

**Hillsborough County  
Mobility Fee Technical Committee**

**Meeting Minutes**

February 16, 2009 at 9:30 a.m.  
20<sup>th</sup> Floor County Center

The following committee members were present:

**Members**

Peter Aluotto	Leslie Sykes for Brad Parrish	Kamala Corbett <sup>(1)</sup>
Robert Campbell	Brett Gocka	Wayne Davis <sup>(1)</sup>
Charles White	Mike Raysor	Allison Yeh <sup>(1)</sup>
John Patrick	Ronnie Blackshear <sup>(1)</sup>	Josh Holton <sup>(1)</sup>
Michael Williams	Dan Santos <sup>(1)</sup>	Bryan Fest <sup>(1)</sup>
Adam Gormly	Scott Jones <sup>(1)</sup>	
Domingo Noriega	Marilyn Smith <sup>(1)</sup>	<sup>(1)</sup> Non-Member
Joe Zambito	Marlo Chavama <sup>(1)</sup>	
Steve Henry	Christopher Hatton <sup>(1)</sup>	
Randy Coen	Shawn Perrine <sup>(1)</sup>	

**Proceedings:**

The meeting was called to order at 9:30 am by Bob Campbell.

*Public Policy Forum – Questions and Concerns*

- Staff presented potential answers to the “fee collection” comments from the Public Policy Forum on December 15, 2009 for the discussion of the committee.
- The Committee came up with the answers to be presented at the February 19, 2010 Public Policy Forum.

*Next Meeting:*

- March 16, 2010 at 9:30am.

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

**Response Worksheet  
Mobility Fee Technical Committee February 16, 2009**

**Allocation and Use of Funds (Yellow) from December 15, 2009  
Policy Meeting**

**6.0 Allocation of Funds Geographically**

Comment	Response
<p>6.1 What will be the basis for the allocation of the new mobility fees to the various jurisdictions such as the Cities of Tampa, Plant City &amp; Temple Terrace, or transportation agencies such as FDOT, HART, etc.?</p>	<p><b>Option 1:</b> The allocation of mobility fee will be based on the VMT by functional classification and jurisdiction from the Tampa Bay Regional Model by Districts. A District is comprised of several Zones of similar trip length characteristics. The interstate system and ramps may be excluded in VMT calculation.</p> <p>Note:</p> <ol style="list-style-type: none"> <li>1. FDOT to provide an analysis (model run) on the impact of excluding interstate in VMT calculation.</li> <li>2. The cost of trip does not include the construction cost associated with the improvements on the Interstate system.</li> </ol> <p><b>Option 2:</b> Section 163.3180(5)(b)(4) F.S., states that “a local government, with a designated transportation concurrency exception area, shall within two years after the area becomes exempt, 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”.</p> <p>Based on this section of the statute each local government will be responsible for developing their strategies and collecting the mobility fees, based on a unified methodology. The local governments would then have the discretion to allocate funds to the implementing agencies to construct improvements consistent with their adopted mobility strategies.</p> <p>The allocation of mobility fee to projects will be based on the mobility strategies.</p> <p>DCA defines the Mobility Plan as follows: <i>Those portions of existing local government comprehensive plans that contain land use and transportation strategies and capital improvements projects to support and fund mobility constitute a mobility plan. Strategies for mobility associated with dense urban land areas (DULAs) through transportation concurrency exception areas (TCEA) and other alternatives to</i></p>

	<p><i>transportation concurrency, such as multimodal transportation districts and transportation concurrency management areas, would also be considered mobility plans. These plans establish transportation improvement priorities for expenditure of the mobility fee.</i></p> <p><i>Pursuant to section 163.3180 (5) a.4., each local government establishing a transportation concurrency exception area must “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. Local governments are encouraged to adopt complementary land use and transportation strategies that reflect the region's shared vision for its future.” §. 163.3180(5)(d)(1)(2).</i></p>
6.2 Will there be a requirement that the mobility fees be spent “in the same area” where they are collected? If not, a large development might pay a large mobility fee yet create a significant traffic problem near his project, while the fees he paid are spent in another area, possibly benefiting a competitor.	<p>The fee might not be spent in the same zone in which it is collected. The County will be divided into Districts (no more than 10) which will be comprised of several zones with similar trip length characteristics. Currently, it is proposed that County be divided into 45 zones and 10 districts.</p> <p>The revenue will be spent on projects identified and prioritized by the local governments.</p>
6.3 Is money spent in zone collection?	See response in 6.2
6.4 Must the fee be spent in zone collected?	See response in 6.2
6.5 Will fees be used by zone (like impact fees?)	See response in 6.2
6.6 How do you ensure the fees are applied to the area of impact?	<p>The future transportation needs have been identified in the Long Range Transportation Needs Plan within the district, which takes into consideration the land development patterns within the area. The revenue will be spent on projects identified and prioritized by the local governments.</p> <p>The developer will be responsible for site access improvements.</p>
6.7 Does the \$ stay in district	Yes. See response 6.2
6.8 Is money spent to provide project specific benefits?	Yes, the improvements will provide benefits to the overall transportation system which will benefit the project within the district, excluding site access improvements.

