introduced the agenda for this meeting. First John Patrick will go through the requirements in the Senate Bill 360 in terms of the mobility fee, second Charles White will explain the concept that staff has been contemplated, and then we open up for discussions.

*Senate Bill 360 –Mobility Fee:*

- John Patrick stated that Hillsborough County has been following the CUTR/DCA study on mobility fees and finds that while this concept may not be workable in the context of Hillsborough County’s needs.

- John Patrick explained that the Senate Bill 360 requires local government that has a transportation concurrency exception area designated requires within 2 years, adopt into its local comprehensive plan land use and transportation strategies to support and fund mobility within the exception area, including alternative modes of transportation.
- John Patrick informed the members that Hillsborough County as part of funding the long-range mobility plan is contemplating one percent transportation surtax through a referendum in 2010. Hillsborough County Transportation Task Force will be making a recommendation to the Board of County Commissioners in November of this year.
- John Patrick explained that mobility is another part of the equation to fund mobility. The mobility fee will provide for mobility needs associated with new development and that it provides mitigation for its impacts on the transportation system.

*HC Mobility Fee – Draft Concept:*

- Charles White explained that the mobility fee is based on the concept that projects will be assessed a fee based on the amount of vehicles miles traveled per trip on the transportation system. The initial concept was to develop one fee that would apply County-wide. After further consideration staff found that the approach should be to divide the County into Districts or Zones and apply the appropriate fee per District or Zone because of the diversity of and uses across the County and the future land use goals.
- Charles White explained that establishing the fee involves a three step process:
  - o Developing a cost per trip
  - o Developing an average trip length by planning area
  - o Developing a cost of vehicle miles of travel

*Discussion:*

The following comments and points that were discussed at this meeting

- Is it the intent of the County to establish one table with different land uses per zone and average trip length per land use?
- Initially, we can look at the average trip per zone. TBRPM takes into consideration all the land uses and the interaction between them. This is some thing this committee will be working on.
- One of the concerns is that the local convenience store will produce much shorter trip in general compared to shopping center how we are going to distinguish between such uses.
- In certain zone we can look at trip reduction measures like mixed use development.
- The TBRPM currently breaks down the trip types, local versus regional for trip generation purposes and this could be used to look at trip length by trip type.
- Even if a generalized look-up table is established based on average trip lengths there may be an appeals process. This should be worked on.
- Still the developer will be required to make improvements at site access.
- In each zone the cost of trip will be based on the consumption of capacity and not based on the needs.
- Each zone should be looked at for the characteristics of the trips.
- Some developer may want to build improvements close to their project and some developer may any to pay and go. This is open for discussion at this time.

*Potential Timeline:*

- Charles White presented a potential timeline for the committee's consideration.
- Committee was comfortable with the timeline.

*Next Meeting:*

-September 09, 2009 at 9:30am

Note: For more details on this meetings please contact Hillsborough County Transportation and Land Development Review Staff at 813-276-8428