6.9 Will mobility fees be directed back to improvements in area collected?	See response in 6.2
6.10 Will funds be used for an improvement that directly offsets project impact?	<p>The monies will be spent consistent with the mobility strategies and will benefit development by providing mobility on the overall transportation system within the District. The plan is to link land use to the demand for mobility.</p> <p>The developer will still be responsible for site access improvements.</p>

### 7.0 Multi-Modal Transportation

Comment	Response
7.1 What will be the basis for the allocation of new mobility fees to various modes? E.g. highways, transit, pedestrian, bicycle, etc.	<p>A set of strategies will be developed by each local government to provide mobility within each of the proposed districts. The strategies will address all modes of mobility.</p> <p><b>Option 1:</b> The allocation of mobility fee will be based on the VMT by functional classification and jurisdiction from the Tampa Bay Regional Model by Districts. A District is comprised of several Zones of similar trip length characteristics. The interstate system and ramps may be excluded in VMT calculation.</p> <p>Note:</p> <ol style="list-style-type: none"> <li>1. FDOT to provide an analysis (model run) on the impact of excluding interstate in VMT calculation.</li> <li>2. The cost of trip does not include the construction cost associated with the improvements on the Interstate system.</li> </ol> <p><b>Option 2:</b> Section 163.3180(5)(b)(4) F.S., states that “a local government, with a designated transportation concurrency exception area, shall within two years after the area becomes exempt, 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”.</p> <p>Based on this section of the statute each local government will be responsible for developing their strategies and collecting the mobility fees, based on a unified methodology. The local governments would then have the discretion to allocate funds to the implementing agencies to construct improvements consistent with their adopted mobility strategies.</p>

<p>7.2 Since the amount of mobility fee is primarily on the cost to build roads, how do we know that it is sufficient to provide for a multimodal transportation system?</p>	<p>This question was responded to in Comment 1.1</p> <p><i>“The cost formula does include the cost of multimodal improvements, if by multi-modal we mean bike lanes, sidewalks, and bus bays. The cost of fixed guide-way systems are not included because: (a.) these systems are not yet available; and (b.) these improvements have their own exclusive funding source”.</i></p>
<p>7.3 \$ for Bus/Rail</p>	<p>The BOCC is contemplating placing a one cent transportation surtax referendum question on the 2010 ballot. If the referendum passes, the surtax will fund all transit projects identified in the Long Range Transportation Plan.</p>
<p>7.4 How and what priority will be given to strategic inter-modal systems (SIS)?</p>	<p>The priorities of projects will be determined by the local government based on the strategies adopted comprehensive plan.</p>
<p>7.5 Will any of these funds be allocated to HART, light rail or other mass transit transportation venues?</p>	<p>See Comment 7.3 and 7.2</p>
<p>7.6 How much focus will transit have in allocation?</p>	<p>See Comment 7.3, and 7.4</p> <p>Each district may also have a set of strategies to provide additional enhancements to transit.</p>
<p>7.7 Funds should not go to rail</p>	<p>See Comment 7.3, and 7.4</p>
<p>7.8 Widening roads is not realistic in many districts. In Tampa, USF &amp; TNC, spend all funds on transit bike, pedestrian, ITS, intersections.</p>	<p>Road widening might not necessarily be the first option to provide mobility in some areas in the County. Each local government (Section 163.3180(5)(b)(4) F.S.) will have a set of strategies to provide mobility. The appropriate strategies will be applied in each district.</p>
<p>7.9 Focus spending on moving people not just building roads.</p>	<p>See response to 7.8</p>

## 8.0 Relationship to Other Taxes

Comment	Response
8.1 How will tax revenue credits be handled?	<p>1. There will be no credit given for gas taxes as most of the gas taxes go towards maintaining the existing roadways and not for new construction.</p> <p>2. No credits will be given for Ad Valorem taxes. Historically, the property tax has been used for transportation projects on a limited basis. As of today, majority of the capacity projects at funded by the Community Investment Taxes. It is projected that no ad valorem taxes will be used on a limited basis for roadway projects in the future except for the revenue allocated in the FY10-FY15 CIP.</p>
8.2 How will state roads be addressed? and How will state/federal gas taxes be credited?	<p><b>Option 1:</b> The allocation of mobility fee will be based on the VMT by functional classification and jurisdiction from the Tampa Bay Regional Model by Districts. A District is comprised of several Zones of similar trip length characteristics. The interstate system and ramps may be excluded in VMT calculation.</p> <p>Note:</p> <ol style="list-style-type: none"> <li>1. FDOT to provide an analysis (model run) on the impact of excluding interstate in VMT calculation.</li> <li>2. The cost of trip does not include the construction cost associated with the improvements on the Interstate system.</li> </ol> <p><b>Option 2:</b> Section 163.3180(5)(b)(4) F.S., states that “a local government, with a designated transportation concurrency exception area, shall within two years after the area becomes exempt, 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”.</p> <p>Based on this section of the statute each local government will be responsible for developing their strategies and collecting the mobility fees, based on a unified methodology. The local governments would then have the discretion to allocate funds to the implementing agencies to construct improvements consistent with their adopted mobility strategies.</p> <p>There will be no credit given for gas taxes as most of the gas taxes allocated back to the local government goes towards maintaining the existing roadways and not for new construction.</p>
8.3 Resource revenues. Will the mobility fee replace all transportation revenues currently collected by the County (i.e. sales tax, etc) and gas taxes?	<p>No. The mobility fee is only being proposed to replace the transportation impact fee and will only be applied to new development based on their consumption of capacity. The existing revenue sources will likely be used in their current capacities which are maintenance, operations and existing deficient roadways.</p>

8.4 Since mobility fees are intended to provide for the mobility of new growth, will existing transportation revenues such as gas tax or ad valorem for operations and maintenance and for addressing the existing backlog of deficiencies?	Yes. The mobility fee is intended to provide for the mobility of new growth only.
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### 9.0 Developer Responsibilities

Comment	Response
9.1 Is the Developer still responsible for road improvements if the mobility fee & impact fee are not allocated to projects?	No. The Developer would only be responsible for those improvements identified as site access and adjacent intersections (to be defined).
9.2 How does this affect developer's agreements?	Developer agreements will not be affected by the new mobility fee unless the Developer chooses to amend their agreement.
9.3 Does vesting of projects protect you from future problems?	No. Since Hillsborough County would be transportation exception area vesting against concurrency does not apply. It does not affect any contract or agreement entered into or development order rendered before the creation of the transportation concurrency exception area.

### 10.0 Prioritization of Projects

Comment	Response
10.1 Will there be the ability to "pipeline" projects to get things built quicker?	Currently being discussed.
10.2 Who will select? Can developer select projects?	The local governments (Section 163.3180(5)(b)(4) F.S.) would be responsible for identifying and prioritizing projects. Mobility fee is a pay-and-go system.
10.3 MPO – needs plan – public hearing	Staff did not understand the question. Needs clarification.

## 11.0 Multiple Jurisdictions

<p>11.1 Once funds are collected, who will initiate and/or distribute funds if multiple jurisdictions are involved?</p>	<p><b>Option 1:</b> The allocation of mobility fee will be based on the VMT by functional classification and jurisdiction from the Tampa Bay Regional Model by Districts. A District is comprised of several Zones of similar trip length characteristics. The interstate system and ramps may be excluded in VMT calculation.</p> <p>Note:</p> <ol style="list-style-type: none"> <li>1. FDOT to provide an analysis (model run) on the impact of excluding interstate in VMT calculation.</li> <li>2. The cost of trip does not include the construction cost associated with the improvements on the Interstate system.</li> </ol> <p><b>Option 2:</b> Section 163.3180(5)(b)(4) F.S., states that “a local government, with a designated transportation concurrency exception area, shall within two years after the area becomes exempt, 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”.</p> <p>Based on this section of the statute each local government will be responsible for developing their strategies and collecting the mobility fees, based on a unified methodology. The local governments would then have the discretion to allocate funds to the implementing agencies to construct improvements consistent with their adopted mobility strategies.</p>
<p>11.2 Multi-jurisdictional impact FDOT, Co, HART, other gov’t. MPO only agency that provides this.</p>	<p>See response 11.1</p> <p>The local governments (Section 163.3180(5)(b)(4) F.S.) would be responsible for identifying and prioritizing projects.</p>
<p>11.3 Trips that overlap jurisdictions?</p>	<p>The average trip lengths were calculated based on trips within Hillsborough County at County line.</p> <p>There will be an overlap of trips between local jurisdictions within the County. The average trip length has also accounted for the overlap in the calculation. The fee is only charged for one-half of the trip generated. One half of the trip is a production which may originate in one jurisdiction and the other half of the trip is an attraction, which may be located in another jurisdiction. By one jurisdiction charging for one-half of the trip and the other jurisdiction charging for the other half of the trip, the cost of impact is being shared among jurisdictions.</p>

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**12.0 Miscellaneous**

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12.1 Allocations based on Comp plan and LRTP priorities	See response 6.1
12.2 Have Plant City & Temple Terrace been involved thus far?	Yes. Both Plant City and Temple Terrace are members of the Technical committee. Meetings with individual local jurisdictions are also being scheduled.
12.3 Are funds allocated to gov't on an annual or quarterly basis for projects?	If Option 2 (See Comment 11.1) is chosen the individual jurisdictions will collect the fees. An allocation mechanism if Option 1 is chosen yet to be determined.
12.4 Since Hillsborough County is a job center and many people living in adjacent county travel here daily for work how will the impacts of the "out of county" travel be addressed?	See Response 11.3
12.5 Have \$ targeted to needs	The future transportation needs have been identified in the Long Range Transportation Needs Plan. The mobility fee is based on the consumption of capacity and not based on the needs plan.
12.6 Tie into CIP projects	No. All projects will be tied to the land use and transportation strategies adopted in the local comprehensive plan. Section 163.3180(5)(b)(4) F.S., states that "a local government, with a designated transportation concurrency exception area, shall within two years after the area becomes exempt, 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".